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The JOHANN ESSBERGER seen outbound from Rotterdam – Photo : Jan Oosterboer (c)

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Above seen the dredger **AVE CAESAR** together with hopper barge **SAULUS** and tug **ST.GABRIEL** at Sliema Creek, Marsamxett Harbour, Malta on Sunday 26th June, 2011 during the clean up of the sunken pleasure boat **LADY DAVINIA** that sunk at her moorings after a storm back in 2008. She was launched and completed in 1955 as one of the 93 ships of the Royal Navy Ham Class inshore minesweeper **HMS GREETHAM M2632**. Greetham was loaned to the Libyan Navy as their first ships in 1963 and transferred permanently & renamed Zuara in September 1966 of which she was decommissioned in 1973. Then she was renamed **ORCA 1** flying a PAN flag and based at Lazzaretto Creek at Marsamxett Harbour, Malta and early eighties she was renamed **LADY DAVINIA** with different of livery colours.

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

Hr.Ms. Johan de Witt voert medische evacuatie uit

Het stationsschip van de Koninklijke Marine heeft afgelopen zaterdag 25 juni een medische evacuatie uitgevoerd nabij Bonaire. Het marineschip, dat voor een evacuatieoefening nabij Bonaire voer, werd opgeroepen door de Kustwacht voor het Caribisch Gebied met het verzoek medische assistentie te verlenen aan boord van de Italiaanse tanker **Mare**

Tirrenum, 5 mijl ten westen van klein Bonaire. Een medisch team van **Hr. Ms. Johan de Witt** maakte zich onmiddellijk gereed en werd met de RHIB afgezet op de Mare Tirrenum.



Het bemanningslid is door de scheepsarts en een verpleegkundige onderzocht en gestabiliseerd, waarna de Lynx boordhelikopter van de Johan de Witt is ingezet om de patiënt te vervoeren naar het SEHOS ziekenhuis op Curaçao. Door snel te handelen en goede samenwerking tussen lokale autoriteiten, het kustwachtcentrum en **Hr.Ms. Johan de Witt** is de medische evacuatie succesvol uitgevoerd.

4 crewmembers OK after tug sinks in Bering Sea

The Coast Guard says four crew members are OK after their tugboat sank in the Bering Sea. The four were able to don their survival suits and make it off the sinking tug **Aries** and onto the barge they were towing. The Coast Guard has dispatched a helicopter and diverted the Seattle-based icebreaker Healy, which is in the Bering Sea, to the scene 109 miles east of St. Paul Island.

A nearby fishing vessel, the **Alaska Knight**, is also en route and was expected to reach the barge by 11:10 a.m. local time. The weather on scene is reported as 29 mph winds, 11-foot seas and a water temperature of 46 degrees Fahrenheit. The tug **Aries** is owned by C&K Marine based out of Anchorage and reportedly has 29,000 gallons of diesel on board. **Source : Seattle Times**



The **Wagenborg Barge 7** seen at the river Noord. With the Dutch national heritage 'Kinderdijk Windmills' on the background. **Photo : Niels de Goffau ©**

Tug of wisdom continues

Yet another salvage operation will be carried out on July 3 for the Sri Lankan cargo ship **MV Wisdom**, which ran aground at Juhu beach earlier this month. Attempts to get the vessel afloat were called off twice — once when the rope used to tow it away snapped, and the second time when the engine of the lead tug boat used in the rescue operation failed.

After two unsuccessful attempts, the salvors will try to tow the ship on July 3, when high tide is anticipated at 4.58 metres. The authorities, however, do not want to take any chance this time and are planning to use two 90-tonne tug boats to refloat the 9,000-tonne merchant vessel.

The 145-metre-long cargo vessel has been stranded on Juhu beach since June 11 after it broke away from the ship that was hauling it to Gujarat's Alang ship breaking yard. This resulted in chaos at Juhu, with a huge crowd regularly flocking to the beach to catch a glimpse of the stranded ship. Four accidents were reported when people were attempting to swim towards the ship. **Source : Indian express**



The **GRYPHON A** seen shifting from Rotterdam Europort to Damen shiprepair in Schiedam

Photo : Lenie Kleingeld ©



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NEDERLANDSE MARITIEME LUNCH IN SINGAPORE

Via deze weg willen wij de “Maritieme” Nederlanders uitnodigen voor deze lunch, wat tevens een uitstekende plaats is om te netwerken, en kennis te maken met andere Nederlanders uit de industrie



De lunch is deze keer wederom in de TRADEWINDS BAR van de :

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Namens :

Hendrik ten Hoeve – Compass Energy
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Piet Sinke – T&T Bisso Salvage Asia



The **MAERSK ESSEN** seen arriving in Rotterdam-Europoort – Photo : Kees Torn ©

P-TRAP® WINS SAFETY AT SEA INTERNATIONAL AWARD

Non-Lethal Anti-Piracy Product Awarded for its Contribution to Protecting Seafarers

Westmark BV, creator of P-Trap®, was named winner in the Security category at the 5th annual Safety at Sea International Awards held recently on board the historic warship HMS Belfast in London. The company was recognized for its anti-piracy device, which creates a propeller jamming zone around the vessel to prevent pirates from getting close enough to board during an attempted hijacking.



Westmark's P-Trap® was one of three nominees in the Security category, competing against Applied Weather Technology's Globalview Fleet Management System, and VSTEP's Port Security Awareness Training program. The security category was sponsored by the Nautical Institute.

Six awards were handed out in total by Sir Alan Massey, Chief Executive Officer of the UK's Maritime and Coastguard Agency (MCA). The awards were made by an independent judging panel of experts in the category of equipment, management /operations, security, systems and training.

Safety at Sea International has been the world's only dedicated maritime safety magazine for more than four decades and the awards are held annually to celebrate the role that safety managers and manufacturers play in saving and protecting life at sea across the international maritime safety market. The magazine is published by IHS Fairplay.

This is the second maritime innovations award recognition that P-Trap® has received this year. In April, P-Trap® was named finalist in the Safety at Sea category by the Seatrade Awards. "We are delighted to see that the industry is recognizing the P-Trap® as a product that offers a credible layer of defense against pirates," said Lodewijk Westerbeek van Eerten, inventor of the P-Trap®. "The system adds to the hardening of a vessel and, most importantly, gives crew members extra confidence in their protection and peace of mind that extends to their families at home as well."

Coincidentally, while the Safety at Sea International Awards ceremony was taking place, the Dutch Minister Hillen of Defense, Minister Rosenthal of Foreign Affairs and Minister Opstelten of Security & Justice were in debate within the Dutch Cabinet about the fight against piracy. The meeting focused on strategic governmental policy to defend and protect against pirate attacks. Inadvertently, it can be concluded that the problem of piracy is one that can only be resolved by means of a joint effort between international governments and the maritime industry itself.

The P-Trap® is a passive non-lethal protection measure against pirates. It was introduced to the international shipping community last year. Today, multiple shipping companies are using the product while transiting through pirate infested regions. Dockwise, a world leader in heavy marine transport, was the first company to test a prototype of the system and has expanded the use of the P-Trap® anti-piracy product to its entire fleet of heavy cargo vessels.

For more information visit: www.pttrap.com

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The Falmouth Registered Shoalbuster 2006 Damen built, " **MTS. VALOUR** " seen at Bezzina Marine Services, at Church Wharf, Marsa, Malta **Photo : Gejtu Spiteri ©**

Van Oord completes dredging project in St. Petersburg

The new Marine Façade passenger terminal on Vasilyevsky Island in St. Petersburg is up and running. Russia has opened a new European portal with the completion of this new passenger terminal for cruise ships and ferries. Van Oord performed all the dredging work for the access canal and harbour basin, the dredging company's press release said. In 2005, the Russian main contractor Marine Façade awarded Van Oord the contract for the dredging work of this project. In fulfilling the contract, Van Oord dredged more than 15 million cbm of sand and clay and developed a total of 120 new hectares of land. The new terminal, which has a capacity of 12,000 passengers a day, has seven piers, five for cruise ships and two for universal traffic, including ferries. A new area is being developed behind the

harbour for buildings whose accommodations will include business offices and hotels. The development of the Marine Façade has breathed new life into the tourism industry in St. Petersburg. **Source : PortNews**

Maersk orders 10 Triple-E boxships from DSME

Today, at a signing ceremony in Tokyo, Japan, Maersk Line exercised its option with Korea's Daewoo Shipbuilding & Marine Engineering Co., Ltd. to build an additional 10 Triple-E ships, the world's largest and most efficient container vessels, Maersk Line's press release said. The event follows Maersk Line's order in February this year for 10 Triple-E vessels with two options - each for an additional 10 ships.



"I am very excited to have signed a contract with Daewoo for 10 more Triple-E ships. We now have twenty Triple-E on order. They underline our strong commitment to the Asia-Europe trade and fit well with our current ambitions and expectations for the future development of the trade. We believe the Triple-E ships with their record capacity and energy efficiency will enable us to deliver on the commercial and environmental expectations of our customers and also give us a significant competitive advantage in the market," says Eivind Kolding, CEO of Maersk Line.

Maersk Line expects demand on the Asia to Europe trade to increase 5-8% per year during 2011-2015. By introducing the Triple-E vessels from 2013, Maersk Line will be able to meet the increasing demand as well as maintain its market share. The first 10 vessels will be delivered 2013 and 2014; the second 10 vessels are scheduled for delivery in 2014 and 2015.

Called the 'Triple-E' class for the three main purposes behind their creation — economy of scale, energy efficiency and environmentally improved — the ships set a new industry benchmark for size and fuel efficiency. Four-hundred metres long, 59 metres wide and 73 metres high, the Triple-E is the largest vessel of any type on the water today. Its 18,000 TEU (twenty-foot container) capacity is 16 percent greater (2,500 containers) than today's largest container vessel, [Emma Maersk](#).

The Triple-E will produce 20 percent less CO₂ per container moved compared to [Emma Maersk](#) and 50 percent less than the industry average on the Asia-Europe trade lane. In addition, it will consume approximately 35 percent less fuel per container than the 13,100 TEU vessels being delivered to other container shipping lines in the next few years, also for Asia-Europe service.

The deadline for exercising the last option for an additional 10 vessels is end of December 2011. At this point Maersk Line does not intend to exercise the option. However, Maersk Line will reserve its right to hold off on any final decision until the deadline.



NAVY NEWS



The Dutch L 801 JOHAN DE WITT seen off Bonaire – Photo : Henk Ram (c)

Bulava launches to resume June 28

A new test launch of Russia's troubled Bulava missile will be staged on June 28, a Russian Defense Ministry source said on Sunday. Despite several previous failures, officially blamed on manufacturing defects, the Russian military has insisted that there is no alternative to the Bulava and pledged to continue testing the missile until it is ready for service with the Navy. "The decision to hold a test launch of the Bulava (SS-NX-30) submarine-launched ballistic missile on June 28 was taken by the State Commission for Flight Testing on Saturday," the source said. The launch will take place from a standard carrier, the **Yuri Dolgoruky** nuclear submarine, in the Barents Sea.

Russia is planning to conduct at least four Bulava test launches this year and deploy the missile on its new Borey class strategic submarines. The Bulava missile carries up to 10 MIRV warheads and has a range of over 8,000 kilometers (5,000 miles). The Russian military expects the Bulava, along with Topol-M land-based ballistic missiles, to become the core of Russia's nuclear triad. **Source : Rian**

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Fire Damage to Destroyer 'Minimal,' U.S. Navy Says



The new destroyer **Spruance** escaped major damage from a flash engine fire that took place May 20, the U.S. Navy said, and the ship remains on schedule to join the fleet later this year. "There were no personnel injuries and the damage to the ship was minor," the Naval Sea Systems Command (NAVSEA) said in a June 24 statement to Defense News. The dramatic scene at General Dynamics' Bath Iron Works shipyard in Bath, Maine, was captured by a digital camera and the photo, showing flames leaping about 20 feet straight out of the ship's after uptakes, was posted on at least one website. Most of the flames, however, seem to have been from burning fuel and not from material combustion, a Navy investigation showed. The fire occurred during a routine test start for main engine number 2A, one of the ship's four General Electric LM 2500 gas turbines.

"The fire started when a circuit card failed and allowed excess fuel to enter the starting engine," NAVSEA said in the statement. "The air-fuel mixture experienced incomplete combustion within the gas turbine and continued to burn in the exhaust ducting of the engine." The circuit card was removed and is undergoing failure analysis at the manufacturer, NAVSEA said. The card is part of the engine control system provided by Lockheed Martin, although

NAVSEA did not identify the circuit card manufacturer.

No significant damage was apparent to the engine, NAVSEA said, but as a precaution, the engine will be removed for further inspection. All of the fleet's surface combatants - cruisers, destroyers and frigates - are powered by the LM

2500, which is considered a very reliable engine. NAVSEA noted that the Spruance sustained "fire and heat damage to the engine exhaust trunk insulation and sheathing." Topside, the No. 2 SPG-62 missile fire control director, located immediately aft of the stack, sustained "cosmetic damage," according to NAVSEA. Repairs of damaged components are in progress, but the cost of those repairs "is being developed," NAVSEA said in the statement. Shipyard fires such as the one that took place on the Spruance are rare, according to sources familiar with the Bath shipyard. The Navy singled out the quick reaction of the shipyard to the emergency. "Rapid response from the Bath Iron Works operating crew avoided extensive damage," NAVSEA said. The Spruance is in the final stages of fitting out before its scheduled departure from Maine this fall. The ship was delivered to the Navy on April 15, and the crew moved aboard on June 14.

NAVSEA stressed that the fire has caused "no impact" on future events, and the ship remains on track for its scheduled Oct. 1 commissioning ceremony in Key West, Fla., and subsequent voyage to its home port of San Diego.

Source : DefenseNews

SHIPYARD NEWS



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The 1983 built **MSC SARAWAK** (Ex **NEDLLOYD CLARENCE**) IMO number: 8124917 seen at Dormac Shipyard for repairs **Photo : Ian Cameron ©**

Keppel to deliver KFELS N-Class jack-up rig to Rowan

Keppel FELS Limited (Keppel FELS) is on track to deliver its third KFELS N-Class jack-up rig to Rowan Companies, Inc. (Rowan) on time and within budget, the Company's press release said. The KFELS N-Class combines state-of-the-art design with the dual capabilities of performing drilling and production activities efficiently and safely. Equipped to operate in some of the harshest offshore environments in the world, Rowan Norway has been chartered to Xcite Energy for work in the severe conditions of the UK North Sea.

The rig was named Rowan Norway at Keppel FELS by Lady Sponsor, Mrs Cheryl Keller, wife of Mr Mark Keller, Executive Vice President Business Development of Rowan Companies. Speaking at the ceremony, Mr Keller said, "The KFELS N-Class ranks as one of the most capable jack-up rigs in the world. We are confident that Rowan Norway, our third N-Class rig, will deliver excellent performance for Xcite Energy. Rowan Stavanger, which was delivered in January this year, has received the AOC (Acknowledgement of Compliance) from the Norwegian Petroleum Safety Authority and just began work on the Norwegian continental shelf. "We see global opportunities for this elite class of rig that can deliver significant efficiencies to our customers. In partnering with Keppel, we have been assured of innovative and cost-effective solutions that support our goal to be at the forefront of offshore technology and capabilities." Mr. Wong Kok Seng, Managing Director of Keppel FELS added, "Rowan Norway is the third KFELS N-Class rig delivered to Rowan in the space of eight months. These are high specification and complex rigs built to our proprietary design. That we have managed to consistently deliver them on time and within budget is the result of our engineering expertise, construction methodology and excellence in project execution.

"Rowan Norway will be able to start work upon delivery, fully compliant with the latest North Sea regulations. We are confident the fleet of three N-Class rigs we have built for Rowan will serve them well and deliver solid returns on their investments. We look forward to deepen our win-win partnership with Rowan and support them in high-grading their premium offshore fleet."

Developed by Keppel's R&D arm, Offshore Technology Development (OTD), the KFELS N-Class rig provides customers the flexibility of having a jack-up that can undertake drilling and production concurrently. At 568 feet (extendable to 598 feet) or about 56 storeys, the KFELS N-Class rig can operate in harsh weather conditions in water depths ranging from 400-500 feet, which are 40% deeper than traditional units in benign waters. It can also drill to depths of 35,000 feet, which is 15% deeper compared to existing harsh environment jack-ups. The design is in full compliance with the demanding requirements of one of the world's toughest operating environments for offshore exploration and production - the Norwegian sector of the North Sea. Rowan is a major provider of international and domestic contract drilling services with a fleet of 28 jack-up rigs located worldwide, including the Middle East, the North Sea, Trinidad, the U.S. Gulf of Mexico, and Mexico. Rowan has a market leading position in high-specification jack-up rigs, which remain in high demand. The Company's stock is traded on the New York Stock Exchange under the ticker symbol RDC. Keppel FELS is a subsidiary of Keppel Offshore & Marine Ltd (Keppel O&M), a wholly-owned company of Keppel Corporation Limited. Keppel O&M is a leader in offshore rig design, repair and construction, ship repair and conversion and specialised shipbuilding. Its near market, near customer strategy is bolstered by a global network of 20 yards and offices in the Asia Pacific, Gulf of Mexico, Brazil, the Caspian Sea, Middle East and the North Sea regions. Integrating the experience and expertise of its yards worldwide, the group aims to be the provider of choice and partner for solutions for the offshore and marine industry. **Source: Portnews**

Quebec shipbuilder cries foul over ferry jobs handed to struggling Davie Yards

The decision by the province of Quebec to directly give two ferry jobs to the struggling Davie Yards is a "misuse" of public money, says another shipbuilder in that province. "Whether I'm a shipyard owner or not, I think it is misuse of public funds because, in the end, they can say what they want, it is a subsidy," Denise Verreault, president and chief executive officer of Groupe Maritime Verreault Inc., said in an interview.

Davie's financial fortunes matter in B.C. because the company, with its huge shipyard on the south shore of the St. Lawrence River, could be a formidable opponent in the cross-country battle for federal shipbuilding packages worth a total \$33 billion. Four companies have been shortlisted to bid July 7 on two packages, one for combat vessels and one for non-combat vessels.

B.C.'s Seaspan — owner of Victoria Shipyards, Vancouver Shipyards and Vancouver Drydock — is bidding on both contracts, but hopes to land the more lucrative combat package, which, it predicts, would lead to 8,000 jobs.

The federal government is requiring companies to be financially sound in order to bid. That's why Quebec is ready to send \$150 million worth of ferry jobs to Davie, provided a sale goes through with potential buyers, Italy's Fincantieri and DRS Technologies Canada.

Quebec is also loaning Davie about \$6 million to keep it going and to get its bid prepared. As companies hunker down for the final push before the deadline date, Davie and Upper Lakes have asked the federal government to extend the deadline to Sept. 12. Seaspan and Irving, backed by premiers of B.C. and

Nova Scotia, are against that suggestion and want the federal government to stick to the July 7 date.

As talks continue about buying Davie, no details are being released. "Fincantieri is currently unable to comment on this matter as it is subject to confidentiality obligations restricting its ability to discuss the same," Antonio Autorino, head of media relations for Fincantieri, said in an email Friday. DRS is also not commenting.

Davie is under creditor protection and the creditors' list shows claims of \$62.3 million. Its 1,700 workers were laid off last year. About 40 people are now on site, including bid preparation staff and maintenance and security workers, a company spokesman said this week. Verreault fears costs for the two provincial ferries could increase. "What they will cost in the end, I don't know."

That shipyard, at Les Mechains, Que., is not bidding on federal shipbuilding work, she said this week. "We have enough work." Instead of seeing Davie go to foreign interests, Verreault would prefer

a Quebec owner. Earlier media reports said Montreal-based SNC-Lavalin had been interested in buying into Davie, but a company official said in an email this week that it has no interest in investing in the shipyard.

Verreault said that, rather than backing only Davie, which has received grants from the federal and provincial governments in past decades, Quebec could support the shipbuilding industry as a whole. "It's an industry that creates a lot of wealth, just like aerospace," she said. "It's an industry that is good for everybody." **Source : Vancouver Sun**

Quebec shipbuilder slams ferry contract

Shipbuilder Groupe Maritime Verreault is criticizing Quebec's decision to award a \$150-million shipbuilding contract without tenders to an Italian consortium seeking to buy Davie Yards. Chief executive Denise Verreault said Wednesday the contract "isn't in Quebec's best interests."

The contract to build two ferries was awarded to Italian firms Fincantieri and Finmeccanica's Canadian subsidiary DRS Technologies last week. "What the government is doing in supporting the Italian government . . . is sending a very strong message to (Quebec) citizens that it doesn't recognize neither their talents nor their expertise," Verreault said in an interview.

Fincantieri has eight shipyards in Italy and four in the United States. DRS makes integrated shipboard communications systems and surveillance sensors. The firms are negotiating to buy Davie Yards, which has been under protection from creditors since February 2010. The prospective buyers say the Quebec contract qualifies them to bid for a share of a far bigger and separate federal shipbuilding program.

The Canadian government plans to split a \$40 billion naval construction program, which will replace navy and coast guard boats, among two builders. Verreault said her firm has no interest in the ferry contract. While it has the technical capability, it doesn't have the equipment to complete the project.

She decided to speak out to reinforce that Quebec companies such as SNC-Lavalin have the ability to seek partners to do the work. "Why doesn't the Quebec government stop favouring foreigners?" she said. "What the government is doing is a misuse of public funds. It's your money, it's mine and the money of all Quebecers."

Verreault suggested a better way to help Davie shipyards would be to allow the company to be bought by a Canadian partner such as SNC — similar to what happened 25 years ago when Bombardier bought money-losing aircraft maker Canadair.

SNC-Lavalin has previously indicated an interest in taking a financial role in Davie with other partners. The Montreal-based engineering and construction giant didn't respond to questions about whether it continues to seek a role in the federal contract or about Verreault's comments. Three other shipyards are competing for the federal business — Vancouver Shipyards, Seaway Marine and Industrial of St. Catharines, Ont., and Irving Shipyards in Halifax. Bids are due by July 7, with a final decision not expected until September. **Source : The Canadian Press**

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The **SEAFOX 4** seen departing from Ijmuiden – Photo : Marcel Coster (c)

Buena Vista ferry sails again

The new \$3.4 million Buena Vista ferry took its first trips across the Willamette River on Friday, replacing a 55-year-old boat whose service ended in mid-April. The gleaming white, blue and yellow vessel was paid for by a grant from the Ferry Boat Discretionary Fund, part of the American Recovery and Reinvestment Act. The grant also paid for improvement to the ferry landings and installation of three 480-volt electric lines overhead.

The new boat operates via the power grid. The old one was driven by diesel-burning generators. A brass trolley rolls along the line and delivers electricity to the ferry through a heavy cord. The ferry crosses the Willamette between Marion and Polk counties near Independence and is the only place to cross the Willamette River between Albany and Independence. Once vital to agricultural interests, it still is used by local farmers. In recent years it also has become popular with bicyclists and others who enjoy adding a river crossing to a day trip along scenic country roads.

Hours of operation will be from 7 a.m. to 7 p.m. daily, with year-round operation the target. The old ferry operated five days a week on a seasonal basis. High water in winter and during the spring runoff often idled the ferry.

Pedestrians ride free. Bicycles are \$1 and motorcycles are \$2. Vehicles less than 28 feet are \$3, and the toll for those longer than 28 feet is \$5.

Ferries have operated at the site since 1852. The Buena Vista ferry carries about 55 vehicles a day. The new ferry arrived at Buena Vista last month. Staff from Diversified Marine of Portland put finishing touches on it at the site. That included installing drive lines and propellers. The old ferry could carry four vehicles and had a total payload of about 30,000 pounds. The new boat can carry six vehicles and up to 80,000 pounds. The new ferry also is better designed to separate foot passengers from cars, trucks and farm equipment. Marion County employs five full-time ferry operators and five relief operators **Source : Corvallis Gazette Times**



The **CAP BIZERTA** seen in Felixstowe – **Photo : Andrew Moors (c)**

Stadswachten nu ook in haven

Het Havenbedrijf Rotterdam en de dienst Stadstoezicht van de gemeente Rotterdam ondertekenen vandaag 27 juni een overeenkomst voor de extra inzet van stadswachten met opsporingsbevoegdheid in het haven- en industriegebied. Het Havenbedrijf wil daar sneller en efficiënter handhavend optreden en de stadswachten beschikken daartoe over de juiste bevoegdheden, kennis en vaardigheden.

Het gaat daarbij om fout parkeren, milieudelicten, dumpen van bedrijfsafval, overnachten in voertuigen. Dit laatste is verboden. Uit onderzoek blijkt echter dat 300 tot 400 vrachtwagenchauffeurs in het havengebied overnachten in hun voertuig. Gewilde locaties zijn het Waalhaven-Zuidgebied, de Mercyweg en de Hendrik Troostbaan. Dit werkt misdrijf en vervuiling in de hand. Inmiddels ontwikkelt het Havenbedrijf drie bewaakte truckparkeerplaatsen. Begin volgend jaar komt het eerste truckpark gereed.

Havenbedrijf is verantwoordelijk voor het beheer en onderhoud van wegen, buitenruimte en uitgeefbare terreinen van het haven- en industriegebied. De kwaliteit van de objecten wordt bepaald door inrichting, onderhoud en gebruik. Het inzetten van extra boa's past in het beleid van het Havenbedrijf om de beeldkwaliteit en veiligheid van de haven- en industriegebied.

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Port Operator Sinks Rp 1.9t On New Loading Equipment

State-owned port operator Pelindo I has said it has increased spending by a factor of four this year, as it seeks to procure facilities to improve its performance, particularly loading times. Harry Susanto, Pelindo I president director, said the firm had spent Rp 1.9 trillion (\$220 million) on acquiring new port equipment, with the money sourced from a bank loan.

"In fact, the bank was available to provide more than Rp 2 trillion," he said on Friday in Belawan port in Medan, North Sumatra. "The bank really gave its full trust in the performance and prospects of Pelindo I, which has enabled our company to add port facilities for loading and unloading activities." The company on Friday took delivery of a number of pieces of machinery, namely four harbor mobile cranes from Liebherr-Werk Nenzing GmbH, a German crane manufacturer, five ship-to-shore container cranes, five rubber tire cranes, 35 container trucks and buses and one tug boat.

The four mobile harbor cranes will be used at Belawan port and Dumai port in Riau, Harry said. Pelindo I operates ports in Aceh, North Sumatra and Riau. The new equipment would help speed up the loading and unloading of cargo, he said, and would go a long way toward improving the operator's performance for the benefit of its customers.

Pelindo I said it had worked on improving its human resources before acquiring the new machinery. Some 143 people are employed as machinery operators with the firm, and a number were sent overseas to broaden their knowledge on the use and repair of the new equipment.

Harry said it was important that workers were provided with the right kind of training before they could be trusted to use the machinery in the field. Meanwhile, Ramses P. Napitupulu, president director of Dwisaka Mas Indah, the Indonesian partner of the German manufacturer, said the cranes could be operated in most international seaports, as they were equipped with rubber tire wheels, making them easier to move to a desired harbor. The mobile cranes could also be used to load and unload containers between barges and trucks in traditional ports, he said.

"Two types of harbor mobile cranes were handed over to Pelindo I today," Ramses said. "There were the HMC 400 and the HMC 400L," he said. Ramses added that after such productive cooperation with Pelindo I, Dwisaka Mas Indah hoped that it could continue to collaborate on other projects with the port operator. Source : Jakarta Globe



The **SPUIGRACHT** seen arriving in Willemstad (Curacao)

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

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The **ANNA SCHULTE** seen in Felixstowe – Photo : Andrew Moors ©

MOL to expand large-scale containership fleet

Mitsui O.S.K. Lines, Ltd. today announced a decision to order two 8,600teu containerships from Mitsubishi Heavy Industries, Ltd., with delivery slated for 2013. Along with eight 8,100 TEU ships already in operation, the new vessels will be deployed to Asia-Europe routes, the Company's press release said. The company also reached an agreement with NOL Group* for a three-year charter of five large containerships (14,000 TEU) of 10 that NOL Group has on order. The five chartered ships will be delivered in 2013 – 2014 and will serve with the other five operated by APL on Asia-Europe routes.

"Expansion of the fleet will secure needed capacity on the East-West route, and allow us to provide high-quality, competitive services. MOL works continuously to further improve and optimise its service, and is reviewing the need for an expansion of the fleet on not only East-West trades but also all other routes for the benefit of our customers," said Junichiro Ikeda, CEO, MOL Liner.

Neptune Orient Lines (NOL), based in Singapore, is the parent company of APL, one of MOL's partners in The New World Alliance (TNWA) Source : PortNews

SHIFTING OF THE GRYPHON A



Photo's : Marijn van Hoorn ©

Yesterday the **GRYPHON A** was shifted from Rotterdam-Caland canal to the Damen Shiprepair yard in Schiedam, herewith a photo impression of this shifting with onboard pilots **Hans Hoffmann** and **Marijn van Hoorn**



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Shell charters Atlantic Rotterdam Accommodation Rig from KS Energy

KS Energy Limited announced today that its wholly-owned subsidiary, Atlantic Rotterdam Limited, has secured a 1 plus 1 year bareboat charter contract worth up to \$12 million (including the 1 year option) for its Jack-up Offshore Accommodation rig Atlantic Rotterdam, Worldmaritime News reported. The Rig will be deployed for Shell in the UK sector of the North Sea and is expected to commence work on 1 August 2011. **Source : PortNews**

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Topaz awarded US\$ 160 million worth of contracts

Topaz Energy and Marine has recently signed long-term vessel support contracts with prominent clients totaling US\$160 million. Topaz's cable-lay vessel TEAM Oman has been contracted to ABB for a five year wind farm support contract plus options. The work will commence in early 2012 and involves a significant upgrade to the vessel which will enable her to carry out all interconnector and repair work in the wind farm industry.

This award is in direct continuation of a successful two year charter in the North Sea renewable energy sector for ABB AB, High Voltage Cables. In the Arabian Gulf, the newly built anchor-handling tug supply vessel Topaz Khubayb has been awarded a three year contract plus options with Saudi Aramco. Topaz operates in Saudi Arabia through a joint venture with the GENTAS Group.

Roy Donaldson, Chief Operating Officer of Topaz Marine, said: "We are delighted to announce these two new contracts with prestigious clients that both fit well with Topaz's strategic growth objectives. "The prominent and fast growing Saudi Arabian market is an exciting area for the company as is the renewable energy space. Together the contracts are worth more than US\$ 160 million including customer options."

Topaz also recently saw the launch and delivery of the high speed aluminium catamaran crewboat Topaz Zenith to RAK Petroleum Oman Limited. The vessel, constructed by Topaz Shipbuilding will be deployed supporting RAK Petroleum Oman Limited's operations in the Sultanate of Oman on a three year contract with additional customer options. **Source : Offshore Shipping Online**

MARITIME ARTIST CORNER



During a visit of **Jaap Kooij** to the former Smit-Lloyd crewmember **Willem Bakker** it appeared that the above painting was hanging on the wall at his house, the painting is made by **Henk van der Veer**. The **SMIT-LLOYD 14** is seen working together with the **SMIT-LLOYD 12** from Barry's Beach (Australia) for the rig **OCEAN DIGGER**. The **SMIT LLOYD 14** is built in 1967 at the Vander Giessen de Noord shipyard in Krimpen aan de IJssel and is still active , at present under the name **GULF QUEEN 4**

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.... PHOTO OF THE DAY



Above seen the bow and middle section of the newbuilding Dutch pilot cutter **POLARIS** at the Barkmeijer-Stroobos shipyard.