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**Sunset over Singapore cruise bay with the tug NOBLE ACE seen assisting the arriving passengerliner STAR VIRGO - Photo : Piet Sinke ©**

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## EVENTS, INCIDENTS & OPERATIONS



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Jan de Nul's **SIMON STEVIN** seen arriving in Lerwick at the Shetlands – Photo : Ane Smit ©

## Small Emirati tanker nabbed by pirates freed

The manager of a small Emirati oil tanker captured by pirates this month off the coast of Somalia says the ship and its crew have been released unharmed. Omar al-Khair, general manager of Emirates International Shipping, told The Associated Press on Thursday the **MV Jubba XX** was released late the previous evening. He says the tanker was freed following negotiations involving tribal elders and government officials in the semiautonomous northern Somali region of Puntland. He says no ransom was paid, though pirates did steal money and other belongings from the crew. The **Jubba XX** was carrying less than 4,000 tons of refined fuel when it was hijacked on July 16. Al-Khair says its 17-man crew included four Somalis. **Source: Associated Press**

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## CPA en KTK voor de rechter

Agustin 'Tinchi' Diaz, de ex-general-manager van KTK-Panama, heeft Curaçao Port Authorities (CPA) en Kompania di Tou Kòrsou (KTK) in een kort geding voor de rechter gedaagd, omdat hij de afvloeiingsregeling die op 1 maart wederzijds overeen werd gekomen, nog steeds niet uitbetaald heeft gekregen. De regeling betreft zeven maanden salaris met een totaal brutobedrag van 79.000 gulden. KTK zou beslag hebben laten leggen op het door CPA uit te betalen bedrag, waardoor het geld niet betaald kan worden. Kwaliteitscoördinator (MRQ) Getmar Caldera van Curaçao Port Authorities licht toe dat het standpunt van CPA is dat Diaz eerst moet aantonen wat er met de twee verzilverde cheques in Panama is gebeurd. In afwezigheid van Diaz, die tekenbevoegdheid had voor de vestiging, werden twee cheques verzilverd ter waarde van 32.000 dollar. CPA meent dat Diaz het bedrijf daarom geld schuldig zou zijn, ondanks de eerdere bekendmaking door het bedrijf dat Francisco Oñate, de voormalige office-manager in Panama, had toegegeven de cheques te hebben verzilverd. Oñate heeft hiervoor de handtekening van Diaz vervalst. De uitspraak van de rechter wordt op 12 augustus verwacht. **Bron : Amigoe**

Ingezonden brief van een verontruste lezer

## RET FAST FERRY HOEK VAN HOLLAND



Als vaste regelmatige passagier ervaar ik nu ongeveer 3 jaar lang het wel en wee maar vooral het gemak van de Fast Ferry **DE NIEUWE PRINS**. Leuk, als je zo van dichtbij de opbouw van een project meemaakt. Vol enthousiasme begon de **RET** in mei 2008 met veel reclame en show met de dienst tussen Hoek van Holland en de Maasvlakte met stops nabij de Maeslantkeering en de Scheurhaven cq landtong.

Ondanks de kinderziektes in het begin van de service is het een prachtige boot voor deze dienst, met aanboord genoeg ruimte voor veel passagiers, zelfs met fiets, brommer of motorfiets, welke aan dek achterop meegenomen kunnen worden ( zie foto rechts ) in het begin waren we maar met een handje vol mensen, we kregen zelfs koffie en we leerden elkaar en het personeel beter kennen en waar we werkten, ondertussen is het aantal passagiers gegroeid, ik hoorde pas geleden dat er meer dan 53000 passagiers waren vervoerd gedurende 2010 en dat het dit jaar waarschijnlijk weer hoger uitkomt, maar ik hoor ook slechte geruchten, want tot onze verbazing gaat de **RET** op de ferry bezuinigen, de boot welke nu zijn eerste trip om 6.15 in de morgen maakt vanuit Hoek van Holland, en dan verder de gehele dag ongeveer elk uur een retour maakt vanuit Hoek van Holland en dan 's avonds rond 21:00 uur stil gaat voor de nacht schijnt per 1 januari 2012 stil



gelegd te gaan worden tussen de spitsuren, m.a.w. varen (als voorbeeld) van 6 tot 11 uur en dan stil gedurende de dag en dan weer van 17 tot 21 uur of zoiets, dit om te bezuinigen op brandstofkosten, als er dan toch bezuinigd moet worden denk ik dan, schrap dan het steiger bij de **Maeslantkeering** want daar heb ik echt nog nooit iemand zien op of af zien stappen, maar er word wel naar heen en weer gevaren wat toch ook brandstof kosten zijn, verhuis dat steiger naar de **Pistoolhaven** zodat de loodsen en andere werknemers van het loodswezen, wat daar een nieuw groot kantoor heeft neergezet gemakkelijk naar hun werk kunnen gaan i.p.v. rond te rijden over de A-15 waar maar iets hoeft te gebeuren en er staan kilometers lange files, als voorbeeld een steiger in de **Benelux haven** nabij de **Northsea Ferry** steiger, en dan **DE NIEUWE PRINS** op bepaalde uren van de dag (als de ferry vertrekt cq aankomt) dit steiger aan laten doen voor de voetpassagiers welke nu met bussen naar Rotterdam Zuidplein (?) heen en weer pendelen, die kunnen dan zo in Hoek van Holland met de trein naar elke plaats in Nederland of naar



buitenland, een steiger bij **FALCK-NUTEC**, een internationaal veiligheids training center achter in het Beerkanaal waar wekelijks honderden mensen veiligheids trainingen krijgen, die allemaal met de auto erheen gaan, de instructeurs die er dagelijks heen gaan, er zijn opties genoeg denk ik dan, de diverse olie raffinaderijen zoals BP waar rond de klok gewerkt word, dit allemaal om dit project te promoten en tot een groot succes te brengen, en denk dan waarom blijft het zo kleinschalig terwijl er zoveel perspectief is en er in het begin zulke grote plannen waren, de pers stond er vol mee, dit was de toekomst van het vervoer naar de bedrijven op de Maasvlakte en Europoort, **DE NIEUWE PRINS**

**Vervoer over water, is de juiste weg**, word er al jaren lang geroepen, en vooral nu met de uitbreiding van de Maasvlakte, de aanleg van de Maasvlakte II, de werkzaamheden aan de A15 welke ook jaren gaan duren, nog meer files en niet te vergeten de vele mensen welke straks op de Maasvlakte II gaan werken, niet tientallen maar honderden, en allemaal in ploegen diensten, wat trouwens ook een probleem is, als ik avond dienst heb, en om middernacht klaar ben en naar huis moet, moet ik toch weer gewoon met de auto 's middags naar mijn werk op de Maasvlakte anders kom ik middernacht niet meer naar huis, waarom vaart **DE NIEUWE PRINS** niet tot na middernacht en gaat dan stil als voorbeeld tussen 1 en 6 uur in de morgen, dan zouden veel meer forensen welke in continue diensten werken gebruik gaan maken van de ferry, maar wij als vaste passagiers hebben het idee dat de **RET** er gewoon van af wil, dit lijkt ons trouwens ook wel een goed plan ! geef dit project, waar zeker wat van te maken is, dan aan iemand met meer interesse en vooral met meer verstand van zaken in het vervoer over water ! **Ingezonden door Henk Jansen**







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floating sheerlegs Cormorant (600 tons)



## Stena Line Signs Deal With the Belfast Giants

Stena Line, the largest ferry company on the Irish Sea, has signed a sponsorship deal with another giant, the Belfast Giants, in a two year title sponsorship deal. The Stena Line Belfast Giants will take to the ice in August for a special pre-season Hockey Fest Weekend at the Odyssey on 27th and 28th against the Nottingham Panthers and will play their first competitive home game at the Odyssey against the Sheffield Steelers on 3rd September.



The **STENA EXPLORER** seen July 15th in Dublin departing for Holyhead - Photo : Simon Wolf ©

Stena Line's area director, Michael McGrath, said: "The Belfast Giants are much more than an ice hockey team. They are an outstanding example of how a professional sports organisation can mesh with the community. Winning trophies is always the measure of sports teams but it doesn't show their contribution to their community. The Stena Line Belfast Giants provide excellent family entertainment; work with schools and youth organisations across Northern Ireland and through the Giants Foundation they are dedicated to making a positive impact in the community. Stena Line is proud to be associated with them through this title sponsorship." It's quite fitting that Stena Line is teaming up with the Stena Line Belfast Giants at this time as we prepare to introduce two of the largest ferries ever to sail between Northern Ireland and Scotland when we open our new route and port in Cairnryan in November 2011. The two Superfast vessels will be another two giants to add to the Stena Line team. Todd Kelman, General Manager of the Stena Line Belfast Giants, added: "We are delighted to be onboard with Stena Line as our title sponsors for the next two years. Stena Line have been great supporters of the Belfast Giants' community programmes over the years and their commitment and support will enable us to go out and build a winning team for Belfast. Stena Line has always

believed in what we are trying to do for Northern Ireland and they are an organisation that we are very proud to be associated with. There are a lot of synergies between both teams and we are looking forward to working together and see if we can sail away with this year's title."



The **CITY OF BARCELONA** seen outbound at the River Tyne – Photo : Kevin Blair ©

## Shipbuilding orders to “thin out” as summer season is underway in many countries

With the annual Summer shipyard holidays in Korea now approaching, we anticipate that the coming two weeks will remain a little subdued. Clarksons said in a recent weekly report. The leading researcher and shipbroker also mentioned that “the newbuilding story of the year has been dominated by high value business - with LNG, Container and Offshore sectors leading the charge. Competition across these sectors has been fierce and with a much narrower pool of yards competing for the same business, buyers prepared to invest into high value assets, have been to realise competitive pricing, as a result of the competitive dynamic that exists between the yards. This week we saw HHI announce a 10% drop in their operating profit against an increased year on year sales performance - Samsung also announced \$14.2bn of orders year to date - but again a much reduced level of profitability. So whilst there is no doubt that the shipyards in Korea have been successful in terms of maintaining productivity and certainly winning some high value and profile business - this has not been as profitable an endeavour as the market might assume. This will certainly impact on how the pricing story will evolve in the 3rd and 4th quarters of the year - and whilst there will certainly be an interest from Seller's to continue to drive momentum into the market - this will be against a continued pressure to improve margin - and as to whether Buyers will be accommodate such a potential firming of values - this remains to be seen!” concluded Clarksons. On a similar note, the Piraeus-based shipbroker Golden Destiny said that investments continued in a slower pace in the newbuilding market, presenting a 47% decline from last week in terms of contracted orders. “Overall, the week closed with 25 new orders reported worldwide, down by 71% from similar week closing in 2010 when an impressive figure of 86 new orders had reported worldwide. Bulkcarriers and containers are again in the top preference of investors, representing 32% each of the total orders reported. The total investment capital is calculated to be more than usd \$ 965.5mil, however the actual figure remains undisclosed since for 13 of these orders, no price related detailed were disclosed. In the bulkcarrier segment, it appears that despite the already reported orders of 8 units, Japanese investors rumored to be proceeding with speculative orders at local Japanese yards for standard bulkcarrier designs. In total, a number of 20 orders have been recorded to various Japanese yards i.e. Koyo, Imabari, I-S Shipyard and Shin Kasado Shipyard. This move seems to be giving a boost to the Japanese production, while according to our sources these units might be probably sold at a later stage or will be bareboat out by trading houses with purchase options” said the shipbroker. It also mentioned that “in the container segment, activity remains vivid with Greek investors continuing to show their belief in the sector by investing in the post & small panamax sector, while the state owned company of India, Shipping Corporation of India contracted a 3,500teu unit at China's Rongsheng Shenfei. In the gas segment, Golar LNG and Ceres LNG (though Gaslog) continued their ordering spree by adding more units in their fleet. Lastly, the investments in the special projects, continue on a weekly basis.



This week one Drillship and one Jack up Drilling Rig have been reported" concluded Golden Destiny. In terms of the presence from Hellenic ship owners the shipbroker said that the week ended with the nine transactions in total concerning greek investments. In the secondhand market, just one sale of a 5000teu container vessel built 2003 and acquired at \$ 55 mil concerned greek investments, while in the newbuilding market eight greeks appeared to have invested in new contracts. More specifically, in the newbuilding market, Thenamaris is again in the spotlight with ordering 4 x 5023 container units from Hyundai Samho, while in the same shipyard Aeolos Management has placed an order for three 6,700 teu. In the gas tanker sector Ceres ordered one more LNG carrier of 155,000cum having on order now six such units. The total invested capital for the secondhand market is usd \$ 55 mil, while for the newbuilding investments taking into consideration that the contract prices of the orders of Aeolos remains unknown, a total capital of \$ 440mil has been calculated" said the report. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

### TAKLIFT 7 ERECTS 2 CRANES IN HAMBURG



In the port of Hamburg the sheerlegs **TAKLIFT 7** erected two cranes near the coal powered **Moorburg** powerstation in Hamburg - **Photo's : Jeroen de Gans ©**



## Sartor Offshore Rescue secures contract with Ithaca Energy

Aberdeen-based standby vessel operator Sartor Offshore Rescue Ltd has secured a three year contract with Ithaca Energy UK Ltd worth £8.2million, in a deal brokered by Clarksons Offshore, Aberdeen. Sartor's Ocean Sprite, a multi-role offshore support vessel which will operate as a field support and emergency rescue and response vessel for the contract duration, is expected to commence the contract at the Athena field in the North Sea, 180km northeast of Aberdeen, in Q4 2011 when Ithaca commences production there.

John Bryce, managing director of Sartor Offshore Rescue Ltd, said: "We are delighted that Ithaca Energy has chosen **Sartor Offshore Rescue** and our **Ocean Sprite**, it is a fine vessel with an excellent safety record of 2,860 days without a lost time injury (LTI). "This is a very significant contract win for us as it is our first time to work with Ithaca Energy and I look forward to strengthening our relationship. We will supply two crews, each of 12 seamen, aboard the Ocean Sprite and I anticipate a continuation of our excellent safety record on board. "We have invested heavily into our fleet, staff training and the Scottish shipping industry. We actively promote safety onboard our vessels and seven of our vessels have at least 1,000 days with no LTI's, with the more recent acquisitions gradually working towards this milestone. "I am delighted that our strong safety record and reputation is attracting new clients such as Ithaca Energy and I look forward to a long and safe working partnership with them," he continued.

James Lund, Projects Manager of Ithaca Energy (UK) Ltd, said: "This agreement is a major contract to be awarded for the operational phase of the Athena project. "Sartor Offshore Rescue Ltd and their vessel the Ocean Sprite have an excellent safety and track record which were key to their selection to support the Athena asset in the operational phase. Ithaca looks forward to working closely with Sartor over the next three years." Sartor Offshore Rescue currently manages a fleet of 9 ERRVs (emergency response and rescue vessels) & 4 PSVs (platform supply vessels) out of Aberdeen. The company's aim has been to continue to expand its standby and emergency response capabilities within both the Norwegian and British sector of the North Sea and to be able to provide cross-border solutions reflecting the needs of its clients. **Source : Offshore Shipping Online**



Seen alongside the "ISLA" Refinery Jetty in Willemstad (Curacao) the 2008 built Asphalt Tanker **ZHEN ZHU WAN**  
**Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)**

## Braemar Seascope: Record containership capacity to flood market in 2012

OCEAN liners are expected to take delivery of 230 new ships, adding 1.5 million TEU to the world fleet, raising total global capacity by 9.5 per cent to 16.8 million TEU, according to analyst Braemar Seascope's Cellular Fleet Data. Braemar Seascope's fleet data says that out of the 230 new containerships, 59 will have a nominal container capacity of 10,000 TEU or more, making up 49 per cent of the global order book. "The influx of new vessels next year will beat the previous annual record of 1.52 million TEU set in 2007 before the economic downturn. Close to 80 vessels will be delivered in the first quarter alone," it said. "Bearing in mind that the vast majority of ultra-large containerships are deployed on Asia-Europe services, next year's influx would be sufficient tonnage to create another five loops deploying



10 13,000-TEU vessels," said Mr Braemar. This huge of new capacity is expected to further erode weakened freight rates.

## ORCA VI LIGT VAST

De sleepboot **ORCA VI** van de Kompania di Tou Korsou (KTK) ligt vast in de haven van Puerto Rico. Het schip mag niet weg zolang niet aan de veiligheidscodes voldoet. Dat melden bronnen binnen de KTK. **ORCA VI** sleepte vorige week een boot van de US Coast Guard van Panama naar Puerto Rico. Bij het binnenvaren van de Amerikaanse wateren bleek de boot niet aan bepaalde veiligheidsvoorschriften te voldoen. Zo zouden de rookmelders niet correct werken en de logboeken niet in orde zijn. Omdat de boot daarmee niet voldeed aan de International Safety Management code ligt het sinds afgelopen verleden week zaterdag aan de ketting. Vanuit Damen shipyards in Nederland zijn nu rookmelders gestuurd. De **ORCA VI** werd iets meer als een jaar geleden gepresenteerd in de Sint Annabaai aan Curacao. De **ORCA** is met een lengte van 40 meter en een breedte van 11 meter en een gewicht van 1250 ton de grootste oceaan sleper van KTK. De sleepboot is gebouwd in Indonesie. – Bron : Antiliaans Dagblad

## CASUALTY REPORTING

### Five injured when cargo ship explodes while under repair near Fuzhou

FOUR firefighters and a worker were injured in an explosion on a cargo ship that was under repair at a port near Fuzhou, Fujian province, reported China News Service. The blast occurred aboard the 5,000-ton freighter at 8.35pm and was soon ablaze, trapping nine aboard, according to the Fuzhou fire brigade. Firemen rescued eight people, but one man was still trapped inside the ship. When firemen were planning a new search, the cabin burst into flame, injuring four firefighters and a shipyard worker. Among the injured, a firemen was in critical condition while the others were stable at a local hospital, according to the report. Source : Schednet

## NAVY NEWS



The 55 mtr long Singapore Navy **FEARLESS class** patrol vessel **86 FREEDOM** seen patrolling the Singapore Straits, The Fearless class patrol vessels were ordered as replacements for the earlier Swift class coastal patrol crafts after they had been transferred to the Police Coast Guard. The contract was awarded to ST Marine on 27 February 1993. The first six vessels are fitted for anti-submarine warfare, while the remainder are configured as patrol vessels.

In January 2005, 189 Squadron was transferred to the Coastal Command from the Fleet, and the 11 ships now form the 182 and 189 Squadron [Photo : Piet Sinke ©](#)



The Canadian maritime coastal defence vessel **707 GOOSE BAY** was delivered in 1998 and is one of the 12 units of the Kingston class, above the vessel is seen in the Canso Strait

[Photo : Capt. Wim van der Kort – Master Fairmount Expedition ©](#)

## SHIPYARD NEWS

### DAMEN BUILT SVITZER MARYSVILLE ON SEATRAILS



The DAMEN Vietnam built **ASD 2411** with yard number 512250 **SVITZER MARYSVILLE** commenced yard trails near Ha Long (Vietnam) as can be seen at the photo's - [Photo's : Ed Barten ©](#)





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## Fujairash shipyard launches wave piercing crew boat

Incat Crowther reports the launch of **Topaz Zenith**. Launched by Topaz Shipbuilding's Fujairah, UAE, shipyard, this innovative 27.6 m wave piercing catamaran crew boat has been designed to support offshore energy installations. Part of the development of the vessel focused on the development of an unusual platform for the application. Following the evaluation of a series of criteria, a wave piercing catamaran platform was chosen.

The bow of the vessel is configured to interface cleanly with the rig structure, whilst being well clear in all other areas to avoid risk of collisions and injuries. To eliminate the risk of damage to the forepeaks or having the hull hang up on the rig structure, the vessel's bows have been configured so that they do not extend beyond the outline of the foredeck. The vessel offers functionality and safety, whilst retaining the wave piercer's offshore capabilities.

The large aft-deck is fitted with container mounts and a Sormec M18FB/4S 23.5t/m deck crane. With a load capacity of 3 t/sq. m, the vessel has over 50 sq.m of usable deck space, allowing it to carry a 20ft Oil Spill Recovery container transversely on the aft deck.

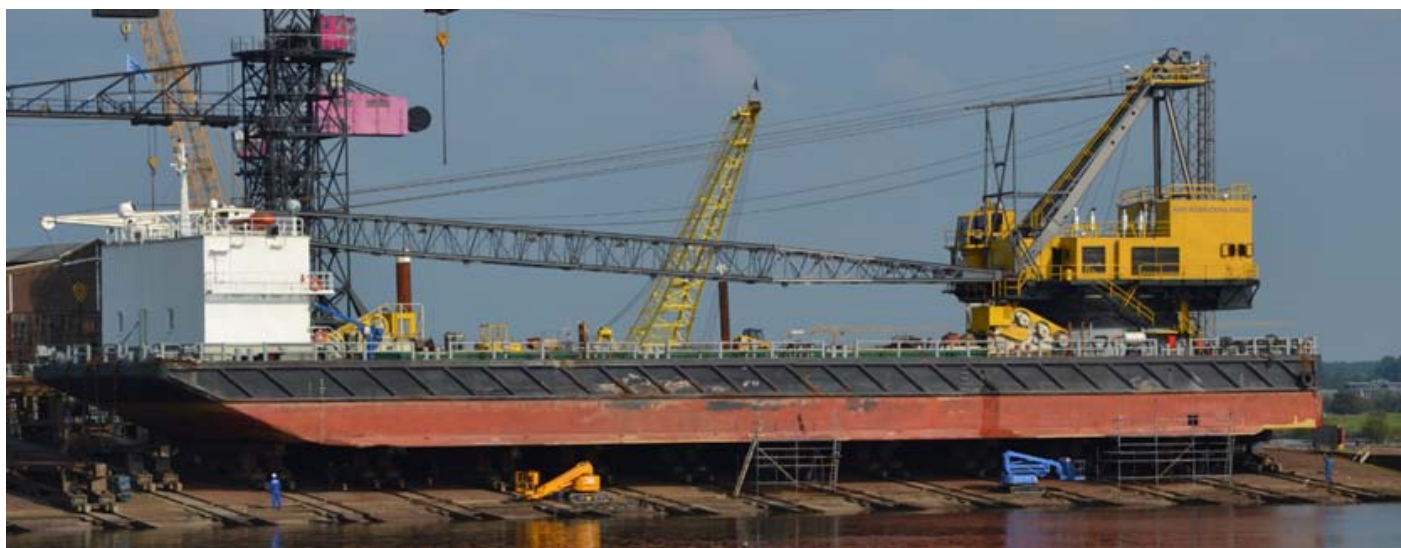
In addition to the bow transfer system, passenger access is provided via side gates at the forward end of the cargo deck. This transverse passenger thoroughfare is protected from the cargo space by large cargo barriers, allowing passengers and cargo to be loaded concurrently in a safe and efficient manner.

The vessel is powered by a pair of 1193 kW Caterpillar C32 Acert engines, driving Hamilton HM651 waterjets. Speed performance on sea trials confirmed the design predictions with the vessel achieving 32 knots sprint speed, and 28 knots service speed at 85% MCR. The propulsion system exploits the WOSR (Wide Operating Speed Range) of the Caterpillar engines, allowing full power from 2000rpm. This allowed a cost and weight saving by minimizing the rotation speed of the FiFi clutch equipment.

The port main engine is mated to a hydraulic clutch turning an FFS 250x350HD FiFi pump that feeds a foredeck mounted fire monitor, with a rating of 600 cu.m/hr. A similar vessel is also nearing completion at Topaz Shipbuilding that will incorporate a slightly larger cabin and additional fluid capacities, and will provide 24 hour support in the wind farm sector.

Length Overall: 27.6 m  
Length Waterline: 23.0 m  
Beam: 7.5 m  
Draft Hull: 1.4 m  
Depth: 3.2 m  
Fuel: 12 000 liters  
Fresh Water: 5 200 liters  
Sullage: 1 300 liters  
Service Speed: 28 knots  
Maximum Speed: 32 knots  
Main Engines: 2 x Caterpillar C32 Acert D Rating  
Installed Power: 2 x 1193kW @2100rpm  
Propulsion: 2 x Hamilton HM651 Waterjets  
Generators: 2 x Caterpillar 4.4  
Construction Material: Marine Grade Aluminum  
Flag: UAE  
Class: DNV +1A1 HSLC R3 Crew

Source : [MarineLog](#)



HAPO'S [MISSING LINK](#) seen at the slip for maintenance in Hardinxveld - [Photo : Erik Aarts ©](#)

# STX Finland's Rauma Shipyard launches PS&R Vessel



On Thursday, 21 July 2011, the Polar Supply and Research Vessel ordered by the South African Department of Environmental Affairs was named and launched at STX Finland Oy's Rauma shipyard. NB 1369 was named to **S.A. Agulhas II** by Director General Mrs Noshipho Ngcaba from the South African Department of Environmental Affairs, STX Europe press release said.

The event was attended by representatives and guests of the client; the South African Department of Environmental Affairs and STX Finland Oy, South African Maritime Safety Authority, the classification society Det Norske Veritas and media representatives. Brass band Pläkkploosarit entertained the people gathered around the drydock to witness the opening of valves.

"The construction of the vessel continues as planned. The ship will be handed over to the client as agreed in the spring of 2012", explains Timo Suistio, EVP & COO of STX Finland Oy and Director of STX Rauma shipyard. "In addition to this multipurpose arctic research vessel Rauma shipyard has a car-passenger vessel Spirit of France, a fisheries research vessel and a double ended ferry under construction," Suistio continues.

**S.A. Agulhas II** is a multipurpose vessel that will operate as supply, research and passenger ship as well as an icebreaker among other things. The core functions of the Vessel will be logistic support for South African research bases on the Antarctic mainland, Marion Island and Gough Island. The vessel will also be equipped to conduct oceanographic studies as well as marine geological research. In addition, the vessel conducts continuous measurements of a range of meteorological parameters for transmission to the South African Weather Services, and deploys weather balloons and weather buoys during certain transits. When completed, the vessel will also operate internationally as a passenger ship for some 150 people. The ice-strengthened vessel will be approximately 134 metres long and it will have accommodation for a crew of 45 and some 100 researchers or passengers.

STX Europe is an international shipbuilding group which aims to be the leading builder of cruise and offshore vessels. STX Europe AS is also the majority shareholder in STX OSV Holdings Limited listed on the Singapore Exchange (SGX). STX Europe AS comprises 6 shipyards in Finland, France and Norway in addition to 9 shipyards belonging to STX OSV Holdings Limited. STX Europe has approx. 16 000 employees. **Source : PortNews**

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## Campbell Shipping orders fuel-efficient bulkers at Tsuji

Bahamian shipowner Campbell Shipping Ltd. has signed an order with Tsuji Heavy Industries (Jiangsu) Co., Ltd. located at Zhang Jia Gang, China for two 37,500 dwt double-hull log fitted bulk carriers, with an option for two more.

These ships, which will be classed by ABS and fly the Bahamas flag, will be 179.9 meters length overall, with a 30.4 meters beam, a scantling draft of 10.2 meters and a service speed of 13.9 knots. Their prime movers will be MAN B&W 5S50ME-9.2 Tier II diesels, one of the engine maker's latest and most fuel efficient Tier II compliant engines. "We consider this an excellent fuel efficient futuristic design, complying with most up-to-date rules and regulations and meeting anticipated commercial requirements," said Lowell Mortimer, Chairman and CEO of Campbell Shipping, on

behalf of the buyers. "The vessels represent what the maritime industry has come to expect from GTRC: a good ship at a fair price for both buyer and seller, built to high quality standards and delivered on time."



The vessels are being built to the "Seatransporter" series design developed by Nassau, Bahamas, based Algoship Designers, with basic, classification and production designs produced by Smart Engineering and Design Solutions Ltd. (SEDS), an

engineering firm with offices in Nassau and Kochi, India. Both companies are affiliates of the GTR Campbell Marine Consultants (GTRC), which will be providing project management services in the shipyard .

ABS and Algoship closely cooperated during the design development of the Seatransporter design including detailed full ship FEM analysis. . Extensive CFD, resistance, self propulsion, maneuvering, seakeeping and cavitation tests were carried out the Wageningen and Berlin facilities of MARIN (Maritime Research Institute of the Netherlands). MARIN played a significant role in the research and development carried out by Algoship on hull forms and energy saving devices for the Seatransporter design.

"This contract is the first bright light in today's otherwise dark newbuilding market " said GTRC President Antony Prince after the signing. "The timing is now ripe to select the best shipyards before the coming rush, to lock in the best prices and delivery schedules for 2012/13 and be ready to take advantage of an anticipated jump in charter rates." Unlike other ship sizes the handysize bulk carrier sector offers the best opportunity among all bulk carrier sizes due to advanced age profile of the existing fleet, relatively low order book, not so fuel efficient designs and booming economies in the developing world with poor port facilities. **Source : MarineLog**



The **PURPLE BEACH** seen enroute Rotterdam – **Photo : Rob van Deijk ©**

## MOL Announces Upgrade in CX1 Service Linking Panama, Manaus

Mitsui O.S.K. Lines, Ltd. yesterday announced upgrade of its CX1 feeder service between Panama and Manaus and the beginning of independent operation on the route. The move will provide additional space on this rapidly growing trade



with four 1,700 TEU ships and stabilize the schedule to boost service quality. Calling ports and transit times remain unchanged from the existing service.

The expanded feeder capacity will enable MOL to accommodate additional peak season demand. "Assuming total space and operating control, MOL will be able to enhance its already exceptional service to Manaus with even more reliable relay connections and strong on-time delivery" said MOL Liner Chief Operating Officer, T.K. Konishi.

- Vessels : Four 1,700 TEU containerships
- Service rotation : Manzanillo (Panama) (Thu/Fri) — Manaus (Brazil) (Mon/Wed) — Vila do Conde (Brazil) (Mon/Tue) — Manzanillo (Panama) (Thu/Fri)
- Commencement : Mando, departing Manzanillo on August 12

Source: Mitsui O.S.K. Lines

## Anchor handler Sanko Dragon sold



Photo : Aad Noorland ©

The **AHTS Sanko Dragon** (built 2006 - 8,160 bhp) has been sold to Huawei Offshore. Fearnley Offshore supply said the price was reportedly US\$17 million. Source : Offshore Shipping Online

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## RS Class: new vessel for carrying irradiated nuclear fuel

In July 2010, RS completed survey over construction of a new vessel for the carriage of irradiated nuclear fuel. The modern vessel **Rossita** with displacement equal to 4 000 t was designed for irradiated nuclear fuel and radioactive wastes transportation. **Rossita** was constructed under the agreement between the State Atomic Energy Corporation ROSATOM and the Ministry of the Economic Development of Italy to the RS class at Fincantieri shipyard in Italy. The vessel will be operated by the Russian Federal State Unitary Enterprise ATOMFLOT. The RS surveyors carried out design appraisal and survey during construction of the vessel. The vessel is capable to carry 16 containers for irradiated nuclear fuel. **Source: Russian Maritime Register of Shipping**



The **DA HENG SHAN** seen in Singapore waters - **Photo : Piet Sinke ©**

## Bore Song to enter traffic between UK and mainland Europe for P&O Ferries

Bore has entered into a time charter contract with P&O Ferries for one of the Bore RoFlex type newbuildings from the Shipyard Flensburger Schiffbau-Gesellschaft mbH & Co KG in Germany. P&O Ferries already charters four RoRo vessels from Bore on the English channel between UK ports and Dutch and Belgium ports.

M/V **Bore Song** will enter into her new service in September 2011 and with her flexible cargo handling will be deployed on the busy route between Teesport, UK and Zeebrugge, Belgium mainly. This newbuilding is built towards a new concept for Bore registered as a RoFlex vessel with flexible carrying capacity and fuel efficiency and reduced emissions of its single common rail engine.

Jhonny Husell, Executive Vice President Commercial, says: "With the delivery of this new ship design we are convinced that our services to P&O Ferries will be both advantageous from a cargo handling view but also is an environmentally friendly alternative thanks to the energy efficiency of the Bore RoFlex type."

Thomas Franck, CEO for Bore, says: "By entering this contract with P&O Ferries we assure a good continuation of a long standing customer relationship. The newbuilding – M/V **Bore Song** – is a vessel for the future and rejuvenates our fleet of vessels." John Garner, Fleet Director for P&O Ferries concludes: "We have thoroughly investigated our options and M/V Bore Song will perfectly fit our service on this route both from an environmental but also economical stand point. Our cooperation with Bore has always been appreciated and we are pleased to have this fine newbuilt RoFlex in our service. In particular, I would like to thank all of the Bore Masters, officers and crew members who continue to provide high professional standards in our North Sea and Tilbury Liner Service."

Bore Ltd is a shipping company, wholly owned subsidiary of Rettig Group Ltd, with a fleet of 20 vessels. In 2010 the turnover was some EUR 70 million, capital employed EUR 250 million and the number of employees 450.

P&O Ferries is a shipping company that boasts the largest fleet of ships offering a wide range of services and facilities, the most comprehensive route network and the most frequent passenger and freight services to the UK. **Source : Bore Ro-Ro**



Above seen the 1971 built tug **PANTODYNAMOS** ex-FAIRPLAY XIV towing the 2006 built general cargo ship **BOULIS** ex-NIKOLAOS F leaving Grand Harbour, Malta on Thursday 28th July, 2011 bound to Piraeus, Greece.

Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

## Major milestone for Panama Canal expansion with start of concrete work

PERMANENT concrete work for the Atlantic and Pacific new set of locks in the Panama Canal expansion programme has begun, marking one of the most important phases of the project's construction. The contractor, Grupo Unidos por el Canal SA (GUPCSA) started pouring lean concrete at both lock sites last March to level the surface in preparation for the permanent concrete work.

This month, GUPCSA poured structural marine concrete to shape the floor of the upper chamber in Gatun, on the Atlantic side. The concrete was poured into specialised industrial formwork that included a significant amount of rebar (steel bars or rods used to reinforce concrete) to ultimately shape the 100 cubic metre blocks that make up the lock floor.

The concrete mix, designed to guarantee a minimum service life of 100 years of operation to the waterway, was transported to the site using agitator trucks lined with insulating material to ensure a maximum temperature of 12 degrees centigrade at the moment of the pouring.

On the Pacific side, concrete pouring activities also began with the construction of the pit for the first of three lock cross-unders or tunnels. Through these cross-unders, trays and pipes will carry communication and electric wires, drinking water pipelines and other components needed to operate the lock complex. Each set of locks will have three cross-unders.

Each of the pits is built by stacking 16 blocks made of structural concrete and rebar. The pits, at a height comparable to that of a 10-storey building, will include a series of steps and an elevator that will enable access to the cross-under. Once completed, the cross-unders will allow maintenance personnel to conduct their tasks in a safe environment. In its entirety, the new set of locks will require 4.8 million cubic metres of concrete. The work at both construction sites took place under the oversight of Panama Canal Authority, which is the autonomous agency of the Government of Panama in charge of managing, operating and maintaining the Panama Canal. **Source : Schednet**





The Indian flagged bulk carrier **Pataliputra** berthing at Lyttelton to load coal for Haldia, India. Owned by The Shipping Corporation of India she was built in 1987 and is a member of a large class of bulk carriers named after Indian rivers.

Photo : Alan Calvert ©

## Condor Ferries participates in development CPC RoRo module



**Condor Ferries**, which operates lifeline services between the Channel Islands, UK and France, has awarded HMC a contract to develop a new specialized RoRo ship loading computer geared towards improving efficiency of on- and offloading operations. HMC is currently developing CPC 2.0 with a



RoRo option. Condor's highfrequency on- and off-loading operations are to be performed within very tight time schedules. Administrating the actual loading configuration was hard and done by hand. HMC has been involved to improve on these problems as early as 2009. Since the second quarter of 2011 this cooperation has reached the form of an agreement to develop a customized high-frequency RoRo solution based on CPC 2.0. HMC is delighted by the commitment shown by Condor Ferries to this project.

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## Chinese lines lobby against Vale fleet

China's largest shipping companies are lobbying the government to foil Vale SA's plan to build a US\$2.3 billion fleet of the world's biggest iron ore carriers that will haul the steel-making material to the nation. Vale, the world's largest iron ore producer, should engage the shipping companies to run the fleet, Zhang Shouguo, executive vice- chairman of the China Shipowners Association, said in a telephone interview. Rio de Janeiro-based Vale is building 19 of the 400,000

tonne vessels and will control another 16 under long-term contracts, aiming to stabilise freight costs and iron ore prices.

'Let the shipping industry do the transport thing,' said Mr Zhang, who was a former deputy director of the water transport division of China's Ministry of Transport. 'Vale is seeking to control the freight market as it has done with iron ore prices.' The Baltic Dry Index, a measure of commodity transportation costs, slid for a 14th day yesterday in London because of a glut of competing iron ore carriers. Iron ore prices have more than tripled in the past three years and reached a record US\$191.90 a tonne in February, according to a price index compiled by The Steel Index Ltd.

Vale Brasil, the first in the fleet, will 'undoubtedly' go to China whenever Vale needs to send iron ore to its biggest customer, chief executive officer Murilo Ferreira said on July 19. The vessel was diverted from its original destination in China to Italy on its maiden voyage because of draft restrictions at the port and a request from a European iron ore customer. The company is spending US\$8.1 billion on the fleet, including US\$5.8 billion for a 25-year transportation contract with STX Pan Ocean Co, South Korea's biggest bulk shipping company, for seven more. Vale also needs to pay fuel costs for the ships that it owns.

Chinese regulators have not approved any of its ports to increase accommodation capability to more than 300,000 dwt for dry bulk carriers because of safety and environmental concerns, Mr Zhang said. 'Many shipping companies may incur losses because of the monopoly on the route,' he said. 'We've made it clear to the government that we object to the major cargo owners building their own fleets.' The association, which represents 85 per cent of China's total shipping capacity, is trying to seek cooperative shipping contracts with Vale, Mr Zhang said, without elaborating. Should the need arise, it may also ask the government to investigate whether Vale breached the Chinese regulations against market manipulation or monopoly, he said. A Vale official in Rio de Janeiro said that the company will not comment.

The global fleet of bulk carriers will expand 13 per cent this year, according to Clarkson Research Services Ltd, a unit of the world's largest shipbroker. That compares with the 4 per cent growth that it forecasts for shipping commodities by sea. The so-called Valemax vessels, which are triple the length of a football field, are scheduled to join the fleet by the end of 2013, Vale said this month. The second ship, Vale China, will start operating within two months, Mr Ferreira said.

Chinese ports of Dalian, Dongjiakou and Majishan have the capacity to receive the carriers that are able to haul 400,000 tonne cargoes, Vale said on June 21. China's Ministry of Transport did not answer questions sent by Bloomberg via fax. The cost of shipping iron ore from Tubarao in Brazil to China's Qingdao port, the main destination for dry bulk shipments, has fallen 82 per cent to US\$19.454 a tonne from a record of US\$108.746 on June 4, 2008.

Source : Bloomberg

## **Marcon Completes Sale of Two Newbuilding ASD Tugs**

**Marcon International, Inc** of Coupeville, WA, is pleased to announce the sale and delivery of two 5,630BHP new ASD sister-tugs from Turkish builders, Bogazici Denizcilik to Owners in the United Arab Emirates. The tugs were designed by Cintranaval-Defcar of Spain for berthing and unberthing of vessels at LNG terminals, harbor assist, escort services, tandem towing, open sea services, fire fighting and oil recovery / oil pollution operations.

The 65 tonne bollard pull ASD tugs "**Sea Eagle**" (ex-Bogazici 9) and "**Sea Falcon**" (ex-Bogazici 8) measure 32.5m length overall x 11.7m beam x 5.6m depth with a 4.30m draft. Both vessels are powered by twin CAT 3516B-HD turbocharged main engines developing 2,100kW each at 1,600RPM coupled to Schottel SRP 1515 4-blade 2,600mm controllable pitch azimuthing props. Free running, the tugs are expected to reach 13 knots maximum in calm weather. Auxiliary power is provided by two 150kW Caterpillar auxiliary and one 69kW emergency/harbor generators. The tugs are fitted with a hydraulically driven Plimsoll anchor and single split drum escort tow winch with double warp and with combined double gypsies on the foredeck. Line pull is rated at 80mt and static pull at 200mt. Aft of the superstructure is a double drum Plimsoll tow winch rated at 65 tonnes pull and 130 tonnes static along with a 70 tonne towing hook, tow pins and stern roller.

Each tug is FiFi I rated and come with twin water/foam monitors rated at 1,200/300m<sup>3</sup>/hr. Below deck, main tank capacities include 250m<sup>3</sup> fuel, 53m<sup>3</sup> fresh water, 70m<sup>3</sup> ballast and 25m<sup>3</sup> foam.

The tugs are specially designed for 3 man operation towage duties in harbor and coastal waters, with a maximum accommodation capacity for up to 10 persons in two single, two double and one four berth air conditioned cabin.

"**Sea Eagle**" and "**Sea Falcon**" are classed Bureau Veritas I +Hull, Escort Tug, Unrestricted Navigation, Fire Fighting Ship / Water Spraying, +Mach AUT-UMS, Clean Ship and are now registered under the St. Vincent and Grenadines flag. This is the first sale Marcon International has concluded with this yard.

**Marcon International Inc.** has brokered the following 24 sales and charters to-date in 2011. Several additional sales are pending and expected to close within the next 30 days.

## RIG MOVE IN THE CANSO STRAIT



Some tugs working on a rig move in the Canso Strait (Mulgrave).  
**Photo's : Melvin Pierce – Point Tupper Marine Services ©**



## TransAtlantic takes delivery of ice class AHTS

Sweden's Rederi AB TransAtlantic has taken delivery of **Magne Viking**, the third in a series of four newbuild AHTS vessels from the Astilleros Zamakona S.A shipyard in Spain. The vessel will be flagged in the Danish Register of Ships, DIS. The four AHTS series on order at Zamakona is specifically designed to meet demands for efficient, safe and environmentally friendly offshore management in the Barents Sea and areas with severe ice conditions. The last vessel in the series, TransBarents, is expected to be delivered in 2012. T **Magne Viking** has the following technical data:



AHTS, ice 1A, stand by vessel, oilrec, clean design. Deck area 750 sq.m, length 85 m, beam 22 m, 4,500 deadweight tons and complies with the most up-to-date regulations pertaining to oil clearing. Source : Marine Log

## MARITIME ARTIST CORNER



This oilpainting from [Hans Breeman](#) shows the [Hermod](#) of Heerema Marine Contractors. The [Hermod](#) was built in Japan in 1978 by Mitsui Engineering & Shipbuilding Company Ltd. The ship is 505 feet long and 282 feet wide. Its draft is currently 36 feet, but during our work we take in ballast water to increase the draft to 82 feet. This principle is known as semi-submersible. The [Hermod](#) is capable of a tandem lift of 8,100 t (9,000 short tons).

Source technical info: Heerema Marine Contractors.

[www.hansbreeman.nl](http://www.hansbreeman.nl)

## OLDIE – FROM THE SHOEBOX



Seen in 1976 the tug [BALAU](#) owned by Smit International (Antilles) NV near the [SUPERIOR PRODUCER](#) which capsized and later sank at the entrance of the Annabay in Willemstad (Curacao) Photo : [John Smit](#) ©

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



The 2001 built **KASIF KALKAVAN** seen outbound from Rotterdam – Photo : Frits Janse ©

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