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Above seen the FPSO SKARV during last tests at Klosterfjorden / Stord, ETD will be coming Friday. Tugs connected Fairmount Sherpa (lead tug SB for) , Fairmount Summit (P.S fpr), Maersk Launcher (aft) and the Maersk Leader (general pupose / R.O.V) During hook-up at SKARV fld. Maersk Logger will assist as well.

Photo : Capt. Jan Weerman – Master FAIRMOUNT SHERPA (c)

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EVENTS, INCIDENTS & OPERATIONS



The **NILEDUTCH LUANDA** seen departing from the port of Lisbon – Photo : Hans ter Horst (c)

Libyan rebels believed to have seized gasoline tanker off Malta

Libyan rebels are believed to have seized the Libyan motor tanker Cartagena off Malta. Sources said that around 1.30 a.m., the tanker was approached by an unlit Libyan flagged tug boat outside Maltese territorial waters and, according to online reports, boarded by Libyan rebel forces.

The tug boat then moved east while the tanker heaved anchor probably towards Benghazi. The movements were being shadowed by an AFM patrol boat while it was in Malta's search and rescue region after which Nato continued tracking the vessel. Nato has 17 ships in the Mediterranean enforcing a UN arms embargo on Libya. Nato has confirmed its forces are tracking a tanker but said it had no information to confirm that the Cartagena had been seized. "The ship has been hailed and signs indicate it is cooperating with Nato forces as it approaches the shores of Libya," NTO spokesman military Colonel Roland Lavoie said. He said he had no information as to the specific

whereabouts of the ship. According to online reports, the Cartagena, which belongs to GNMTC, which is controlled by Muammar Gaddafi's son Hannibal, is carrying almost 40,000 tonnes of gasoline.

Last month, Reuters had reported that the Cartagena had been trying to take 30,000 tonnes, or 250,000 barrels, home since mid-May. Sources had told Reuters that the tanker loaded gasoline in a Turkish port and the Swiss company that sold the ship the fuel had claimed it had been duped into selling the fuel as Tripoli, Lebanon, had been listed as the destination.



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

When the tanker left the in early May, it sailed towards Zawiyah, a Gaddafi-controlled town and the main oil port adjacent to the Libyan capital. NATO had initially approved the deal but while the Cartagena was en route to Zawiyah, it diverted another west-Libya-bound fuel tanker on the ground that the fuel would be used for military purposes.

The **Cartagena** had spent a month anchored off Malta while the Libyan government tried to come up with another means of unloading it and in early July, headed for the port of Annaba in Algeria. Algerian authorities had stopped the tanker from berthing. Source : Times of Malta



The **COSCO EUROPE** seen outbound from Antwerp passing Walsoorden at the Westerscheldt River

Photo : Huib Lieverse (c)

Carnival Corporation & plc Orders New Ships for Its Costa Cruises and AIDA Cruises Brands

**Orders Include a 132,500-Ton Ship for Costa and Two 125,000-Ton Vessels for AIDA;
Largest Ships Ever Constructed for These Two Brands**

Carnival Corporation & plc announced it has reached agreements for the construction of three new cruise ships – one 132,500-ton vessel for its Costa Cruises brand and two 125,000-ton ships for its AIDA Cruises brand. The ships will be the largest ever constructed for these two cruise lines.

A contract has been signed with Italian shipbuilder Fincantieri for the construction of a 3,700-passenger ship for Costa that is scheduled for delivery in October 2014. The all-in cost for this vessel will be approximately euro 150,000 per lower berth. A memorandum of agreement has been signed with Japan's Mitsubishi Heavy Industries to build two 3,250-passenger ships for AIDA which are scheduled for delivery in March 2015 and March 2016. The all-in cost for these vessels will be approximately euro 140,000 per lower berth.

The order for the two AIDA ships marks a return by Carnival Corporation & plc to Mitsubishi Heavy Industries which built two highly successful ships for Princess Cruises, both of which were delivered in 2004. The contract with Fincantieri continues the company's longstanding and successful relationship with the Italian shipbuilder, which dates back nearly 20 years. The new Costa ship order is subject to financing. The memorandum of agreement with Mitsubishi Heavy Industries is subject to customary closing conditions, including execution of shipbuilding contracts and financing. Additional design and itinerary details for the three new vessels will be announced at a later date by Costa and AIDA. Today's AIDA order marks Carnival Corporation & plc's first new ship delivery for 2016 and continues the company's strategy of introducing two to three ships per year. Including the new orders for Costa and AIDA, Carnival Corporation & plc currently has 10 ships on order – three for 2012, two for 2013, two for 2014, two for 2015 and one for 2016.



The **COSTA DELIZIOSA** seen anchored in the Geirangerfjord – Photo : Henk van der Lugt (c)

The delivery of the new Costa ship in fall 2014 is expected to replace capacity from the sale of certain older Costa ships beginning with the sale of **Costa Marina**, which will leave the fleet in November 2011. In the third quarter of 2011, the company will record a loss on the sale of approximately \$0.02 per share. Carnival Corporation & plc is the largest cruise vacation group in the world, with a portfolio of cruise brands in North America, Europe, Australia and Asia, comprised of Carnival Cruise Lines, Holland America Line, Princess Cruises, Seabourn, AIDA Cruises, Costa Cruises, Cunard, Ibero Cruises, P&O Cruises (UK) and P&O Cruises (Australia).

Together, these brands operate 101 ships totaling approximately 200,000 lower berths with 10 new ships scheduled to be delivered between May 2012 and March 2016. Carnival Corporation & plc also operates Holland America Princess Alaska Tours, the leading tour company in Alaska and the Canadian Yukon. Traded on both the New York and London Stock Exchanges, Carnival Corporation & plc is the only group in the world to be included in both the S&P 500 and the FTSE 100 indices. Source : Carnival Corporation & plc

**Due to working abroad this week the
newscippings may reach you irregularly**

Maritime

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No anti-pirate weaponry? No Indian sailors for you

The government of India is considering a proposal not to allow Indian sailors on ships that are not equipped to ward off pirate attacks. The proposal comes at a time when more than four dozen Indians are held hostage by Somalian pirates following attacks on various ships.

Senior officials involved in discussions to get the sailors released said they had urged the Indian government to enforce stringent measures for recruitment of Indians on foreign ships. "One of the preventive mechanisms is deployment of armed guards on ships. So far we have not had a single incident of pirates hijacking an armed vessel. The Indian government can ensure that its nationals get employed only in such vessels," the official said.

Meanwhile, the Indian government has said that it is considering a proposal to deploy armed security guards on Indian merchant ships to thwart attacks by pirates in international waters. India's Union Minister for Shipping G K Vasan, said that the government will shortly take a view on this aspect. According to him the Indian Navy has been carrying out anti-piracy patrols in the Gulf of Aden since October 2008. A total number of 25 Indian Navy ships have been deployed in the Gulf of Aden and a total of 1,573 ships, including 1,402 foreign-flagged vessels from different countries, have been escorted by Indian Navy ships so far. **Source: Emirates 247**



The split hopper dredger **Pinta** (originally designed as split hopper barge at Vuyk Rotterdam www.vuykrotterdam.com) seen at the Westerscheldt river sailing to her discharge location. The vessel is busy with dredging activities at the river near Hansweert. - **Photo : Gijsbert Jacobse ©**

Crown appealing Ashika sentences

Tonga's Solicitor-General says the Crown is appealing against what it considers light sentences given to crew of a ferry which sank in 2009 with the loss of 74 lives. In a trial earlier this year, **Princess Ashika** skipper Viliami Tu'ipulotu was jailed for four years, but the sentence was suspended for three-and-a-half years. First mate Semisi Pomale was jailed for five years, suspended for three-and-a-half years. Both were convicted of a number of charges, including manslaughter by negligence, Radio New Zealand International reports. Solicitor-General Aminiasi Kefu says his office contends that the judge erred in granting such lengthy suspensions. Mr Kefu says the former chief executive of the

Shipping Corporation of Polynesia, John Jonesse who was jailed five years, is appealing against his conviction and sentence. Mr Kefu says it is possible the New Zealander could get a similar partially suspended sentence. **Source :** Sydney Morning Herald



The **JOLINE** seen in Calais – Photo : Reinier Kadijk ©

Ship's dark past taints ground-breaking mission

A Chilean navy ship is making history, but not because of protesters who dogged the vessel for five days while it was moored at Ogden Point. Several people held up signs and blasted a siren on their megaphone at the Victoria pier this week until the tall ship left this morning (Friday). But some crew members on the **Esmeralda** training ship said they were immune to the protest staged by human rights advocates, union members, Chilean ex-pats and Catholics.



"I really don't care," said officer trainee Francisca Lema of the protesters. For the first time, women are being trained as officers and sailors in the Chilean navy, and the **Esmeralda** is serving as their floating classroom for six months.

Lema is one of 27 women training to become naval officers. In the lower ranks, 44 women aboard the ship are being schooled as sailors. "I think this is the best part of my career," Lema said of travelling around the world. The vessel will visit 12 ports in six countries between Chile and Canada. But the tall ship's bloody past is tarnishing its diplomatic visits. Protesters in Victoria and San Francisco say the Chilean navy has never acknowledged using the ship as a prison in 1973 and 1974, when civilians were tortured and 112 of them killed, according to human-rights watchdog Amnesty International. "Our complaint is not with the crew but with the institution of the Chilean navy, that basically hasn't made reparations to the families of the people killed," said Victoria resident John Hillier, an organizer with the No **Esmeralda** protest committee. "If they have

a protest, no problem," commanding officer, Capt. William Corthorn said Tuesday during a press conference below decks. "My work, I say again, is the ... leadership to my crew." Esquimalt resident Sebastien Robles said while he can't imagine the suffering of torture victims, some protesters are taking their efforts too far.

"You have the right to protest, but don't make a threat," Robles said after witnessing a protester threaten the life of a Chilean naval officer at the pier Monday. But organizers say the protest has mostly been peaceful. "I don't know if I would have been that restrained if I had gone through that," said lead protester and Saanich resident Carlos Flores. Protests will be held in North Vancouver today (Saturday) when the [Esmeralda](#). The ship will return to Chile in November. **Source :** [bclocalnews](#)



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The [STENA TRANSPORTER](#) seen in Killingholme – **Photo :** [Simon Smith](#) ©

Mumbai police sat on ship warning for 14 hours

The Mumbai Police sat on information it received from alarmed fishermen that a ship was drifting aimlessly in the city's waters close to a popular beach for over 14 hours, quibbling over jurisdictional issues in a reminder of the lack of co-

ordination it displayed during the 26/11 terror attacks less than three years ago. The Indian Express has found that the Mumbai Police first received a call about the tanker, **MT Pavit**, at 10 pm on Saturday, July 30. Fishermen, who spotted the 77-metre-long vessel sailing without lights and drifting just off Versova beach near Ruia Park, called the Santacruz police station and alerted the policemen on duty.

Vinod Bangela, a lifeguard posted at Ruia Park, said that a group of fishermen from Versova village had spotted the ship in the sea. According to standard practice, the local police should have immediately passed on the information to the Coast Guard for action. But that did not happen until 12.30 pm Sunday, when Police Commissioner Arup Patnaik called the local Inspector-General of Coast Guard, SPS Basra. By then, **Pavit** had run aground and got stuck on Juhu beach. **Source : Indian Express**



Above seen the St. Johns registered **ANDREA** This ship replaced **TASSIE BRIDGE** which commenced a trans-Bass Strait service between the Port of Melbourne and Bell Bay at the mouth of the River Tamar Tasmania. The service commenced last year, following the withdrawal an earlier regular services. **ANDREA** is the second generation in size operating on the Bass Strait service. **Photo Bill Barber ©**

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The 2011 delivered 6.270 DWT **IVER BEAUTY** seen anchored off Singapore – **Photo : Piet Sinke ©**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

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These vessels are commercially managed by **Iver Ships B.V.** in Barendrecht (The Netherlands)

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Ship sinks, officials eye policy to keep coast clear

Spate of incidents, including sinking of a Panama vessel on Thursday, forces govt to consider framing stricter norms

A series of accidents involving ships off Mumbai coast in the past three years have made officials sit up and deliberate upon the urgent need to bring out stricter regulations for older vessels. On Thursday, a Panama flagged ship M V **Rak Carrier** sank 20 nautical miles off Mumbai. While the Coast Guard and Navy rescued the crew, 60,000 metric tonnes of coal and 100 metric tonnes of fuel went down. This has triggered apprehensions of an ecological disaster.



M V **Rak Carrier** sank off the Mumbai coast on Thursday after its hull cracked. The Panama-flagged ship was carrying 60,000 metric tonnes of coal. The Coast Guard, Mumbai Port Trust and Shipping Ministry are now thinking of stricter norms for St Kitts and Panama flagged vessels which are involved most of the accidents off Mumbai coast. Last July, M V **Khalijia 3**, a St Kitts flagged vessel developed an engine failure and the crew had to be rescued. Later in August, she rammed **MSC Chitra**, causing spilling of 789 metric tonnes of oil from Chitra's tanks and polluting beaches in the city.

This July, when Panama flagged vessel M V **Wisdom** was being towed from Colombo to Alang, the cable snapped near Mumbai and the ship drifted to Juhu beach. Few days later, Panama flagged **Pavit** developed an engine failure in the Gulf of Oman and drifted to Juhu beach. A deputy inspector-general of Coast Guard said, "Every monsoon, we have trouble due to these old vessels. The rules and regulations are not so strict in Panama. Hence, many shipping companies prefer getting a Panama flag. Old and ill-maintained ships from Panama have caused enough problems for us."

Arkan Younis, the captain of 225-metre **Rak Carrier** told Mumbai Mirror, "Water must have entered the ship 4 am and 6 am but we discovered it only at 6 am. I sent messages to the Port Trust seeking help. Around 9 am, the water inside the ship was making her sink and the crew was worried. I then called the Navy for help."

He said the crew was pleasantly surprised when helicopters of the Coast Guard and Navy reached the area in 15 minutes. "The Shipping Ministry also sent emergency towing vessel **Smit Lumba** while the Coast Guard kept its pollution control vessel **Samudra Prahari** as standby near the spot."

A Naval **Seaking C-142** saved 18 crew members while the Coast Guard owned Chetak rescued 12. They were ferried to **INS Shikra** at Colaba and later taken to Yellow Gate Police Station.



The Coast Guard officials have told the DG (shipping) not to allow the crew to leave India so to press the Qatar-based owners to start salvage operation soon. Efforts are being made to contact the owner and its insurer. The other designated Coastal State Authorities namely District Magistrate or Collector Mumbai City, Maharashtra State Pollution Control Board, Director General of Lighthouse and Lightships (DGLL) and Port Authorities are being notified to take appropriate action against the polluter. The Mumbai Port and the National Hydrographic Officer, Dehradun have been advised to issue warning to mariners. The Directorate, under the provisions of Merchant Shipping Act, 1958 has issued notice to the owners. Following the accident, Shipping Ministry asked the Coast Guard and the marine police to keep a watch on all vessels coming from Persian Gulf as they tend to drift towards Mumbai. **Source : Mumbai Mirror**

Pirates attack two oil tankers off Benin coast

Pirates attacked two Panamanian-flagged ships carrying oil off the coast of Benin on Wednesday but were driven off by the Benin navy before they could steal the cargo, authorities said, worldmaritimenews reports. The incident was the latest in a string of attacks on ships in the Gulf of Guinea that experts say is threatening an emerging trade hub and a growing source of oil, metals and cocoa to world markets.

"The ships **Golden Sifia** and **Aidin Panama** alerted Benin's naval security forces of an armed attack," Navy Commander Maxime Ahoyo said. "When we arrived on the scene we succeeded in chasing off 10 pirates, all Nigerians, who managed to break in but hurt no one." He said the 54 crew aboard the two ships, who were in the process of transferring oil ship-to-ship, were able to hide after the pirates boarded and fired their weapons.

Some 26 pirate attacks have been recorded off Benin — which neighbours oil-rich Nigeria — since the start of the year, including an attack on an Italian diesel tanker last week. Piracy in the Gulf of Guinea is rising but is not on the scale seen off Somalia, where armed seaborne gangs are making millions of dollars in ransoms and becoming increasingly violent. **Source : PortNews**

NAVY NEWS



The **A 608 VAR** seen moored in Valetta (Malta) – **Photo : Anthony Chetcuti (c)**

Vietnam to get sub fleet in six years

Vietnam will have a submarine fleet within six years, the defence minister reportedly announced on Thursday, in what analysts say is intended as a deterrent to China's increasing assertiveness at sea. Russian media reported in December 2009 that Vietnam had agreed to buy half a dozen diesel-electric submarines for about \$2 billion. "In the coming five to six years, we will have a submarine brigade with six Kilo 636-Class subs," Defence Minister Phung Quang Thanh was quoted as saying by the state-controlled Tuoi Tre newspaper. Thanh said the fleet was "definitely not meant as a menace to regional nations," according to the report. "Buying submarines, missiles, fighter jets and other equipment is for self-defence," he was quoted as saying. Ian Storey, a regional security analyst at the Institute of Southeast Asian Studies (ISEAS) in Singapore, said the submarine deal has been driven by events in the South China Sea, where China and Vietnam have a longstanding territorial spat over the Paracel and Spratly archipelagos.

Tensions rose after Vietnam in May accused Chinese marine surveillance vessels of cutting the exploration cables of an oil survey ship inside the country's exclusive economic zone. "These purchases are designed to deter the Chinese from encroaching on Vietnamese sovereignty," Storey told AFP. He said the country already operates two midget submarines bought years ago from North Korea. In the newspaper report, Thanh did not specify how Vietnam was paying for its naval upgrade.

"It depends on our economic ability. Vietnam has yet to produce modern weapons and military equipment, which are costly to import," he said. Analysts say the country's economy is in turmoil with galloping inflation, large trade and budget deficits, inefficient state spending, and other woes. Much of Vietnam's military hardware is antiquated but this week it received the first of three new coastal patrol planes for the marine police, announced the manufacturer, Madrid-based Airbus Military. Russian media reported last year that Vietnam ordered 12 Sukhoi Su-30MK2 warplanes in a deal worth about \$1 billion.

Other nations in the region have accused China in recent months of becoming more aggressive in enforcing its claims to parts of the South China Sea. The Philippines, Malaysia, Brunei and Taiwan also have overlapping claims to all or parts of the waters, which are potentially rich in oil and gas deposits and straddle vital commercial shipping lanes.

Source : [google/AF](#)P



The Dutch built SIGMA corvette of the Indonesian navy **365 DIPONEGORO** seen off Bintan (Indonesia) last Tuesday

Photo : [Piet Sinke](#) (c)

Canadian navy ships join U.S. Coast Guard in Arctic mission



Three Canadian navy ships and a U.S. Coast Guard cutter are being outfitted in St. John's for an extended mission to the Arctic. The Canadian Forces says the frigate **HMCS St. John's** will be joined by the coastal defence vessels **HMCS Moncton** and **HMCS Summerside**, as well as the American coast guard cutter **USCGC Willow**.

The ships are expected to leave St. John's on Friday at 8 a.m. Their task, code-named **Operation Nanook**, marks the largest of three annual missions in the Arctic. The goals of the mission are to reinforce Canada's presence in the Arctic and enable the Canadian military to practise emergency response skills. The Royal Danish navy will also participate in the mission by conducting its own patrols and surveillance operations. Source : [CTV Montreal](#)

USS Mississippi to be commissioned in Gulfport

The USS [Mississippi](#), a \$2 billion submarine, will be commissioned in the Gulfport Small Craft Harbor in May. Gulfport Mayor George Schloegel made the announcement Tuesday at a meeting of the Gulfport Business Club. Mississippi submarine veterans, who had been lobbying the Navy to commission the Virginia-class sub in the state, welcomed the news, according to The Sun-Herald. City spokesman Ryan LaFontaine said logistics will be worked out over the next nine months, but there is talk of having the sub at Gulfport for several days, giving locals extra time to get a peek at it.

Source : The Sun Herald

SHIPYARD NEWS

Layoffs Averted At Electric Boat

A hundred skilled trade workers facing layoffs at Electric Boat in Groton will be able to keep working, though they'll have to travel to Portsmouth, Va., to do so, Rep. Joe Courtney, D-2d District, announced. Electric Boat had said earlier this year that the workers would be laid off in September as repair projects ended and as the latest submarine under construction was completed.

"This extra work is critical to maintaining the base of highly skilled production workers at Electric Boat because it helps to offset some of the impact from several large submarine maintenance and modernization jobs that recently finished or are close to completion," said Kevin J. Poitras, senior vice president at Electric Boat for engineering, design and business development. "So far this year the work that Congressman Courtney has secured for EB at the naval shipyards has saved hundreds of jobs, and allowed the company to at least postpone layoffs for hundreds more."

Under the terms of the contract, Electric Boat will provide about 100 skilled trades workers to perform maintenance and repair work on the [USS Truman \(CVN-75\)](#) and the [USS George W. Bush \(CVN-77\)](#). Compared to EB's November 2010 staffing outlook, approximately 250 jobs have been saved through maintenance and repair work that Courtney negotiated. Courtney said he will continue to talk with the Navy to find work to save submarine-related trades jobs. Overall, employment has grown at the defense contractor in Groton, as the company hires hundreds of engineers. Source : The Hartford Courant

Shipbuilding activity to take a break for summer as Korean yards officialy on holiday

This week marks the beginning of the summer holidays for all South Korean yards, which means that most activity will be subdued ahead of September, apart from a few deals recorded in China. According to the latest weekly report from Clarksons, "with all the Korean Yards on Holiday, they will no doubt be reflecting during their summer break on the good level of turnover they have achieved during the first half of the year from the various orders they have taken. This has typically been achieved by signing up on the big value projects, not only in the LNG and offshore sectors, but also with many large scale container projects.

Whilst the story of year to date has very much been about the larger container ships, we do believe that as the week's progress post holidays that we will start to see increased activity in the 1-3,000 TEU sector. This sector typically operates an older fleet and with the orderbook currently sitting at well below 10% of the existing fleet, it does seem as if this sector might prove interesting for potential new orders going forward. Whilst it is very clear of the great economies of scale that can be achieved on the long haul routes by the behemoths that have been contracted so far this year, it should also be clearly noted that the feeding off from these large ports to the smaller inter regional trades will require a greater level of these feeder ships. Thus as the Year progresses, it will be interesting to see how this story develops further" said Clarksons.

In a separate report, Golden Destiny said that "in the newbuilding market, the massive order for 25 river / sea tankers by Volga Shipping Company, Russia has boosted again the ordering volumes this week, up by 72% from last week's levels, giving false impression for the newbuilding business. There has been a soft market sentiment lately as the freight rates for the dry and wet market are being pushed downwards with players being skeptical for the placement of new orders, given the plethora of new vessel deliveries. Gas carriers and containers have been in the frontline as

newbuilding investments, while offshore vessels follow with high demand for platform supply vessels and drilling rigs. Overall, the week closed with 43 new orders reported worldwide, being in parity with the levels of similar week in 2010 when 24 bulk carriers contracts had been reported. Once again it is difficult to estimate this week's total invested capital, since 95% of the total newbuilding transactions are reported as an undisclosed contract price" said the Piraeus-based shipbroker.

In terms of business deals concluded the report mentioned that "in the bulk carrier segment, Mitsui Engineering & Shipbuilding has announced a contract to build two 66,000 dwt units for an undisclosed contractor to be delivered by 2014. The two "Neo Supramax 66 BC' bulk carriers" that will have a post panamax beam of 36m are considered to be the next generation, low-fuel consumption vessels. What is noteworthy is the news that the Australian iron ore producer Fortescue Metals Group is planning to order up to six 250,000 dwt ore carriers in South Korea or China. Market players say that the group is developing its own ports that will be able to accommodate its units. Sources suggest that if the vessels are going to be built in Korea they would likely cost in excess of \$480 mil in total, more than \$80 mil each unit. In the handysize segment, Japan's Kitanihon Shipbuilding has received an order from Taiwan's Unison Marine to build two units of 28,000 dwt at an undisclosed contract price for delivery in the third quarter of 2012. The yard, which specializes in chemical tankers, has decided to enter the handysize market last year after sluggish demand for its main product, chemical tankers. In the supramax segment, new Turkish shipping player Aruna Shipping has placed an order for three 56,000-dwt units at South Korea's Hyundai Mipo Dockyard for delivery in August/November 2012 and March 2013. One source close to the deal says that the Turkish company booked the bulkers two months ago, but the deal was not reported. Deputy General Manager of Aruna says that they pay between \$30-\$31 mil for the units, including extras.

In the tanker segment, Aker Philadelphia confirmed that it might win the first US orders for crude tankers in half a decade. The yard has signed a letter of intent to build two 115,000dwt aframax tankers for delivery in 2014. Definitive agreements are expected in third quarter of the year. In the gas tanker segment, sources suggest that Dryships of George Economou has penned an order for four 159,000 cbm LNG units in South Korea at a total cost of \$848 mil, with an option for two more units, for delivery in 2014" concluded Golden Destiny.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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Hallin Subsea Operations Vessel Arrives in Australia

Hallin Marine, a Superior Energy Services company, announces that its subsea operations vessel **Carlisle** has arrived in Australia to undertake a significant contract on the North West Shelf. Supporting air diving services on a major field development, the initial work is scheduled for 110 days with a further series of options to extend beyond that.

SOV Carlisle is a 76 metre long DP 2 subsea support vessel built in 2006. Equipped with a 50 tonne crane and accommodation for up to 126 people, the vessel has been deployed by Hallin in a wide and varied range of successful projects. These include ROV operations as well as saturation and air diving using Hallin's in-house design diving systems. The Carlisle has also successfully acted as a flotel, accommodating personnel involved in the hook-up of an offshore facility in the harsh environment offshore Sakhalin Island. The vessel's adaptability makes it ideally suited to

construction support, IRM and even shutdown support work. Hallin has already positioned two workclass ROVs in Perth, and will also station mobile saturation and air diving systems in the country to support its vessel operations.

In addition to the **Carlisle**, Hallin is also preparing the **SOV Windermere** for deployment to Australia later this year. Launched mid-2010, the Windermere is designed and built to Hallin's specification and optimised for construction support and IRM operations. Facilities onboard the 80 metre long vessel include a 15 man saturation diving system, two workclass ROVs, a 50 tonne/1500 metre rated crane, high-efficiency Voith Schneider diesel-electric propulsion and accommodation for up to 120 people.

Since its launch, the Windermere has worked on projects throughout SE Asia. It will now become Hallin's core Australian asset, with a principal focus on saturation diving and ROV support.

"We knew from the start that Hallin's business model would work in Australia," comments Simon Hird, Hallin's Country Manager for Australia. "We operate a very modern fleet of vessels, none of which is older than five years. We design and build our own dive systems at our manufacturing facility in Singapore. We also design and build our own workclass ROV systems, C-ROV, to complement our fleet of third-party-manufactured vehicles. This enables us to match each client's needs instead of a client having to charter a larger vessel than is in fact required, simply to access a saturation diving capability."



The **SUBHADRA** seen enroute Keppel-Verolme in Rotterdam-Botlek – Photo : Jan van der Klooster (c)

Valletta Cruise Ports improves facilities to accommodate bigger ships

VCP chairman Anton Micallef told Tourism Parliamentary Secretary Mario de Marco and journalists that 78,253 cruise passengers arrived in Malta last July. Dr de Marco and journalists in tow, were shown the work being carried out at the port to extend cruise liner berthing facilities. The works involved removing a concrete arm which jutted into the port. This arm was obstructing passage for ships which are over 250 metres wide from entering the port and berthing along Lascaris Wharf. The project, which is being coordinated by Transport Malta, cost €500,000.

Cruise ships are growing in size to accommodate more passengers, CEO John Portelli explained, had this intervention not taken place we wouldn't be able to compete with other Mediterranean destinations. Cruise ships have become like floating cities which sometimes accommodate over 5,000 people, he added. Mr Portelli added that dredging is currently underway to increase the port's depth from around 8 metres to 10.5 metres so the port can better accommodate larger ships. Dr Micallef added that it is not a coincidence that tourists are attracted to the Grand Harbour. The group is in constant contact with Transport Malta and the government authority to improve port facilities and respond to industry needs as soon as possible. VCP's target is to host an average of half a million passengers a

year. Transport Malta CEO Stanley Portelli told journalist that although the authority is a transport regulator it also contributes to make port facilities, a platform for private investors.

Transport Malta invested €500,000 on improving Lascaris Wharf, €500,000 on Boiler Wharf in Senglea, €26 million on the Deep Water Quay and €1 million to refurbish the breakwater. Such investment, along with investment on the road network that services the Grand Harbour enable both government and businesses to look ahead, Dr Portelli said. He also mentioned that reforms in the scheduled and unscheduled transport service have helped in offering a better network to coordinate logistics with the operators and add value to the tourists' experience in Malta.

"On cruise ship arrival days we have karrozini, coaches and taxis giving a service to passengers who want to visit specific locations, boat trips to Comino departing from the Grand Harbour and Gozo visits operated by the sea plane which lands in the Grand Harbour itself. These examples give cruise passengers a lot to gain from their short experience in Malta and encourages them to return," Dr Portelli continued. Mr Portelli said that a pharmacy was opened to give a service to cruise liner passengers and that the company intends to open a small carnival history museum. He added that the Valletta Waterfront is also useful as a didactic tool in students' education. Over 2,000 students visited the location over the past ten years.

Dr Marco attributed VCP's successes to a synergy between private stakeholders, the government and Transport Malta as a regulator. "Malta managed to increase the number of tourist arrivals despite the crisis in Libya and the Mediterranean. Malta is constantly reassuring foreign authorities that it is still a safe destination to visit," he said.

"Cruise liner passengers spend an average of €60 per person here. 500,000 arrivals yearly leave a direct economic impact and therefore we cannot afford to remain complacent," Dr de Marco remarked. Developments such as the water taxis operating between the Three Cities and Valletta, and the Baracca Lift which will soon be rebuilt offer better links to the Waterfront terminal and ensures that the wealth generated by cruise liner operations is better spread throughout different sections of society, he added. A ferry service between Valletta and the three cities is expected to be introduced by the end of the year. **Source : independent.com**

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Can you close a door by leaving it open?

Can you close a door by leaving it open? This question captures the essence of the design brief builder Ribbon Yachts gave to the Vripack Design Studio: Create a Rib without having it look like a Rib plus she has to be an ultimate man boat. That is exactly what they have done with the Ribbon 45 SC. Sharp edges, short round corners leading to precise lines and clean surfaces. One can easily imagine the bases of the Ribbon design if you know that the founders of Ribbon Yachts exists of an enthusiastic private aviator and a design perfectionist. Ornaments and decorations are therefore totally foreign to the Ribbon. On the drawing table Vripack has transformed the modern thoughts of the founders into the Ribbon 45 SC: a ship inspired by modern aeronautics and the most agile airplanes in the world.



Like these planes the Ribbon 45 SC has a fully equipped helm and navigation cockpit which is located in the middle of the yacht. The station is fitted out with three Recaro sport bucket seats providing exceptionally firm support around the hip and shoulder areas. A huge windscreen around the entire area provides complete and safe shelter so guests can safely relax and sun-bathe during navigating. The cabin provides unparalleled leg room, huge overhead lockers and a private toilet and shower area.

The typical continuous Rib collar is brutally cut in two pieces which are shifted away from each other. With the forward one placed at deck level it creates a muscled shoulder amidships. The aft collar is placed low at waterline level emphasizing the muscle.

The vacuum injected composite construction, engineered by Vripack and Contest Yachts, gives the Ribbon 45 SC an extremely stiff structure. Ribbon Yachts proves its expertise in the manufacture of lightweight structures and in working with high-tech composites. The twin Rolls-Royce water jets powered by Cummins engines are controlled by the vector stick control system providing in state-of-the-art easy docking and maneuverability with very tight turning circles and super fine control in fine quarters.

Please close the doors and cross check, the Ribbon 45 SC is ready for take off.

For more information, please contact Marnix Hoekstra (marnix@vripack.com) or Nienke Tromp (ntromp@vripack.com) at +31 (0)515 436600 or visit www.vripack.com and www.ribbonyachts.nl.

Rolls-Royce lands a £50m contract for AHTS vessels from Farstad Shipping

Rolls-Royce, the global power systems company, has won a £50 million contract to design and equip two anchor handling vessels for Norwegian company Farstad Shipping, Rolls-Royce said Thursday. The Rolls-Royce UT 731 CD vessels are designed to work in extreme environmental conditions and carry out operations in water as deep as 3,000 metres.

The order includes a fully integrated equipment system from Rolls-Royce, including deck machinery, vessel control systems and a diesel-electric hybrid propulsion system. This will be fitted on both vessels to maximise efficiency, reduce fuel burn and cut emissions.

Atle Gaasø, Rolls-Royce, General Manager - Sales - Offshore Service Vessels, said: "We are extremely proud to continue our strong relationship with Farstad Shipping by supplying them with additional cutting edge marine technology. Rolls-Royce support vessels are equipped to meet the future challenges of deepwater offshore operations." The vessels will be built at STX OSV Langsten yard in Norway, with delivery between April and June 2013.

Rolls-Royce has the broadest portfolio of mission critical equipment and systems in the offshore sector and offers an extensive range of ship design packages. More than 650 Rolls-Royce designed UT vessels are already in service or under construction around the world. **Source : PortNews**



One of the Alaskan fleet fishing vessels the **KODIAK**, with home port Kodiak, Alaska seen departing August 1 from Valdez, Alaska. - Photo : Dirk van Uiter (c)

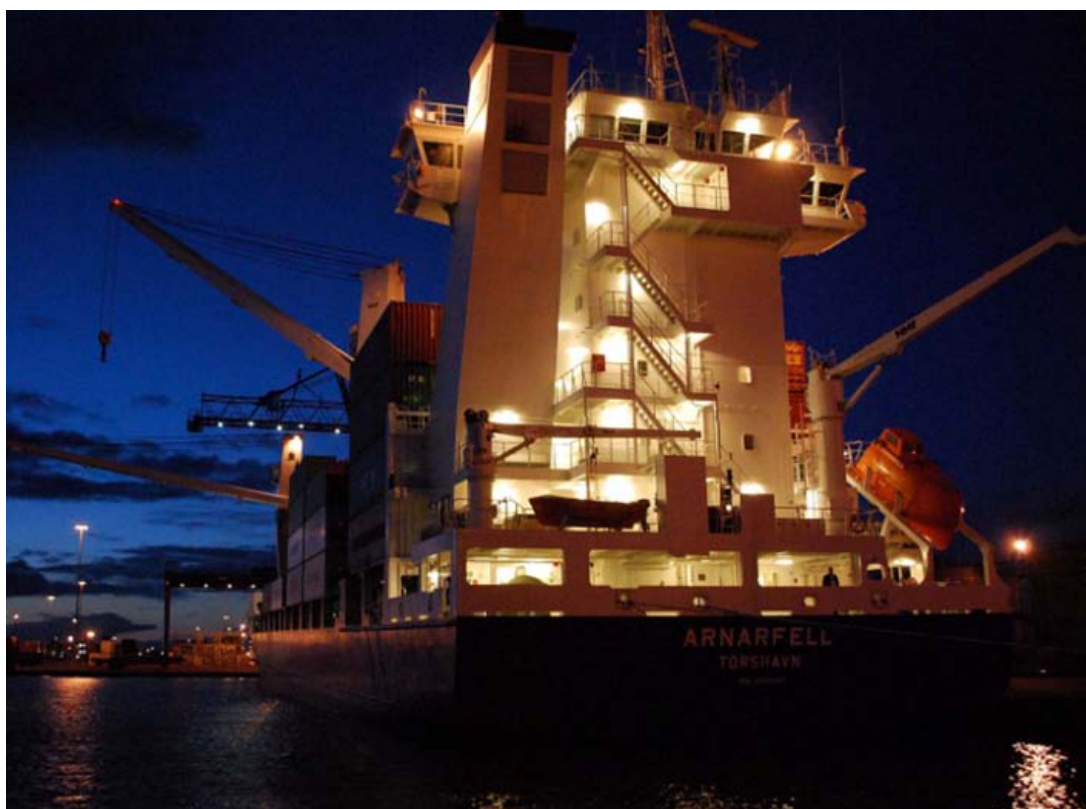
Rolls-Royce secures £20 million order from major Norwegian ship owner

Rolls-Royce, the global power systems company, has won a £20 million order to design and supply power and propulsion systems for two UT 776 CD supply vessels for Island Offshore. Island Offshore were the first to introduce the versatile UT 776 CD ship, which is designed to transport essential supplies to and from offshore oil and gas platforms. These vessels are the ninth and tenth ordered by the operator to date. In addition to the ship design, the order includes a fully integrated and highly efficient diesel-electric power and propulsion system featuring four Rolls-Royce Bergen engines to power two Azipull thrusters. The ships will also feature a dynamic positioning system, which uses satellite technology to maintain the ship's position, a comprehensive range of deck machinery and a bulk handling system for the safe loading of cargo.

Jorn Heltne, Rolls-Royce, Director – Offshore Ship Design, said: "We are delighted that Island Offshore has again turned to Rolls-Royce to provide an integrated design, power and propulsion solution for their platform supply vessels, particularly as the decision is based on the successful operation of vessels in their existing fleet." The two UT 776 CD vessels will be built by STX OSV at its Brevik shipyard in Norway, with delivery scheduled for 2013.

1. Rolls-Royce is a world-leading provider of power systems and services for use on land, at sea and in the air, and has established a strong position in global markets - civil aerospace, defence aerospace, marine and energy.
2. As a result of this strategy, Rolls-Royce has a broad customer base comprising more than 500 airlines, 4,000 corporate and utility aircraft and helicopter operators, 160 armed forces, more than 2,500 marine customers, including 70 navies, and energy customers in nearly 120 countries, with an installed base of 54,000 gas turbines.
3. Annual underlying revenues were over £10.8 billion in 2010, of which more than half came from the provision of services. The firm and announced order book stood at £61.4 billion at 30 June 2011, providing visibility of future levels of activity.

4. Rolls-Royce employs over 39,000 skilled people in offices, manufacturing and service facilities in over 50 countries. Over 11,000 of these employees are engineers.
5. In 2010, Rolls-Royce invested £923 million on research and development, two thirds of which had the objective of further improving the environmental performance of its products, in particular reducing emissions.
6. Rolls-Royce supports a global network of 28 University Technology Centres, which connect the company's engineers with the forefront of scientific research.
7. The Group has a strong commitment to apprentice and graduate recruitment and to further developing employee skills.
8. The Marine business of Rolls-Royce employs 9,000 people in 34 countries with the main manufacturing centres being in the UK, the Nordic countries, the United States and increasingly Asia.
9. Rolls-Royce is a world leader in marine solutions, providing products, service and expertise to more than 30,000 vessels in the offshore, merchant, naval surface and submarine markets. It designs ships and its product range includes propulsion systems featuring diesel engines and gas turbines, propellers, thrusters and water jets. Rolls-Royce also provides manoeuvring and stabilising systems and deck machinery. **Source: Web Wire**



The **ARNARFEL** seen in Immingham. - **Photo : Pete Elsom - Ship Support Limited (c)**

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Offshore: \$11B in Floating Production System Orders Since March '11

IMA has completed a study of the floating production market, and the report documents strong growth in the business sector. According to the market survey, 14 floating production units have been ordered over the past four months – a record pace reflecting strong underlying market drivers.

Current Inventory

256 floating production systems are in service or available worldwide. FPSOs comprise 62 percent of the inventory. The balance is comprised of production semis (17 percent), tension leg platforms (9 percent), production spars (7 percent), production barges and FSRUs (5 percent). Of the total production floater inventory, 11 units are currently off field and available for reuse – making the effective utilization rate 95.7 percent.

Recent Orders

The 14 orders since March include the world's 1st FLNG. At \$3 billion the Prelude FLNG is the most expensive floating production unit ordered to date. Among the other orders are nine FPSOs (1 purpose-built unit, 6 units converted from trading tanker hulls and 2 modification/redeployments), 2 production spars and 2 purpose-built FSRUs. Total value of the 14 construction contracts exceeds \$11 billion.

Current order backlog consists of 53 production floaters, a net increase of 6 units since March. This extends the buildup in backlog that began in second half 2009. 28 units utilize purpose built hulls, 25 are based on converted tanker hulls. 20 units are being built for leasing operators, 33 directly for field operators.

Planned Projects

In the report IMA identifies 196 projects in the bidding, design or planning stage that potentially require a floating production or storage system. These projects are declared discoveries or planned developments where a floating production or storage system is being considered as the development option. Brazil is the most active region for future projects, with 50 potential floater projects in the planning cycle. Next in line is Southeast Asia with 37 projects, followed by West Africa with 36 projects, Northern Europe 22 projects, Gulf of Mexico 17 projects and Australia 11 projects. Of the 196 planned projects, 53 are in the bidding or final design stage. Major hardware contracts for these projects are likely to be awarded within the next 12 to 18 months. Another 143 floater projects are in the planning or study phase. Major hardware contracts for these projects are likely in the 2013 to 2018 timeframe.

According to Jim McCaul, head of IMA, "the fundamentals driving the floating production market are extremely strong. World oil demand is growing 1.5 to 2.0% annually, supply disruption remains a major concern, new sources of oil supply need to be developed, oil prices are in the \$100 range, deepwater drill rig supply is growing and oil companies are committing an increasing portion of E&P spending to deepwater projects." McCaul adds "few if any business sectors can match the dynamism, growth predictability and investment attractiveness of the floating production market." **Source: Maritime Link**

CORRECTION

In yesterday's newsletter a photo could be seen of an Anchor on deck of the **TOR VIKING**, reader **Richard Qualm** brought to my attention that the anchor is not a Vrijhof designed **STEVPRIS** but that the anchor type is the **BRUCE FFTS MK4** Anchor, sorry for the inconvenience caused.

CMA CGM's Low Liquidity Troubles Bond Investors

CMA CGM high-yield bonds dropped sharply in European trading on Wednesday after it reported a lower-than-expected liquidity figure, and reports circulated that it may breach some of its loan agreements. The French ocean carrier's 325 million euro 2019 bonds with an 8.875 percent coupon have fallen more than 40 percent since their launch in April, and are currently bid at 57 euros, according to Tradeweb.

The bonds have fallen 17 points since Monday and dropped approximately four points after the statement, one high-yield investor told Reuters. The bonds dropped by 10 points on Tuesday after a French media report said the company is at risk of breaching a covenant on its loans at the end of the year. The bonds have underperformed in the high-yield

market since their launch, dogged by a series of negative headlines including an antitrust probe, concerns about possible U.S. sanctions over its trade with Iran and a weak industry operating performance. The privately owned carrier said Wednesday that its liquidity stood at \$675 million at the end of July, excluding cash proceeds from on-going disposals and any potential further investment from Turkey's Yildirim Group, a figure that the investor said was lower than expected. A spokesman for the company declined to give any more information than what was written in the statement it issued Wednesday.

"You have to go right back to the beginning to when the bond was first done. People got full allocations initially, which meant they could not add to their position and which offered no technical support whatsoever," said the investor, who still owns some of the bonds but has reduced holdings significantly.

"In addition, you had to believe in the story that freight rates would hold up. But we are in a very different world now. Freight rates have gone down and the company is being squeezed," the investor said. Its bond was managed by left lead BNP Paribas, along with Citibank, Deutsche Bank, Natixis and Societe Generale. "CMA CGM closely follows the performance of its bonds in the secondary market and is taking the current poor performance very seriously," the company's statement said. "While our operating environment is difficult and volatile, we believe that we are prepared for such market conditions," it added.

A high-yield syndicate banker familiar with the bond deal said, "It's been a perfect storm for the company, and not something that could have been predicted. There has been everything from weak sector performance, an (EU) antitrust probe about price fixing, fears about U.S. sanctions and Maersk adding capacity to one of its main routes. Shipping is a leading indicator on the economy and the next big data flow will be at the end of August when the company announces results." The European Commission antitrust probe also involves other shipping firms including Germany's Hapag-Lloyd and Moller-Maersk. CMA is expected to report second quarter results later this month, and said last week that it expects to stay in the black this year despite pressure on freight rates. **Source: The Journal of Commerce**



Above seen the **Bongkot PPS Topside** on deck of Dockwise **BLACK MARLIN** while in transit from Ulsan, Korea, to the Bongkot Field in the Gulf of Thailand in preparation of the Bongkot Floatover.

Photo : Erik van Empel ©

BBC Chartering introduces Trans-Pacific Service

Leading German heavy lift shipping company BBC Chartering announces the commencement of a new monthly liner service that connects Asia with North America. With the new service, BBC Chartering aims to further strengthen its position in the liner segment of the global project cargo, break-bulk and heavy lift market. Svend Andersen, Managing Director of BBC Chartering, comments on this new step: "Over the years we have introduced many dedicated liner services also allowing smaller project parcels to be shipped around the world. Such reliable and regular services respond to the demands of our global clients in this segment."

With the introduction of the Trans-Pacific service the company calls loading ports in Shanghai, Masan, Kobe, and Yokohama and discharges in Long Beach (West Coast), Charleston and Houston. Expressing his confidence in this service Mr. Andersen states: "I am pleased to say that with this new link between Asia and the US our liner offering turns into a truly world-embracing service." BBC commenced operations in 1997 with a fleet of ten multipurpose vessels. With currently more than 145 vessels being marketed by BBC Chartering the company operates the single largest heavy lift fleet in the market with lifting capacities reaching up to 800mt. A network of 25 sales and chartering offices assists local and global clients around the world in planning and executing their transport assignments. BBC Chartering serves leading clients e.g. in the oil & gas, power and utility, offshore contracting, chemical processing, mechanical engineering industry via tramp, affreightment and liner services. **Source: BBC Chartering**



The IHC build **VICTOR HORTA** during hopper flushing on the way to Denmark. - **Photo : Cees de Vries ©**

FOR THE MONTH OF AUGUST I AM ON A VERY SLOW INTERNET CONNECTION IF YOU SEND PHOTO'S FOR THE NEWSCLIPPINGS PLEASE REDUCE THEM TO 200 - 300 KB TO AVOID THE LARGE PHOTOS WHICH TAKES TOO LONG TO RETRIEVE YOUR HELP & UNDERSTANDING IN THIS IS HIGHLY APPRECIATED !!

In kader van 'De haven smaakt naar meer'

Wereldhavendagen promoot eten op unieke plekken in de haven

In het kader van het thema 'De haven smaakt naar meer' van de komende Wereldhavendagen – 2, 3 en 4 september – stimuleert de organisatie mensen om vóór 15 augustus aan te geven wat hun favoriete plek in de haven is. De meest originele inzendingen worden beloond met een etentje op een unieke plek in de haven. De 'diners' vinden plaats in augustus. Deelnemers kunnen hun favoriete plek meedelen via promotie@wereldhavendagen.nl

Het culinaire hart van de Wereldhavendagen 2011 tikt voornamelijk in de Veerhaven, aan de Kade van de Smaak. Veel producten die wij dagelijks gebruiken in de keuken, komen in de Rotterdamse haven ons land binnen. Op de Kade van de Smaak kunnen de bezoekers ze uittesten. Voor de fijnproevers zijn er ook excursies naar bijvoorbeeld Santas en Eurofrigo die het thema ter harte nemen. Veel deelnemers spelen in op het thema. Zo kan gepicknickt worden op de Berenboot en Chinese hapjes proeven op het China Plein achter Hotel New York..

China

China krijgt speciale aandacht deze editie, want Rotterdam viert dit jaar dat honderd jaar geleden de eerste Chinezen zich in Nederland vestigden. Ai Ming Oei, oud-Codartsstudente van Chinese afkomst, opent met haar band Ming's Pretty Heroes de Wereldhavendagen op vrijdagmiddag. Ze krijgt daarbij ondersteuning van metershoge Chinese vliegtuigen. Het zaterdagavondprogramma wordt afgesloten met Chinees vuurwerk. Er zijn speciale excursies georganiseerd naar 'China op de Kaap' voor een reis door de geschiedenis van Katendrecht met een Chinese boot. Bovendien worden er op zondag drakenboottraces gehouden op de Maas.

OLDIE – FROM THE SHOEBOX



The Dutch mv **ALDABI** seen during 1964 in Buenos Aires Dique Tres, the vessel with a accommodation to carry also maximum 52 passengers served the route Rotterdam <> South America Line. Mostly it was a stay of over 14 days in harbour to discharge the last lots of general cargo but also to start loading again general cargo and bulkloads for the Rotterdam, Antwerp, Bremen and Hamburg range. Before crossing the Atlantic northbound she called also at Montevideo, Porte Alegre, Rio Grande do Sul, Santos, Vitoria and Bahia. Foto: © P. Holswilder, coll. Capt. Frank Haalmeijer

.... PHOTO OF THE DAY



The **BING N** seen approaching Rotterdam-Europoort the bulker was assisted by the KOTUG tugs **RT LEADER**, **RT ADRIAAN**, **SD STINGRAY** and **SD SEAHORSE** upon arrival and safely berthed at the EECV West side
Photo : Capt. Bas van Hoorn (c)

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