



Number 225 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 13-08-2011**

News reports received from readers and Internet News articles copied from various news sites.

stevedoring & warehousing		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS ISPS CERTIFIED</p>
SHORECRANES UP TO 208 M / TONS		
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In addition to the article a few days ago a nice example of how not to load, stow and secure a cargo. This photo was taken last week. Was it the same Dhow? A lot of cargo stored on the quay side mentioned as destination "Bosaso". Pirates can afford a lot of AC, refrigerators etc. But seamen from all over the world pay the price for it.

Photo : Hans van Mameren (c)

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EVENTS, INCIDENTS & OPERATIONS



FAIRMOUNT EXPEDITION ASSISTS DEEP PANUKE PRODUCTION FIELD CENTER



FAIRMOUNT EXPEDITION was assigned by SBM to install the **DEEP PANUKE PRODUCTION FIELD CENTER**, offshore Nova Scotia, Canada. After mobilization **FAIRMOUNT EXPEDITION** to Canso Strait, the **PRODUCTION FIELD CENTER** was prepared for transportation to her final position.



Once the weather window was suitable for installation the convoy started to proceed towards the field with an average speed of approximately 5.5 knots. Upon arrival in the field **FAIRMOUNT EXPEDITION** assisted in positioning of the **PRODUCTION FIELD CENTER**. After the delicate positioning operation, **FAIRMOUNT EXPEDITION** removed some of the anchors in the field. After almost three weeks of intense application, **FAIRMOUNT EXPEDITION** successfully completed all her tasks. Fairmount Expedition is currently mobilizing to her next assignment. Source : Fairmount Marine

Due to working abroad this week the newsclippings may reach you irregularly



The **FAIRMOUNT EXPEDITION** seen arriving in Rotterdam yesterday, the AHTS which was enroute from Canada to Rotterdam connected up August 11th to the 3806 gt 1994 built general cargo ship **KATJA** which encountered engine problems off Dover Pilot Station and the **KATJA** was subsequently towed into Dover Harbour by tugs **Dauntless** and **Doughty**, after safe delivery the **EXPEDITION** continued here voyage to Rotterdam –

Photo : Leen van der Meijden (c)

Baron van Lynden heeft zoekactie naar kitesurfers.

Donderdag 11 augustus om 15.46 uur werd de bemanning van de reddingboot **Baron van Lynden** van KNRM station Ouddorp door het Kustwacht Centrum gealarmeerd voor 3 kitesurfers, mogelijk in problemen, tegenover strandpaviljoen De Kous op de Noordzee. Onderweg naar de Brouwerdam met het Kusthulpverlening Voertuig (KHV)



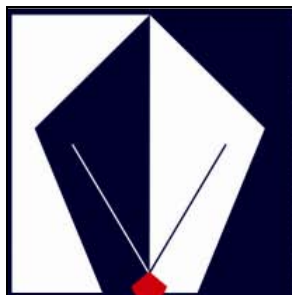
en de **Baron van Lynden** is contact opgenomen met het Kustwacht Centrum (KWC). Er was telefonisch alarm gemaakt dat er 3 kitesurfers al een behoorlijke tijd op zee dreven en niet richting de kant konden komen. Bij aankomst op de Brouwerdam werd de reddingboot gelanceerd en richting zoekgebied gegaan bij regen, wind Zuidwest 6 en een golfhoogte van 2 meter. Het KHV heeft contact gezocht met de melder over het signalement van de kitesurfers en is over het strand gaan zoeken. Nadat de **Baron van Lynden** het

zoekgebied diverse keren heeft afgezocht en het KHV het strand heeft afgezocht, is er in overleg met het KWC besloten om de actie te stoppen omdat er geen kitesurfers waren aangetroffen die in problemen waren. Het KHV heeft nog 3 kitesurfers aangesproken die op strand de buien stonden af te wachten en die aan het signalement voldeden.

Deze wisten te melden dat zij een half uur daarvoor in het water aan het uitrusten waren en in de bui naar het strand waren gesurft. Mogelijk waren dit de surfers die gezien waren. Hierna is de **Baron van Lynden** retour station gegaan



A photo from the Danish port of Svendborg showing the sad situation for the European coaster owners. Locally THH Shipping has chosen to divert all its six units to Svendborg for lay-up as sensible alternative to sailing on market losing money every day. Instead its more economical comfortable to stay along side in Svendborg using a shore connection to keep damp out of the engine room. The ships are (left three: **Oliver Stevns**, **Niels Stevns** and **Stevns Pearl**. Right three: **Nural Stevns**, **Buse Stevns** and **Anna Stevns**. In an other area of the port three Swedish coaster are laid up: **Tango**, **Vidi** and **Vina**.
Photo : Bent Mikkelsen (c)



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Shipping Corporation of India may hive-off offshore business into separate unit

Shipping Corporation of India, the country's largest shipping firm by fleet size, will hive-off its offshore business into a separate subsidiary in a bid to cash on the lucrative sector at a time when the domestic industry is in rough weather.

"Talks are on at the moment to hive-off the offshore division into a separate subsidiary. The offshore sector is always a safe bet as it is not as volatile as the general shipping business," said Sunil Thapar, head of tanker and bulk sector, SCI. Globally, shipping industry has been witnessing one of its worst business cycles with plummeting Baltic freight rates and rising cost of bunker fuel. Several Indian shipping companies including Great Eastern Shipping, Essar Shipping and Global Offshore have increased investment in offshore segment where revenue has been more consistent than general shipping business.

With offshore oil exploration activities within India and abroad on the rise a large number of vessels are required to provide logistical support. Chartering of such vessels, usually on a long-term basis, provides consistent revenue stream and Indian companies have been adding offshore support vessels to tap the potential in this market. As part of its expansion plan, SCI will also look into alternate areas of operations, such as shipyards and terminal operations. "In bulk and tanker division, the outlook is not positive at the moment. We can only see the shipping sector recover and

stabilise by 2013. But there are many opportunities for us in shipyards and terminal operations and we will be looking for partners in all these areas," said Thapar. The company currently has three units - bulk, liner and offshore.

Source : [Indiatimes](#)

Dozens of ships fleeing Benin waters due to piracy

A spike in pirate attacks off Benin has forced dozens of ships to steer clear of the West African state's waters, the head of the country's navy said of a trend that is likely to hit the its port-heavy tax revenues and hurt economic growth.



Above seen the 25 mtr long **P 799 LA SOTA** is one of the major components of the Navy of Benin, the patrol boat was donated by China together with her sister **P 798 MATELOT BRICE KPOMASSE** in 1999. **Photo : Piet Sinke ©**

The tiny nation has been hit by a series of attacks on ships in its waters in recent weeks, forcing London's maritime insurance market to add Benin to a list of areas deemed high risk. "Dozens of ships are already fleeing our shores due to fears of these pirates," Chief of Staff of the Navy Maxime Ahoyo said on Thursday without giving a precise figure.

Ahoyo said ships in the country's waters were leaving while those due to enter them were also staying away.



Benin, which exports cotton and is an entry port for land-locked countries such as Niger, Chad and Burkina Faso, collects about 100 billion CFA francs (\$218 million), or some 40 percent of government receipts, from port activities each year.

Spotted several years back, a partly sunken ZHUK class patrol vessel at the Cotonou Naval Base and it was reported later that she sold for scrap – Photo : Piet Sinke ©

Joseph Ahahanzo, managing director of the port of Cotonou, which is managed by the Bollere Group, warned several weeks ago that 80-85 percent of customs duties were collected in the country's ports and business had already

been hit. Piracy in the Gulf of Guinea, which stretches through a dozen countries from Guinea to Angola, is not comparable to the waters off Somalia, but analysts warn that it is set to increase unless countries beef up weak navies. Many of the attacks in the region have taken place off Nigeria, Benin's neighbor, but other countries such as Cameroon and Equatorial Guinea have also been affected. Benin's President Boni Yayi has called for a summit on the issue. **Source : KDVR**



The **STRIL EXPLORER** seen outbound from IJmuiden – Photo : Erwin Willemse ©



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Arctic Emergency Towing System Test Successful

The Coast Guard, industry resources and the Alaska National Guard successfully tested the emergency towing system three miles offshore of the Red Dog Mine Portsite in the Chuckchi Sea 83 miles north of Kotzebue August 9. "This was a successful exercise for all involved and we owe a huge debt of gratitude to the Red Dog Mine and FOSS, without their resources and professionalism we would not have accomplished this effort," said Lt. Cmdr. Maeve Keogh, District Seventeen response management. "The mine put us up and made their equipment available to us and when the Air National Guard helicopter crew had to abort the FOSS tug stepped in to transport the ETS before towing the **SPAR**."

The exercise was originally designed to use an Air National Guard helicopter to transport the ETS from the portsite to the 225-foot Kodiak-based Coast Guard Cutter **SPAR**. The aircrew arrived Tuesday morning but on further inspection of the ETS, it's sling-load net and the available space aboard the SPAR for the ETS to be dropped the ANG pilots chose to abort their portion of the training exercise for safety.

"The aircrew was more than willing to assist us but once they had a chance to compare their equipment and procedures to that of the Coast Guard's they determined that it was not advisable for them to proceed due to safety," said Keogh. "We do anticipate more joint work with them in the future and one-on-one familiarization with our gear

and there's. It was a good learning opportunity for all of us and we know where to go from here to make it work in the future."

With in 30 minutes of the tug's arrival the **SPAR** crew had readied the ETS and deployed the messenger line, which



was picked up by the crew of the 126-foot Seattle-based Sidney Foss. The tug crew hauled the messenger and the thimble-end of the towing hawser aboard the tug and had the **SPAR** in tow making about 7 mph 10 minutes later. The whole exercise took about two hours to conduct. The emergency towing system consists of a towing hawser made from synthetic line that floats with thimble attachment, chafing gear, shackle, messenger line, buoys and sea drogue and can be deployed to a disabled vessel by helicopter sling-load or hoisted aboard from a tug or other vessel of opportunity. The majority of the systems are designed to tow a vessel 50,000 dwt or larger.

One system in Unalaska is used for 50,000 dwt or less.

The ETS was used successfully to tow the 738-foot cargo vessel **Golden Seas** when they lost propulsion in the North Pacific December 2010. The tug **Tor Viking II**, a vessel of opportunity in the region at the time, conducted the tow delivering the vessel safely to Dutch Harbor for repairs. The ETS was developed as a tool to assist responders in Alaska following the grounding of the 738-foot cargo vessel **Selendang Ayu** December 2004 near Unalaska. Several assets had attempted to tow the ship and prevent it from grounding but the proper towing gear was not available and the line used snapped. The Department of Environmental Conservation, Coast Guard, City of Unalaska and the industry successfully tested the ETS in Dutch Harbor summer 2007. There are currently five ETSs stationed around Alaska with more planned for the future. **Source : US Coast Guard**



The **BOTHNIABORG** seen outbound at the Westerscheldt river passing Vlissingen pilot station –

Photo : Hans Bosch ©

How shipping industry circumvents regulations

The Indian Navy and Coast Guard rescued sailors from the cargo ship **MV RAK Carrier** that sank about 20 nautical miles away from South Mumbai. The incident came within five days of another oil tanker **MT Pavit** running aground near Juhu beach. Both are Panama-flagged vessels and the humanitarian rescue was carried out at Indian taxpayer's cost. It is noteworthy that sometime ago the two ships that had collided near JNPT - **MSC Chitra** and **MV Khallija** - also happened to be Panama-flagged vessels.

The Republic of Panama is the largest ship registry in the world, with more than **8,600 ships** flying the Panamanian flag. This entire setup is a great business for the tiny Republic of Panama which makes millions of dollars every year from the fees it charges ship owners. A ship is said to be flying a flag of convenience (FOC), if it is registered in a foreign country for the purposes of reducing operating costs or avoiding government regulations. Even 17% of Indian ships are registered under FOC. In many cases, the flag state cannot identify a ship owner; much less hold the owner civilly or criminally responsible for a ship's actions. The country of registration determines the laws under which the ship is required to operate and that are to be applied in relevant admiralty cases.

If major money laundering countries (such as Bermuda, British Virgin Islands and Cayman Islands) have been targeted by governments for insufficient regulations and poor enforcement, there is no reason why flag states (such as Panama, Liberia, Marshall Islands) should not be targeted on grounds of providing an environment to shipping companies for conducting criminal activities (illegal and unregulated fishing) and adverse effect on environment (oil spillage) through the conduit of global trade. Policymakers around the world should work to protect and enhance the conditions of international maritime industry and for the elimination of FOC system through the establishment of a regulatory framework for the shipping industry. The modern practice of flagging ships in foreign countries began in the 1920s in the US when ship owners frustrated by increased regulations and rising labour costs began to register their ships in Panama. Today, more than half of the world's merchant ships are registered using FOC, more commonly referred to as open registries.

The top ten FOC countries have registered 55% of the world's deadweight tonnage (DWT) including 61% of bulk carriers and 56% of oil tankers. Even, a country like Mongolia that is landlocked is offering open registries for ships. Around 74% of Japanese ships are flying a foreign flag and over 50% of the ships registered in Panama have a Japanese owner. It appears that the so-called self-acquired diplomatic immunity is assumed by many of these FOCs. The open register offices are already issuing certificates, collecting payments and doing other documentation in India.

Many of the people who have spent time at various levels in the regulatory and other government bodies have the ability of issuing equivalent certifications of all sorts on a pricelist. **Source : Indiatimes**



Teun Klop tendert al 58 jaar bemanning en goederen

Teun Klop en zijn vlet de **Panter** zijn een fenomeen in de Berghaven van Hoek van Holland. Al 58 jaar lang werkt hij vanuit de havenkom. Nu, op 71-jarige leeftijd, gaat hij er mee stoppen. 'Maar ik ga het wel heel erg missen, hé.'

Door : Tobias Pieffers

Je ziet hem niet gelijk liggen als je de haven inloopt. Maar als je de mensen in de buurt vraagt naar **Teun Klop** of de **Panter** weten ze vrijwel allemaal hoe je moet lopen. 'Achteraan, die blauwgroene is het.' Klop kan gerust een fenomeen worden genoemd. Hij is één van de weinigen die even bij het Loodswezen kan binnenlopen om een paar boutjes te lenen, of de havenpolitie op de koffie krijgt. Maar **Teun Klop** is dan ook niet zomaar iemand in de Berghaven. Hij werkt er langer dan wie ook. Bij werkgevers is hij bekend vanwege zijn zelfstandigheid en loyaliteit, bij diensten als de havenpolitie vanwege zijn hulpvaardigheid, en bij zijn passagiers meest waarschijnlijk vanwege zijn strakke hand. Want op Klop's boot gelden Klop's regels en niemand overtreedt die.

Vooral baggerschepen

Klop begon met varen op zijn veertiende. Op een tender. En dat doet hij nog steeds, vanuit dezelfde plek ook, en het liefst met zijn vrouw Luus en zijn hondjes Molly en Brammetje. Onder de vlag van **Acta Marine** tendert hij bemanning en onderdelen op en neer naar schepen, baggerschepen voornamelijk.

'Dit is prachtig werk, maar je moet het wel serieus oppakken, het kan heel gevaarlijk zijn. Als je tussen deze vlet en het schip valt ben je er zo geweest. Daarom ben ik heel streng. Met mij valt niet te spotten. Zwemvest aan, werkschoenen aan, rustig doen aan boord en beleefd zijn. Anders sta je zo weer aan wal.' Ooit stuurde hij een hoge pief van boord af omdat die geen zwemvest aan wilde. 'Later hoorde ik dat hij dat best had kunnen waarderen.'



Het lange varen zit in de familie. 'Wij voelen ons meer thuis op het water. Mijn broers varen ook allebei al zo'n 50 jaar en mijn vader hield het zelfs 60 jaar vol. Maar ja, je wordt een keer oud. Ik had zes jaar geleden al met pensioen kunnen gaan maar dat wou ik niet, het werk hé.'

Photo : Jan Plug ©

Veel vrijheid

Eén van de redenen dat Klop het zolang volgehouden heeft is zijn goede band met zijn werkgever **Acta Marine** en diens cliënten **Boskalis** en **Van Oord**. 'Ik heb altijd ontzettend veel vrijheid gekregen. **Acta Marine, Boskalis** en **Van Oord** zijn goede clubs om voor te werken, dat mag best eens gezegd worden.' Maar deze bedrijven hebben ook altijd op hem kunnen

bouwen. Toen hij ooit met zijn **Panther** in Den Helder lag kwam zijn baas aan boord. 'Die wist niet wat hij zag. Ik stuurde vanuit Den Helder de vletten in Hoek van Holland aan omdat ik precies wist wat er wanneer moest gebeuren. Ik had nou eenmaal goed contact met de kapiteins daar.'

In 58 jaar tijd doe je nogal wat ervaring op, vertelt Klop. 'Soms vaar ik hier naar buiten en dan zie ik dat mensen niet helemaal goed voorliggen, dan roep ik ze op en vertel ze wat ze moeten doen. Een touwtje achter het schip hangen bijvoorbeeld, daaraan kan je goed zien hoe je nu werkelijk voortbeweegt ten opzichte van je koers. Zo ben ik nou eenmaal, maar mensen naar binnen slepen doe ik niet.'

Maar de ervaringen beperken zich niet tot stuurmanskunsten. 'Ik heb ook nare ervaringen gehad, ja. De dood gezien, dat is verschrikkelijk, en daar praat ik liever niet over.' Toch weigert Klop nooit een verzoek om hulp te verlenen, zo was hij ook betrokken bij de zoektocht naar vermisten van een gekapseisde sleper voor de haven van Rotterdam. Het grootste verschil dat Klop in die meer dan halve eeuw tijd is opgevallen is 'dat alles tegenwoordig zoveel gejaagder is geworden'. 'Alles moet maar snel snel, altijd haast, dat heeft wel een deel van de gezelligheid weggenomen.' Zijn vrouw Luus knikt instemmend.

Stilletjes

Hij was liever stilletjes vertrokken, had zijn laatste werkdag afgemaakt en de deur achter zich dichtgetrokken. Niet meer omkijken. 'Ik blijf nou eenmaal liever op de achtergrond', zegt hij. Maar zijn stiefdochter wilde dat niet laten gebeuren en regelde een bezoek van **Schuttevaer**. 'Dat is ook lief van d'r, het is een goeie meid hé.' Klop maakt nu zijn laatste project af. 'Dan is het mooi geweest. Ik zal ook niet meer omkijken, dat kan ik niet en dat heeft mijn vader ook nooit gedaan. Ik hoop alleen dat de volgende schipper deze vlet ook zo goed verzorgd. Anders heb ik liever dat ze gesloopt wordt.' **Bron : Schuttevaer**

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The **MAAS VIKING** seen departing from the Vulcaan harbour in Vlaardingen, due to strong winds the ferry was assisted by KOTUG's **VS ROTTERDAM** as can be seen above - **Photo : Wim van Loon ©**

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Uitnodiging reünie 2011.

Beste Vrienden van de Pollux,

Het is mij een eer U te mogen uitnodigen voor al weer onze 6e reünie aan boord van ons aller "Moederschip" de **Pollux**, gelegen aan de NDSM pier te Amsterdam Noord.

De reünie wordt gehouden op

Zaterdag 17 September as.

Aanvang: 13.00 uur en duurt tot 17.00 uur.

U mag een introduc  meenemen. De kosten bedragen   17,- per persoon, incl. 3 consumpties en een bittergarnituur. U kunt dit bij aankomst aan boord graag gepast betalen. Als U bij deze re nie aanwezig wilt zijn, zien wij gaarne uw aanmelding, het liefstvoor **12 September** as, tegemoet, dit kan via deze [link](#)

Ook verzoeken wij U om een naamkaartje te maken met daarop Uw naam, Uw Polluxjaar en als U het nog weet Uw stamnummer, zodat Uw mede re nisten U kunnen herkennen.

Ik wens U bij voorbaat een heel gezellige middag toe, dus graag tot ziens op Zaterdag 17 September !

Met een Hartelijke groet namens de activiteiten commissie van;

De Vrienden van de Pollux, - **Jan van Duivenboden. (webmaster & walkapitein)**

Atlantic Towing expands fleet

Atlantic Towing Limited (ATL), a global marine service provider based in Atlantic Canada, has announced the addition of the **Atlantic Raven** – a 14,400 hp UT 722 Offshore Supply Vessel, MarineLink reports. The **Raven** is the second offshore supply vessel to be added to the ATL fleet this year. The 75m x 18m vessel, with four diesel engines and an oil recovery system will further support ATL's existing and future contracts for customers in the offshore exploration and production industry. "Our customer base is growing and this acquisition is part of our strategy to grow with them," said Wayne Power, Vice President of Irving Transportation Services. The vessel will arrive in St. John's Newfoundland on August 5th to begin work in the North Atlantic. "The **Atlantic Raven** is a perfect fit with our state of the art, modern fleet which consistently delivers what our customers need and where they need it, safely, securely and on time" Power said.

"We are proud to have this new vessel join our fleet. With our unconditional commitment to safety and in-depth training programs, we are able to immediately offer our customers a modern and flexible vessel to service their increasing requirements," said Sean Leet, General Manager Atlantic Towing Limited. **Source : PortNews**



The **ZHEN HUA 29** seen loaded with the jack-up rig **ZHONG YOU HAI 9**.

Photo : ALP Maritime Services B.V. ©

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In a recent edition of the Shipping Newsclippings an article was found from The Guardian with the name "**UK shipping industry rejects EU's carbon reduction programme**", newsclippings reader **David Asprey** attended me on the following link which is holding two new reports about the subject :

<http://www.british-shipping.org/publications/>



The passengerliner **THE WORLD** seen enroute Amsterdam – Photo : Joop Marechal ©

CASUALTY REPORTING

Loodsjol met vier opvarenden omgeslagen



Voor de kust van Schouwen-Duiveland is donderdagavond de jet aangedreven loodsjol van de **MIRFAK** omgeslagen. De vier opvarenden zijn door hun collega's uit het water gehaald. Loodsjollen zijn de kleine vaartuigen waarmee op zee de loodsen aan boord van schepen worden gebracht. De vier opvarenden hebben water binnengekregen en zijn ter controle naar het ziekenhuis in Goes gebracht. Eén van hen moest voor een nacht ter observatie in het ziekenhuis blijven. De oorzaak voor het omslaan van de loodsjol is waarschijnlijk te wijten aan het slechte weer in combinatie met de hoge golfslag. De Pilot SWATH **CETUS** heeft de jol terug gesleept naar Vlissingen. Bron : Omroep Zeeland

Man missing after tugboat sinks

MAN missing after tug sinks on River Thames near Greenwich Pier in South London yesterday

A FRANTIC search was under way yesterday for a crew member who was missing after a tug boat capsized and sank on the Thames. Two other staff were rescued after the **Chieftain** went under alongside with a barge it was pulling.

A second tug also attached to the barge was still afloat after the 11am incident off Greenwich Pier in South London.

A passer-by who saw the sinking said: "The front tug seemed to hit a buoy and capsized. It was submerged within a matter of minutes. "I saw two men being pulled out of the water on the other side of the river. "All the boats in the

area scrambled and were searching for the third man. "As the minutes dragged on, I started to fear the worst. It was terrible watching and not being able to help."

A section of the river was closed as the search continued. A Port of London Authority spokesman said: "It is believed there were three crew members on the **Chieftain**. Two were safely recovered and were taken ashore. A major search-and-rescue operation is going on." Thames safety measures were tightened in the aftermath of the 1989 **Marchioness** riverboat disaster in which 51 people died when their boat collided with a dredger and sank on the Thames near Southwark, South London.

Yesterday's sinking follows the death on the Thames last week of **Ben Woollacott**, 19 a crewman on the city's Woolwich Ferry. He fell from the boat and under its propeller while mooring ropes were being untied. Paramedics treated the crewman when he was pulled from the water. But he was pronounced dead at the scene.

He was the son of Stephen Woollacott, owner of a Thames riverboat company. Transport for London said the Woolwich Ferry will be suspended on Monday as staff attend Mr Woollacott's funeral. Thames River Services and Crown River Cruises are also suspending services on Monday. **Source : The Sun**

NAVY NEWS



The French **L 9013 MISTRAL** seen entering the port of Valetta (Malta) – **Photo : Gejtu Spiteri (c)**

Development of Chinese Navy

Through 60-years of development, the surface force of the PLA Navy has transformed into a maritime force with various kinds of vessels, including destroyers, frigates, and torpedo boats. It also has a strong ability to work with air and land forces. Now, let's take a look at its birth and growth. The Chinese Navy was founded in 1949, with two fleets made up of 20 poorly-equipped vessels. Four years later, China bought four advanced ships from the Soviet Union. For the next 20 years, they became the Chinese navy's most powerful surface ships.

The 1970s saw the navy make a big step forward from importing and imitating other countries' ships to designing and producing vessels on its own. China has developed three generations of home-produced surface ships since then. The "Ji Nan" of the North Sea Fleet marked the first generation. During its 36-year service, it has conducted more than 14-hundred arming exercises, including equipping missiles, artilleries, and battle command system. In the 1990s, the second generation of home-produced destroyers made their debut, representing a modernized ship with missile-launching capacity, "**Ha Er**" and its sister ship "**Qing Dao**." The joint military exercises between Russia and China in 2005 marked the third generation of missile destroyers becoming the backbone of Chinese navy forces. Since then, China's navy force has entered an era of rapid-expansion. The navy is now well-armed with escort ships, speedboats, gunboats, minesweepers and supply ships. The surface fleet has transformed into a force with a strong capacity for transporting army divisions, patrolling, sweeping for mines, and rescuing and escorting. China's navy is now armed with hundreds of combat vessels of class three and above, with a tonnage of five times that of 30 years ago. The

naval forces have also completed hundreds of military exercises, cruises, scientific research projects and overseas visits. **Source: CNTV**



The Dutch **L 801 JOHAN DE WITT** seen entering the port of Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

SHIPYARD NEWS



The Drillship **Deep Sea Metro II** seen fitting out at HHI ship yard South Korea. - **Photo : Kees Batist ©**

Davie Yards CEO headed back to Norway to join STX Norway

Gustav Johan Nydal is leaving his position as President and CEO of Quebec shipbuilder Davie Yards to return to Norway where he has been appointed Yard Director of STX Norway Florø AS. He will assume his new role in early October 2011. As of an August 4 court filing with the Quebec Superior Court, Mr. Nydal was actually then the only remaining employee of Davie Yards, its assets having been sold at the end of July to a subsidiary of Upper Lakes Group. The shipyard is now being operated as Davie Canada, Inc. by Upper Lakes Group in association with SNC-Lavalin and Daewoo Shipbuilding and Marine Engineering.

At STX Norway Florø, Mr. Nydal will replace Oddvar Saunes who has held the position on a temporarily basis since March 2010. Mr. Saunes will return to his position as a management consultant within his own company.

Jurgen Kennemann, Chairman of STX Norway Florø says: "We are very pleased that Mr. Nydal has decided to join STX Norway Florø AS as its yard director. With his extensive experience, we are confident that he will continue to develop the yard in a positive way based on growth strategy. At the same time, I would like to thank Mr. Oddvar Saunes for a tremendous contribution in turning the yard around from a traditional shipyard into a successful repair & maintenance yard for the offshore fleet and coastal vessels, and set the stage for further growth".

Mr. Nydal was Yard Director at STX Norway Florø AS (the former Kleven Florø AS/Aker Yards Florø AS) from 2001 until 2007 and later was Sales & Contract Director for the yard during a period in 2008. [Source : MarineLog](#)

Sinopacific delivers first PX105 to Bourbon Offshore Norway



China's [Zhejiang Shipbuilding Co., Ltd.](#) an affiliate of Sinopacific Shipbuilding Group, has delivered [Bourbon Front](#), the first Ulstein PX105 platform supply vessel, to Bourbon Offshore Norway. As well as the Ulstein X-bow, this new class of large PSV includes many other innovative features.

With a cargo deck area 1,017 sq.m, the Multi Application Cargo Solution (MACS) and product tank configurations give a major increase and flexibility in cargo capacity versus conventional offshore vessel design solutions. The exhaust gas system utilizes seawater injection for

cooling and reduction of volume. The exhaust pipes are led overboard at shipside, enabling a bridge design with a 360 degree field of vision. With an overall length of 88.80 m, breadth of 19.00 m and depth of 8.00 m, the 4,400 dwt vessel has a maximum speed of 15.5 knots. [Source : MarineLog](#)

ROUTE, PORTS & SERVICES

Seaspan Takes Third 13,100-TEU Ship

Charter company has eight more ships on order through 2014

Container ship owner-charterer Seaspan took delivery of the third in a series of eight ships with capacities of 13,100 20-foot-equivalent units for charter to COSCO container lines. The [Cosco Development](#), built by Hyundai Heavy Industries in South Korea, is Seaspan's ninth delivery in 2011 and expands the company's operating fleet to 64 vessels. Seaspan has eight more ships scheduled for delivery through 2014.

Seaspan's vessels now average five years in age and have an average remaining charter period of approximately seven years. All of the eight vessels to be delivered to Seaspan are committed to charters of 10 to 12 years. The company's customers include Maersk, China Shipping, CSAV, COSCO, Hanjin, Hapag-Lloyd, "K" Line, MOL and United Arab Shipping. **Source : Journal of Commerce**



The advertisement for Lamnalco Group features a blue background with two tugboats. On the left, a worker in an orange safety suit and white hard hat is shown in profile, holding a radio. On the right, two workers in similar gear are standing on the deck of a tugboat. The Lamnalco Group logo is in the top center. The text "Customer inspired" and "Quality & performance" is centered. At the bottom, the head office address and contact information are listed.

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Dockwise's **Trustee** seen deballasting with the **West Jaya** onboard.

Photo : Elvin Sng (c)

PetroVietnam Gas to borrow up to \$700 mln for LNG terminal

PetroVietnam Gas Corp. is in talks to raise up to \$700 million in foreign loans for a \$1 billion liquefied natural gas terminal in what would be the fifth overseas borrowing by a Vietnamese company since the near-collapse of the country's largest shipbuilder in December, Bloomberg reports. Ho Chi Minh City-based PetroVietnam Gas, also known as PV Gas, plans to start construction of the LNG terminal by 2012, general director Do Khang Ninh said in a telephone

interview from the city today. The company is in discussions with more than 10 suppliers, including Qatar Liquefied Gas Co., as it seeks to boost imports of the fuel and meet Vietnam's rapidly rising demand for energy, he said.

PV Gas may face higher borrowing costs after the financial problems of Vietnam Shipbuilding Industry Group, or Vinashin, triggered a ratings downgrade of the country's state-owned miner, Vietnam National Coal-Mineral Industries Group. Vinashin's missed \$60 million payment to international lenders in December proved that government support for banks and state companies isn't guaranteed, Moody's Investors Service said in April.

"It's much more difficult to borrow than in the past," Ninh said. "Now the government no longer guarantees loans, so that has posed a challenge for us." Many banks are interested in the financing, he said, declining to elaborate.

Foreign Lenders

Vinashin, based in Hanoi, almost collapsed with debts of 86 trillion dong as of June 2010, the government said in August last year. The shipbuilder asked foreign lenders for a one-year extension after missing a \$60 million principal payment on a \$600 million syndicated loan, the company's Chairman Nguyen Ngoc Su said in February.

Vietnam National Coal-Mineral Industries Group, or Vinacomin, had its long-term corporate credit rating cut to BB- from BB by Standard & Poor's on Dec. 6 on the likelihood of low government support in the event of financial distress.

Four U.S. dollar-denominated loans have been signed in the Southeast Asian nation since January, according to data compiled by Bloomberg. State-owned Vietnam Oil & Gas Group, which counts PV Gas as a unit, borrowed \$904 million in April from Bank of Tokyo-Mitsubishi UFJ Ltd., Credit Suisse Group AG (CSGN), HSBC Holdings Plc (HSBA) and Intesa Sanpaolo SpA to fund a thermal power plant, the data show.

National carrier Vietnam Airlines signed a \$475 million facility in May with Citigroup Inc., DBS Group Holdings Ltd. (DBS) and HSBC, and will use the proceeds to buy planes, the data show.

Dollar bonds in Vietnam are handing investors the best return in Asia this year, gaining 7.8 percent, HSBC indexes show. That compares with a 2.9 percent return for bonds in China, and returns of 7.6 percent and 6.9 percent for dollar debt in Indonesia and Thailand respectively. PV Gas raised 1.89 trillion dong (\$90.8 million) via the sale of a 3.2 percent stake in an initial public offering of shares in November. The company's pretax profit will rise 17 percent to more than 7 trillion dong this year, Ninh said in a phone interview April 18.

PV Gas's proposed terminal, to be built in the southern province of Binh Thuan, will be able to handle imports of up to 3 million tons of LNG per year, Ninh said today. The terminal is expected to be ready for first cargoes by 2015, he said.

Source : PortNews

T.O.S. signs delivery contract with Svitzer



T.O.S. – Transport & Offshore Services – is proud to announce the delivery of five tugs for Svitzer. For many years now Svitzer is using our ship delivery services to great satisfaction, which resulted in this contract for the delivery of five tugs in 2011. The tugs are newbuilds from China (Qingdao) and all go to Africa. The first tug – **Svitzer Angola** – already arrived at her destination East London (South Africa) after a safe and well managed voyage. At this very moment the tugs **Svitzer Zaire**, **Svitzer Padrao** and **Svitzer Soyo** are at sea and heading for the same port. The last tug in the series will be delivered end of this year, and has Soyo (Angola) as her final destination. On the photo the **Svitzer Padrao** which is due to arrive in East London (South Africa) mid August. Source: T.O.S.



Above seen a local fishing village at the Indonesian island of Bintan – Photo : Piet Sinke (c)

Polarcus signs BBCP Agreement with Sovcomflot

Polarcus Limited has signed a five year Bareboat Charter Party Agreement (BBCP) with OAO Sovcomflot (SCF) of Russia, the Company said Thursday. Under the terms of the BBCP Sovcomflot will charter **POLARCUS SELMA**, inclusive of an 8 streamer seismic equipment package, from Polarcus at a rate of USD 69,500 per day. The BBCP, viewed by both parties as the first step towards a larger strategic business alliance to serve the growing Russian seismic market, will commence in August 2011. The BBCP terms include a purchase option of the vessel commencing after the third anniversary of the BBCP.

In conjunction with the BBCP, Polarcus has signed a Letter of Intent (LOI) with SCF for the provision of certain specialist onboard crew and shore-based services and systems support. The provision of the services, to be charged in addition to the BBCP, is subject to a final agreement between the parties expected to be signed in the latter part of August 2011.

Peter Zickerman, EVP Polarcus, commented: "This important agreement will afford Polarcus and Sovcomflot unparalleled access to the Russian market and most significantly to possibly the world's last and largest oil frontier, the Arctic. There is very good synergy between our companies, with our own strategic focus on the Arctic frontier and investment into Arctic-ready technologies, and Sovcomflot's leadership in key Russian oil and gas development projects in harsh ice environments. We believe the BBCP and the LOI for support services will be just the beginning of a long and successful relationship with Russia's largest shipping company as they aspire to broaden their focus from energy transportation to energy supply."

POLARCUS SELMA is a sister ship to **POLARCUS SAMUR**, an ultra-modern and Arctic-ready 3D seismic vessel of the ULSTEIN SX133 X-BOW design capable of towing both conventional and wide tow spreads. The vessel has an overall length of 84.2m and a beam of 17m. **POLARCUS SELMA** has a maximum speed of 17 knots and will be capable of deploying up to 8 streamers each of 6,000m length, or 6 streamers each of 8,000m length, with lateral streamer separations of between 25 and 200 meters.

Polarcus is a pure play marine geophysical company with a pioneering environmental agenda, specializing in high-end towed streamer data acquisition from Pole to Pole. Polarcus operates a fleet of high performance 3D seismic vessels incorporating an innovative design and advanced maritime technologies for improved safety and efficiency. Polarcus offers contract seismic surveys and multi-client projects worldwide and employs over 500 professionals. The Company's principal office is in Dubai, United Arab Emirates. For more information, visit www.polarcus.com

Sovcomflot Group, the biggest shipping company in Russia, specializing in global energy transportation services for crude oil, petroleum products, hydrocarbons and other energy sources. Incorporated in 1988 as PLC, it is now one of the leading tanker operators in the world with the fleet consisting of 156 ships and the total deadweight of nearly 12 million tonnes (as of March 31, 2011). SCF sees itself as a flagship of the Russian energy shipping and upstream offshore industry, global industry leader as regards quality of service, safety and environmental standards. Company is headquartered in St.Petersburg (Russia) with offices in Moscow, Novorossiysk, Murmansk, Vladivostok, London, Limassol, Madrid, Singapore. **Source : Portnews**



The Jackup rig **West Elara** seen loaded on Dockwise **Mighty Servant 1**, leaving Singapore 12th August.

Photo : Elvin Sng (c)

Vitol to ship Rotterdam fuel oil to Singapore

Vitol Group will ship as much as 2 million barrels of fuel oil to Singapore from Rotterdam, the first reported supertanker charter in three weeks between the two oil-storage hubs, shipping data showed, Bloomberg reports. The Geneva-based trader hired the Front Cecilie to load 270,000 metric tons on Aug. 26, according to reports from companies including Simpson, Spence & Young Ltd., the world's second-biggest shipbroker. The Hong Kong-flagged very large crude carrier has been sailing near West Africa in the past month, based on transmissions captured by AISLive on Bloomberg.

The loss from turning crude into fuel oil is the lowest since March 2010 in Singapore, Asia's largest oil-trading center, according to data from PVM Oil Associates Ltd., a broker. The product's discount to crude was at \$3.65 a barrel today, from \$14.19 at the end of April. Refiners typically accept a loss from making fuel oil, used to power ships or to generate electricity, because of the profit gained from higher- value products including gasoline and diesel.

Elizabeth Adams, a London-based spokeswoman for Vitol, declined to comment on trading operations when contacted by e- mail. In the most recent reported Rotterdam-to-Singapore supertanker shipment of fuel oil, Gunvor International BV loaded 270,000 tons on the Neptune Glory on Aug. 3 for \$3.1 million, Bloomberg data showed.

Fuel-oil inventories in the European hub of Amsterdam- Rotterdam-Antwerp rose in the past two weeks to 854,000 tons, the highest since June, according to PJK International BV, a consultant in Oosterhout, Netherlands. Onshore stockpiles of residue in Singapore last week fell to a three-week low of 19.65 million barrels, or about 3 million tons, based on trade ministry data. **Source : Portnews**



The **DOUWENT**, which encountered engine problems was towed by the tug **KEVERNE** and assisted by the tug **ZP MONTELENA** to the Vulcaanhaven in Vlaardingen, the transport was piloted by **Marijn van Hoorn**,
Photo : **Tjep van Roon (c)**

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The **MSC SAVONA** seen enroute Antwerp – Photo : **Max Mueller ©**

Moby Dik adds another customer

Hyundai Merchant Marine, a global marine shipping company, has launched a new service to LLC Moby Dik container terminal (a Global Ports group company). Moby Dik finished handling the first vessel of the line – a 803 TEU **Jork Reliance** – that had arrived from Hamburg, Germany. According to a preliminary plan of the line operator, its vessels will call at Moby Dik weekly. The principal cargo Hyundai Merchant Marine carries to the region will be the products of the Korean industrial companies, including car components and parts for assembly of Hyundai and Kia cars at the Hyundai plant in St. Petersburg. Moby Dik has two cargo berths with a total length of 321 m capable of berthing container carriers and Ro-Ro vessels with a side and a stern ramp. The current capacity of Moby Dik allows to handle up to 400,000 TEU per annum. LLC Moby Dik is a container terminal in the city of Kronstadt (Kotlin island), a Global Ports group entity. The terminal was commissioned in 2002, and the third phase construction was completed in 2010. Located in immediate proximity to Saint Petersburg and the key cargo traffic. The terminal is owned by Global Ports, a large Russian ports operator, and Container Finance Group, a Finnish corporation.

Hyundai Merchant Marine Co., Ltd is a major shipping line, a member of Hyundai Group, which is among five leading Pacific ocean container shipping lines. With its 4 regional headquarters and more than 28 offices worldwide, the company operates a fleet of 164 modern vessels and owns several modern terminals in the USA, South Korea and other countries. Global Ports Investments PLC is the leading operator of container terminals in the Russian market. Global Ports accounts for 30% of the total container volumes in the Russian ports and 28% of the total exports of fuel oil from the former Soviet Union countries (according to Drewry, an industry consulting company). Global Ports is part of N-Trans group, one of the largest private transportation and infrastructure operators in Russia. Global Ports' terminals are located in the Baltic and Far East Basins, key regions for foreign trade cargo flows. Global Ports operates three container terminals in Russia (Petrolsport, Moby Dik in St. Petersburg and Vostochnaya Stevedoring Company in the Vostochny Port) and two container terminals in Finland (Multi-Link Helsinki and Multi-Link Kotka). Global Ports also includes Yanino logistics park located in the vicinity of St. Petersburg and a major oil terminal Vopak E.O.S. in Estonia.

Source: Global Ports Group



The **MERMAID SUPPORTER** seen in Singapore Gul Basin – Photo : Capt. Jelle de Vries (c)


Russian investors may buy Libyan oil tanker fleet

The Libyan oil tanker fleet could soon be sold to Russian investors, as speculation swirled Tuesday about a reported \$300 million deal with the Gadhafi regime, which is under economic sanctions imposed by the United Nations, the United States and the European Union, The Moscow Times reports. Libya's General National Maritime Transportation Company, or GNMTC, could sell a portion of its fleet to unspecified Russian investors that include state-owned shipping corporation Sovcomflot, sources told industry journal The Petroleum Economist. A spokeswoman for Sovcomflot told The Moscow Times that she had no official information on her company's interest in Libyan oil tankers. "It's rumors,

and we don't comment on rumors," she said. GNMTC lists a fleet of 15 vessels on its web site that, before civil war erupted in February and halted crude shipments, were involved in the export of the 1.6 million barrels of oil Libya produced daily. Libya's shipping industry is believed to have close ties to the Gadhafi family. A U.S. Embassy cable from Tripoli in 2008, released by WikiLeaks, identified Moammar Gadhafi's son, Hannibal, as the key figure behind GNMTC. Hannibal Gadhafi had also been linked to the company during a Libya-Switzerland spat in 2008 when he was briefly arrested in the alpine country for joining his pregnant wife in a violent assault on their servants. Reached by phone in Tripoli, GNMTC's spokesman declined to comment. GNMTC is not a Libyan-registered company subject to economic sanctions, but Hannibal Gadhafi is on a United Nations blacklist of figures associated with the North African regime. Assets controlled by blacklisted individuals are subject to sanctions. In June the European Union added six Libyan ports to a list of frozen assets — Tripoli, Al Khums, Zuara and the oil terminals of Brega, Ras Lanuf and Zawiyah. President Dmitry Medvedev signed a decree that signaled Russia's observance of the UN embargo on arms, ammunition and military shipments to Libya shortly after the start of the conflict. Russia was set to lose \$4 billion in export earnings as a result of the ban, Sergei Chemezov, head of Russian Technologies, said at the time. Though GNMTC's fleet was valued at \$300 million for the alleged deal with Russian investors, before the outbreak of Libyan hostilities its book value was \$1.3 billion, The Petroleum Economist reported, adding that Hannibal Gadhafi may be seeking to raise cash as a part of an exit strategy for his family. Moscow has sought to position itself in the role of an international mediator in the Libyan conflict, hosting Moammar Gadhafi's foreign secretary for talks last month. "We must continue the search for opportunities for a peaceful solution," Medvedev said July 20. **Source : portnews**



Production Platform **Janice**, DSV **Olympic triton**, ERRV **Vos Explorer** & Platform **Fulmar** - - a busy North sea day
Photo : Crew rig Ton van Langeveld (c)

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Bay Shipbuilding awards Siemens propulsion system order for two large vessels

Siemens Industry, Inc. announced it has been awarded a multi-million dollar contract to equip two platform supply vessels (PSVs) with its unique diesel electric propulsion solution at Fincantieri Marine Group's Bay Shipbuilding Company in Sturgeon Bay, Wis. A Tidewater Inc. subsidiary will construct the vessels, Siemens said Thursday. "Our partnership with Tidewater exemplifies a true solutions-based process and we are pleased they have selected Siemens," said Jagannath Rao, president of the Industry Solutions Division, Siemens Industry, Inc. "Our innovative diesel electric propulsion system will provide a strong competitive advantage and a myriad of operational benefits."

The two deepwater PSVs will be outfitted with Siemens Blue™ multi-drive low-voltage propulsion system which improves reliability due to failsafe features that will help the vessel owner lower maintenance costs, and increase efficiency and operational ease for the vessel and crew. The ships' advanced design will also decrease fuel consumption, resulting in reduced emissions of harmful greenhouse gases. Siemens will provide the main generators, main propulsion and thruster motors, switchboards, power management system and its IMAC Automation system for alarm, monitoring and control functions, in addition to a unique, fully integrated Siemens electrical FiFi 2 system. As part of a Sole Source Vendor (SSV) solution, Siemens is also responsible for the designing, engineering, commissioning and project management of the diesel electric and automation system.

Certified by the American Bureau of Shipping, each PSV will be 92.5 meters long and 19 meters wide. Both ships will be capable of speeds of more than 14 knots and are designed to carry a variety of cargoes, including large quantities of fuel, water, drilling fluids, and dry bulk in below-deck tanks, while simultaneously transporting casing, drill pipes and containers on open-decks. The vessels are slated for delivery in the fourth quarter of 2012 and the second quarter of 2013 respectively. Based in New Orleans, La., Tidewater Inc. is the world's largest provider of marine support services for the offshore energy industry. With the largest and newest vessel fleet, a broad global footprint and leading safety performance, it serves customers operating in more remote, deeper and increasingly hostile environments in order to meet the world's energy demands.

Siemens Marine Solutions is among the world's leading suppliers of diesel-electric propulsion systems with over 160 low voltage diesel electric propulsion systems in operation around the world. Siemens Industry, Inc. (SII) is the U.S. affiliate of Siemens' global Industry Sector business—the world's leading supplier of production, transportation and building technology solutions. The company's integrated hardware and software technologies enable comprehensive industry-specific solutions for industrial and infrastructure providers to increase their productivity, sustainability and profitability. The Industry Sector includes six divisions: Building Technologies, Industry Automation, Industry Solutions, Mobility, Drive Technologies and Osram Sylvania. With nearly 204,000 Siemens Industry Sector employees worldwide, the Industry Sector posted a worldwide profit of \$4.7 billion on revenues of \$47.3 billion in fiscal 2010.

A division of Siemens Industry, Inc. (SII), Industry Solutions (IS) is one of the world's leading solution and service providers for industrial and infrastructure facilities comprising the business activities of Siemens VAI Metals Technologies, Water Technologies and Industrial Technologies. Activities include engineering and installation, operation and service for the entire life cycle. Its wide-ranging portfolio of environmental solutions helps industrial companies to use energy, water and equipment efficiently, reduce emissions and comply with environmental guidelines. With nearly 29,000 employees worldwide, Industry Solutions posted worldwide revenues of \$8.1 billion in fiscal year 2010. **Source:** usa.siemens

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.... PHOTO OF THE DAY



Boven afgebeeld een foto van de **Fairmount Summit** en **Fairmount Sherpa**, afgemeerd in Rotterdam. Daarin kunt u een andere foto zien van de zoon van de maker van de foto **Christiaan van den Berg**, genaamd **Laurence van den Berg** van drie weken oud. Misschien wel een zeeman van de toekomst?? Net als zijn vader!

Fairmount is nog op zoek is naar Nederlandse Officiëren, interesse ? klik dan [hier](#)

Photo : Christiaan van den Berg ©