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Seen last Wednesday, during Indonesian Independence Day , several inter Island ferries moored at the Batam ferry terminal awaiting passengers to transfer them to the several islands in the Riau Archipelago

Photo : Piet Sinke (c)

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The **UASC YANBU** seen outbound from Rotterdam – Photo : Kees Torn (c)

College Crackdown

The Philippine government is cracking down on substandard maritime schools after the European Union threatened to ban Filipino seafarers due to the “insufficient quality” of their training in the country. Labor Secretary Rosalinda Baldoz said the Professional Regulation Commission (PRC) has passed two resolutions to improve the quality of education of Filipino seamen. “Two resolutions have already been adopted and published. The first resolution will require new

trainees to take the full management course, while the second will require those with existing deficiencies to address them,” Baldoz said.

The European Union Maritime Safety Agency earlier this year said it may stop the hiring of Filipino seafarers by the end of this month if the government failed to reform maritime training in the Philippines. Baldoz said the government was looking into having one government agency that would oversee the needs of the maritime industry.

“During our meeting with Executive Secretary Paquito Ochoa together with the EU representatives, our instructions were to draft an Executive Order to identify a single authority and how the other maritime agencies will be linked to it,” Baldoz said. Baldoz said she was optimistic the EMSA would approve of these reforms and continue hiring Filipino seafarers. “Yes, we will be able to comply,” she said. Around one-third of the world’s seafarers are Filipinos and the Philippines remains one of the top providers of seafarers abroad. **Source : ShipTalk**



The **HANSA MEERSBURG** seen moored in Otago Port (New Zealand) – **Photo : Ross Walker (c)**

Ampelmann completes A-07

The summer 2011 is still ongoing with 6 Ampelmann systems working on the same time. A new project in Australia is planned to start end of August 2011, while the contract award was in May and no extra Ampelmann systems were left.



Due to this limited time frame for the construction of a new system, Ampelmann has assembled A-07 in Singapore within an incredible 2 months. While constructing a new system, the 6 systems working all over the world broke a new record of 50,000 transfers!

Thursday, 11th of August 2011, **Ampelmann Operations** celebrated the completion of the newest unit: A-07. The system had a very special inauguration party. For the very first time ever, a system was not completed in Ampelmann's manufacturing yard in Rotterdam, but at the **Kim Heng Yard** in Singapore.

With operations to start in Australia in August and contract award completed in May, Ampelmann Operations had to move fast to extend its fleet, as all 6 units had already been booked. On July 1st, the Ampelmann superstructure and power packs left The Netherlands on a transport vessel. One month later, the Ampelmann motion system was packed

and flown to Singapore. In a breathtaking 6 days the Ampelmann Production team fully assembled the components to complete A-07. The next day, the system was fully tested and certified by Lloyd's Register.

It was therefore a very special event to inaugurate A-07 under the tropical sunshine in Singapore. The ceremony attracted around 30 industry representatives including Ampelmann's client for the next job Heerema and launching customer SMIT. CEO **Jan van der Tempel** complimented the Production team for their great achievement and thanked Heerema for their trust and support.

Pauline Eizema, Deputy Head of Mission of the Embassy of The Netherlands, performed the inauguration. She complemented Ampelmann on the achievement and noted the special bond between the ports of Singapore and Rotterdam, making it a logical next step for **Ampelmann** to assemble systems in Singapore. Furthermore, she commented on the Dutch government's policies to push innovation and entrepreneurship of which **Ampelmann** is a great example.



The **NORDICA** seen enroute Rotterdam – Photo : Jan Oosterboer (c)



21 plucked from sea off Fastnet

Amid scenes of relief and jubilation, the crew of a 100-foot American registered sailboat, "**Rambler 100**," stepped ashore in this picturesque West Cork town late Monday after their yacht capsized five miles southwest of the Fastnet lighthouse.

After a dramatic rescue operation involving the Baltimore Lifeboat, Irish coastguard helicopters from Shannon and Waterford, and the Irish navy ship **LE Ciara**, early fears that a repeat of the 1979 Fastnet Race disaster might be a reality were stowed as residents and holidaymakers clapped ashore the captain and crew of the Rambler, which was taking part in this year's Rolex-sponsored Fastnet contest.



The **Rambler** capsized in strong but not especially stormy seas about 16 miles from Baltimore and shortly after rounding Fastnet Rock just before 6 p.m. As luck would have it, the Baltimore lifeboat, with its all-volunteer crew, was conducting sea exercises at the time the alarm was sounded. The capsizing triggered the **Rambler's** emergency locator beacon.

Speaking to the Irish Echo in **Baltimore Sailing Club** – where the crew was given food, drink and dry clothing after coming ashore – captain and owner **George David**, a resident of Manhattan's Upper East Side, said that the **Rambler's** 18-ton keel had been sheared off and the 33-ton boat had flipped over without any warning. The crew had been given only a few seconds warning before the boat capsized and ended hull-up in the water.

While most crew members managed to stay on the hull, five ended up in the water. One of them, a woman member of the crew, was later airlifted to Tralee hospital suffering from hypothermia. Early news reports listed the five as "missing" and it was this that sparked fears of a repeat of the 1979 tragedy. The lifeboat reached the **Rambler** at about 8 p.m. and took on board the crew members on the hull. The five in the water were rescued by a local diving boat, though by then in poor visibility. Foggy conditions were likely to blame for the fact that five other yachts in the race passed about a mile from the upturned **Rambler** without seeing it.

A member of the **Rambler** crew, Kyle Lynam, said that all on board had been very calm and professional when disaster had struck. But he said he and his fellow crew members felt overwhelmed by the welcome in Baltimore, itself a popular destination for sailboats and their crews. The Baltimore lifeboat was called into action in 1979 and some crew members from that year are still serving on board. Fifteen sailors lost their lives in that year's Fastnet race when a huge storm, which weather forecasts did not fully predict, roared in from the Atlantic.

In this year's race, which is a biennial competition, over 300 yachts are taking part. Competitors had set sail from Cowes on the Isle of Wight off England's south coast on Sunday.

In the event, racers in various boat categories sail to the Fastnet, round the rock and its lighthouse, round the Scilly Isles and finish up in Plymouth. The race, which first took place in 1925, is 608 miles long by its present day route, although this is based on ideal sailing conditions. Reacting to the dramatic rescue, the Irish government's marine minister Simon Coveney, a Cork TD and himself a keen sailor, said the rescue was a reminder of how important it was for Ireland to have well-resourced sea rescue teams.

"This was a dramatic sea rescue that was coordinated with speed and professionalism and everybody involved should be commended for their efforts," Coveney said. "The Fastnet race is one of the most high-profile offshore yacht races in the world and Rambler 100 is one of the best-known racing yachts on the planet. This incident will be reported in the international press and we can be proud of the way in which Irish emergency services contributed to preventing any loss of life. "Most importantly, my response is one of relief that there was no loss of life, which considering the size

and speed of the yacht and the conditions at the time, is a minor miracle. I hope everyone involved will make a full recovery," he told reporters. The Fastnet is three miles off Cape Clear island. A memorial stone listing the 15 names of the 1979 victims was erected on Cape Clear in 2004, the 25th anniversary of the disaster. Meanwhile, efforts were underway last Tuesday to salvage [Rambler](#) by towing it to Bantry Bay. **Source : Irish Echo**

NEDERLANDS TALL SHIP "EUROPA" VIERT 100e VERJAARDAG IN HARLINGEN, AMSTERDAM, SCHEVENINGEN EN ROTTERDAM



Het Nederlandse Tall Ship "[EUROPA](#)" is voor het eerst in twee jaar weer in Nederland. Deze driemast bark zal hier haar 100ste verjaardag vieren. De eerste mogelijkheid om deze "[Ocean Wanderer](#)" te bezichtigen is op vrijdag 19 en zaterdag 20 augustus in Harlingen. Daarna volgen open dagen in Amsterdam, Scheveningen en Rotterdam. Afgelopen twee jaar heeft het schip vele omzwervingen gemaakt. Onder meer in Antarctica, een Kaap Hoorn-ronding met 8 Tall Ships, een bezoek aan de Amerikaanse "Grote Meren" en deze zomer deelname aan de Tall Ships Races tussen de Shetland Eilanden en Noorwegen.

Links de [EUROPA](#) voor onderhoud op de synchrolift in Kaapstad in juni 2008

Photo : Piet Sinke ©

Harlingen : De Europa is op dit moment onderweg naar Harlingen na een bezoek aan Hamburg, waar het schip in 1911 als lichtschip is gebouwd. Daarna zal de bark "[EUROPA](#)" voor het eerst in twee jaar weer in Nederland zijn om de 100e verjaardag van het schip te vieren. Op vrijdag 19 augustus is het klassieke Tall

Ship van 10:00 tot 16:00 uur te bezichtigen aan de Oude Buitenhaven te Harlingen, zaterdag 20 augustus is het schip van 12:00 tot 16:00 uur te bezoeken. Ook de driemast topzeil schoener "[OOSTERSCHELDE](#)" (1918) komt naar Harlingen om de verjaardag van de "[EUROPA](#)" te vieren. Met het bezoek van de twee Tall Ships wordt dit een mooie voorproef van "[Harlingen Sail 2014](#)", wanneer de Friese haven als start dient voor de [Tall Ships Races 2014](#) (zie Harlingen Sail: www.harlingensail.com).

Bezoek het schip: Tijdens het bezoek aan Nederland is de [EUROPA](#) voor iedereen te bezichtigen op de volgende plaatsen en tijden:

Harlingen: Vrijdag 19 augustus van 10:00 tot 16:00 uur en zaterdag 20 augustus van 12:00 tot 16:00 uur aan de Oude Buitenhaven

Amsterdam: Dinsdag 23 augustus van 12:00 tot 16:00 uur aan de NDSM pier in Amsterdam – Noord. Tussen de De Ruijterkade (achter het Centraal Station) en de NDSM-werf vaart er ieder half uur een pont.

Scheveningen: Zondag 11 september van 10:00 tot 16:00 uur bij de 1e Vissershaven / Vissershavenweg

Rotterdam: Woensdag 14 september van 10.00 tot 14.00 uur nabij de Veerhaven



Photo : Hajo Olij ©

De **"EUROPA"** is een van de weinige grote zeilschepen die wereldwijd vaart en sinds 2000 te vinden is op vele bijzondere plekken. Jaarlijks maakt de **"EUROPA"** als enige Tall Ship expeditie-zeilreizen naar Antarctica. Vele Nederlanders hebben aan boord van de **"EUROPA"** een bezoek gebracht aan het Witte Continent. In het najaar van 2011 vertrekt het schip weer richting Zuid Amerika om vanuit de Falkland Eilanden verder naar het Zuidelijke continent af te zakken. Voor meer informatie: Rederij Bark Europa: www.barkeuropa.com tel.: 010-281 0990

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Search Delay

Officers from the boarding and rummage unit of the enforcement department of the Nigeria Customs Service (NCS) last week held a vessel 'M T **Navigator Taurus**' carrying liquefied Petroleum Gas (LPG) to ransom causing a delay to the ship's scheduled sailing. Trouble started for the vessel when two officers from the boarding and rummage unit got

to the vessel and wanted to board her for Customs routine inspection but security around the vessel demand to search the bags of the officers who vehemently protested the right of the security to subject their bags to search.

It was gathered that when the security refused the Customs officers entrance into the vessel, they left the terminal and their action delayed the clearance of the ship for several hours. The matter was finally resolved after several hours of pleading with officer in charge of the boarding and rummage unit Mr Raphael Okala who prevailed of his officers to return to the vessel inspect and clear her for sail.

An official of Navgas who refused to have his name in print told Vanguard that it took the intervention of the management of Navgas and the Head of the Head of the boarding and rummage unit Mr Repheal Okala a chief superindent of Customs who had to call the officers back to the terminal. Confirming the development Okala said the security at the terminal had no right to subject the Customs officers to search. He also confirmed that the fact the unit has no choice than to make the operators of the terminal write a letter of under taking so as to avoid a reoccurrence.

Part of the letter of undertaking written by the terminal operator reads "We wish to register our concern and request over the situation that transpired between our security operatives and your officers this morning. "We write to affirm that Customs officers who come to the terminal will not be subjected to search provided that they are in their uniforms posses valid identification card and are on ground for official duties. "We welcome the opportunity to discuss the issue later in the nearest future in order to reach an amicable arrangement that will satisfy all parties".

Okala explained that the bags carried by the officers on board contains their working tools some of which include sealing wires, sealing stamp, boarding register, Bill of entry for the payment of import duty and boarding disry.

Source : Shiptalk



Svitzer's **ROTTERDAM** spotted in Freeport (Bahamas) taking bunkers – Photo : Wybe Meinesz ©

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Romantisch diner voor Bas en Fleur op Maasvlakte 2

Dinsdag 16 augustus hebben **Bas van Raaij** en zijn partner **Fleur Brouwers** heerlijk gegeten op het nieuwe land van Maasvlakte 2 dankzij het boeiende betoog van Bas over zijn favoriete havenplek: het uitzicht op de haven vanaf de Lloydpier. Daarmee won hij de tweede editie van Tafelen in de haven.

De bok **Matador II** van **Bonn & Mees** was de eerste dinerlocatie van een reeks van drie. Helaas woei het die dag te hard. Het diner werd daarop verplaatst naar binnen. Tot 23 augustus kunnen mensen meedingen naar een etentje op een unieke plek in de haven. Deelnemers kunnen hun favoriete plek meedelen via promotie@wereldhavendagen.nl.

Het winnende verhaal

Mijn favoriete havenplekje: ik vind die enorme schepen altijd erg fascinerend. Probleem is dat ik daar niet makkelijk dicht bij kom. Ik zit veel op de weg en als het even kan neem ik de richting op de ring door Pernis, langs de haven. Daar zie je vaak een glimp van de kolossen. Als ik een drukke dag heb gehad rijd ik soms de A15 helemaal uit naar waar Maasvlakte 2 nu verrijst. Daar op de grens van bestaand en nieuw havengebied ben je 's avonds helemaal alleen. Het enige wat er is, zijn konijnen. En schepen die de haven in of uit varen. Dat plekje, en de weg er naartoe waar je al je ogen uitkijkt, is toch wel mijn favoriet.

Het diner is mogelijk gemaakt door ondersteuning van Van der Maarel Sfeermeesters en Asian BB



The **BALTICDIEP** seen leaving the IJmuiden locks bound for Turkey – Photo : [H.Blomvliet](#) ©

Salvors start siphoning fuel from sunken ship off Negros Occidental

The salvors of the ill-fated MV **ASIA MALAYSIA** have started operations to siphon off the remaining fuel from the vessel. Commodore Athelo Ybañez, Coast Guard Western Visayas commander, said Thursday that the salvors supported by two barges and a tugboat have been clearing cargo, debris, plastic cases and other obstruction to the fuel tanks of the sunken Asia Malaysia. Ybañez said the salvors hired by ship owner Tran-Asia Shipping Inc. will start siphoning the fuel within this week.

The siphoning of the fuel was declared a priority of the Coast Guard to prevent a possible leak and oil spill from the vessel which lies three miles off the coast of Manapla town in Negros Occidental. The 2,439-ton vessel sank on July 31, a few hours after its 178 passengers and crew members were transferred to passing ships and boats. The vessel

was carrying an estimated 21,000 liters of fuel when it sank. These include 5,000 liters of diesel fuel in its engine and 16,000 liters of a mixture of bunker and diesel fuel in its storage tankers.

Ybañez said divers have sealed the fuel tanks with clay cement as an initial measure before the fuel would be pumped out and transferred to storage tanks. Trans Asia has released P4,000 in compensation to each of the passengers, according to Dexter Viñan, legal counsel of the shipping firm. But he said only 63 passengers have so far claimed the compensation. "We have informed the passengers and they can claim their compensation upon presentation of their proof of identity," Viñan told the Philippine Daily Inquirer in a telephone interview on Thursday.

Most of the passengers left their cargo and belongings when they transferred from the listing vessel a few hours before it sank. Viñan said only cargo and personal belongings that were declared and deposited and those covered by a bill of lading would be subject to compensation by the shipping line. A bill of lading is a document wherein a shipper acknowledges receipt of a good or cargo including its type, quantity and destination. **Source : Inquirer Visayas**



The **JULIANA** seen enroute Rotterdam – **Photo : Rob Smith ©**



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HAMBURG SÜD's **RIO NEGRO** seen enroute Rotterdam – **Photo : Harry van den Berg ©**

CMA CGM pays US\$374,400 to US for evading Iran, Sudan, Cuba trade embargo

CMA CGM, the world's third largest container carrier, has paid US\$374,400 fine violating the embargo action against Iran, Sudan and Cuba through 28 shipments to ports of the three countries between December 2004 and April 2008, said US Treasury Department's Office of Foreign Assets Control. In March, the Israeli Navy seized a CMA CGM ship carrying more than 50 tons of weapons from Iran, charging the vessel smuggling weapons to Hamas in the Gaza Strip, according to a report from Newark's Journal of Commerce. But CMA CGM said it had been deceived by false documentation and was the victim in the case.

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Om de trainers van onze Internationale klanten het beste uit onze oplossingen te leren halen gaan we ook Train The Trainer cursussen aanbieden. Wij denken aan sessies van 2 of 3 dagdelen waarbij je kleine groepen navigatie trainers de mogelijkheden en voordelen van onze simulator oplossingen leert gebruiken. Specifiek het leren opzetten van simulatie scenario's zal een belangrijk onderdeel zijn. In het huidige stadium moet nog veel worden ingevuld en de juiste kandidaat kan daar zeker aan bijdragen.

Wij zoeken een ervaren (senior) navigatie officier die goed is in het overdragen van kennis en affiniteit heeft met software oplossingen en computers. Een no-nonsense type dat zelfstandig kan werken, prettig is in de omgang, bij voorkeur oplossingen ziet en goed Engels spreekt.

Wij zijn een klein bedrijf dat naast goede oplossingen en service ook waarde hecht aan een prettige manier van samenwerken. Naast een overeen te komen passend uurtarief worden alle (redelijke) onkosten betaald. Om een en ander te regelen zullen we met de juiste kandidaat een freelance overeenkomst afsluiten. Heb je interesse, stuur je CV met pasfoto naar henk@sailsoft.nl

Voor verdere informatie kun je ook bellen met Henk van Delden, Partner Sailsoft.

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The **JOSE LEONARDO CHIRINOS** (ex AVONBORG) seen departing from Rotterdam – Photo : Ruud Zegwaard ©

NAVY NEWS



Left seen the French Navy BPC (Batiments de Projection et de Commandement)

MISTRAL L9013

5,200 square meters flush deck with 6 helicopter landing spots whilst berthed at Dwq 4, Grand Harbour, Malta. Ship has two 13ton elevators that are connected to the flight deck to the 1,800 square metres hangar where helicopters can be parked and maintained.

Photo : Mrs. Vikki Dalli - www.maltashipphotos.com (c)



Performers dressed as pirates perform next to the decommissioned former Soviet aircraft carrier **KIEV** at Bagua beach, on the outskirts of northern China's Tianjin, August 16, 2011. The China's first aircraft carrier luxury hotel, occupying an area of about 6,000 square metres, has entered the stage of internal decoration and will be opened this year inside the 273 metre-long and 53 metre-wide Kiev Aircraft Carrier, which was sold to a Chinese company in 1996 as a part of a military theme park since 2004.

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Feds sue Bollinger Shipyards over 'unseaworthy' Coast Guard ships

The Justice Department is accusing Bollinger Shipyards Inc. of falsifying data that led the Coast Guard to contract with the firm to lengthen eight deepwater cutters, all of which turned out "unseaworthy and unusable." The allegations are made in a civil suit filed July 29 in U.S. District Court Washington, D.C., and made public Wednesday. The suit contends that Lockport-based Bollinger exaggerated the structural hull strength of the eight boats it had contracted to lengthen from 110 feet to 123 feet.

The suit seeks unspecified damages under the federal False Claims Act. The suit said that after 65 requests for payment, the Coast Guard had paid out about \$78 million under the contract with Bollinger, though it's uncertain when the payment occurred. "Companies which make false statements to win Coast Guard contracts do a disservice to the men and women securing our borders," said Tony West, assistant attorney general for the Justice Department's Civil Division. "We will take action against those who undermine the integrity of the public contracting process by providing substandard equipment to our armed services personnel."



Bollinger issued a statement Wednesday through the Washington law firm Wiley Rein LLP, saying the company has a "spotless record for honest and fair dealing with every customer, including the U.S. Navy and Coast Guard, our largest customer." "Throughout this process, Bollinger has been open and cooperative with the government, and we remain committed to providing the government all necessary information and assistance to bring this matter to a close," the statement said. "Bollinger has tried to find a way to resolve this matter short of litigation, but we are fully prepared to defend our good name aggressively in a court

of law."

In the lawsuit, the Justice Department suggests that the company was aware it had submitted unreliable information regarding the structural strength of the vessels, which were decommissioned in 2007 by the Coast Guard after questions were raised about whether they could be made seaworthy. The suit quotes a 2004 internal email from Bollinger vice president T.R. Hamblin to company CEO Boysie Bollinger: "We did lead the CG (Coast Guard) into a false sense of security by telling them early on that the Section Modulus for a 123 would be 5,230 inches cubed as opposed to the real number, just about 2600." The suit said that in 2002, the American Bureau of Shipping's Robert Kramek, a former Coast Guard commandant, had offered to review the hull design for the converted vessels. But it says Hamblin was concerned the ABS review would show a need for additional structural support. That view was supported by the

CEO, Boiesie Bollinger, according to the suit. In an email dated Aug. 27, 2002, Bollinger wrote, according to the lawsuit, that "*adverse results could cause an uneconomical solution, a requirement that the firm totally rebuild the hull. MY CONCERN, we don't do anything -- ABS gets CG to require it without input and the result is we BLOW the program.*"

The hull buckled on the first restructured vessel delivered by Bollinger, the Coast Guard cutter **Matagorda**. A Coast Guard investigation concluded that Bollinger had overstated the longitudinal strength of the hull. At several congressional oversight hearings after the Coast Guard decommissioned the vessels in 2007, some members of Congress demanded the federal government seek to recoup all money spent on the ship conversion program.

Source : nola.com

ASL Marine profits down 14% to S\$31.9m

Full year profits for ASL Marine declined due to a tougher operating environment for both its shipyard and ship chartering businesses, Seatrade Asia online reports. Singapore-listed ASL said that for the financial year ending 30 June, 2011 it recorded a net profit of S\$31.9m, down 14% on the previous year. Revenues for the year were S\$363m some 22% lower than the previous year. "The group saw declines in all the three business segments namely, shipbuilding, shiprepair and conversion and shipchartering, due to the continued tough maritime business environment," ASL said. Source PortNews



Above seen "3. MAJ" Shipyard's newbuilding "**RYSTRAUM**" in Rijeka, Croatia - Photo : Svetozar Catovic RRM ©

MMHE bags conversion jobs

Malaysia Marine and Heavy Industries (MMHE) has bagged two contracts worth RM952m from its parent MISC. The yard has won its first contract to convert an LNG carrier to a floating storage unit (FSU). The MISC LNG carrier **Tenaga Satu** is to be converted to the **FSU Lekas** to then be moored at the regasification terminal at Sungai Udang, Malacca. The other is an engineering, procurement, construction and commissioning (EPCC) contract for the repair, life extension and conversion of aframax tanker **Ozono** into an FPSO. The tanker is to be converted into the **FPSO Cendor** and be deployed offshore Terengganu and operated by Petrofrac Malaysia. Source : Seatrade Asia

Colonna's Shipyard books \$7.4 million Navy contract

Colonna's Shipyard, Inc., Norfolk, Va., is being awarded a \$7,744,698 fixed-price contract for a dry-docking restricted availability on **USS Squall (PC 7)**, MarineLog reports. This contract is for the accomplishment of miscellaneous structural, electrical, and mechanical repairs, including dry-docking. Work will be performed in Norfolk, Va., and is expected to be completed by June 2012. Contract funds in the amount of \$7,744,698 will expire at the end of the fiscal year. This contract was competitively procured via the Navy Electronic Commerce Online website, with four proposals solicited and three offers received. Norfolk Ship Support Activity, Portsmouth, Va., is the contracting activity (N50054-11-C-1106). Source : MarinLog

Golar adds two LNG carriers and a FSRU at Samsung

Golar LNG has added two more LNG carrier newbuildings and an FSRU to its tally at Samsung Heavy Industries (SHI).

The company has added two 160,000 cu m LNG carriers to existing order of six at the South Korean yard. The vessels are scheduled to be delivered in 2014. Golar LNG also order a 170,000 cu m FSRU due to be delivered in 2013.

The total cost of all nine newbuildings on order at SHI is \$1.8bn. "Proceeds from the Golar LNG Partners IPO and expected sale of Golar Freeze and Khannur to that entity will go towards financing the company's newbuilding programme," Golar LNG said. **Source : Seatrade Asia**

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Ecospeed and the RRS Ernest Shackleton



When **British Antarctic Survey's** RRS (Royal Research Ship) **Ernest Shackleton** was drydocked recently in Denmark, the superintendent, engineers and paint specialists there to check the condition of the hull paint were amazed. After two seasons of battering its way through ice up to 2.5 meters thick with a high content of gravel and volcanic lava adding to its abrasiveness, the hull coating was virtually intact and undamaged.

Photo : Capt Jan Willem Razenberg ©

This was in strong contrast to the **Shackleton's** previous drydocking, when almost the entire hull, bearing a conventional ice-going underwater hull coating, was practically stripped to bare, unprotected

steel.

The difference lay in the fact that when the **Shackleton** left drydock in 2009, the hull was newly coated with Ecospeed, a glass flake vinyl ester resin underwater hull coating proven to have extraordinary anti-corrosion protective strength and flexibility. Even though Ecospeed is not intended specifically for ice-going ships and icebreakers, it consistently outperforms the specialized ice-going ship bottom paints.

The success of the new underwater hull coating on the **Shackleton**, whose hull can genuinely be said to undergo the harshest of conditions of just about any vessel afloat, is a story well worth telling in detail. The full text of the article on this vessel, together with many pictures, can be found on the **Hydrex** website. **Source : MarineLink**



A Diver is seen getting “checked” by Diving technician **Arturo** before entering the water during a wreck removal operation executed by **T&T Bisso Salvage Asia** and **Mammoet Salvage Singapore** off the Indonesian Island of Bintan – **Photo : Piet Sinke (c)**

Iraq awards \$471.7 mln contract to Saipem

Iraq has awarded a \$471.7 million contract for an oil export facility expansion and sub-sea pipeline to Italian group Saipem, Iraqi oil sources told Reuters on Wednesday. Saipem will build a single point mooring buoy (SPM) with an export capacity of 900,000 barrels per day and construct a 50-kilometre pipeline to transport crude from storage depots in Iraq's southern Faw peninsula to the new floating terminal, according to the sources and to documents obtained by Reuters.

Saipem should complete engineering, procurements and construction work within 24 months. The order is the second phase in a wider expansion project announced last year. Tender documents show that three other companies submitted bids for the contract, including Leighton Offshore Private Ltd, National Petroleum Construction Co. (NPCC) and J. Ray McDermott, a part of U.S.-based engineering and construction company McDermott International Inc. The whole expansion project, for which Foster Wheeler AG is handling the project management consultancy services, involves building two marine pipelines and one onshore pipeline and installing four single point moorings for loading oil tankers at a total cost of about \$1.3 billion.

In the first stage, Australian construction contractor Leighton Holdings last year had signed a \$733 million contract with Iraq's South Oil Company to install moorings and pipelines in the Gulf, off Iraq's coast. Iraq has awarded a series of massive oilfield development contracts to majors such as Shell and BP with the ambitious target of expanding its oil production capacity to 12 million bpd by 2017. Most analysts see 6-7 million bpd is more realistic. Current export infrastructure is out-dated and lacks the capacity to handle Iraq's future expected output raise. Iraq is currently exporting an average of 2.2 million barrels per day and expects to export 2.5 mln bpd in 2012. After completing the export facility expansion project, Iraq would start renovating two existing oil terminals in south Basra with a plan to build a strategic pipeline from the southern Basra fields through Syria and Turkey. **Source : PortNews**



The **MISS CLAUDIA** seen off Malta – Photo : Gejtu Spiteri (c)

New luxury cruise ship to set sail on Yangtze River

A luxury cruise ship will set sail in two weeks to the Yangtze River's Three Gorges Dam amid a tourist rush to the world's biggest water conservation project, a tourism agency in Central China's Hubei province said Monday.

The "**Yangtze River No. 2**," a 139-meter long, six-storey cruise ship, will embark on its maiden voyage from the southwestern Chongqing Municipality to the Three Gorges Dam in Hubei's Yichang City on August 29, said Wang Lidong, deputy manager of Changjiang (Yangtze) Cruise Overseas Travel Co., the operator of the ship. He said the four-day downstream cruise will cost 3,500 yuan (\$548) per person, while the upstream cruise from Yichang to Chongqing will take five days and cost 3,800 yuan. More than 11,000 people have made reservations for the cruise ship for the coming three months, said Wang.

Yangtze River No. 2, the third luxury cruise ship to set sail this year, is dubbed the largest river cruise ship. It can accommodate up to 452 people and has a swimming pool, a theater as well as luxury suites equivalent to a five-star hotel, he said. Wang said he was optimistic of the market, now that touring the Yangtze on board a luxury cruise ship has become a new trend among Chinese. Last year, a record 310,000 people toured the Yangtze on luxury cruise ships. Wang expected the figure to hit 450,000 this year. The Three Gorges Dam consists of a 185-meter-high dam, a five-tier ship lock, a reservoir and 32 hydropower generators. The project generates electricity, controls floods by storing excess water and helps to regulate the Yangtze River's shipping capacity. Source : chinadaily



The **MSC BRINDISI** seen in Rio Grande – Photo : Marcelo Vieira (c)

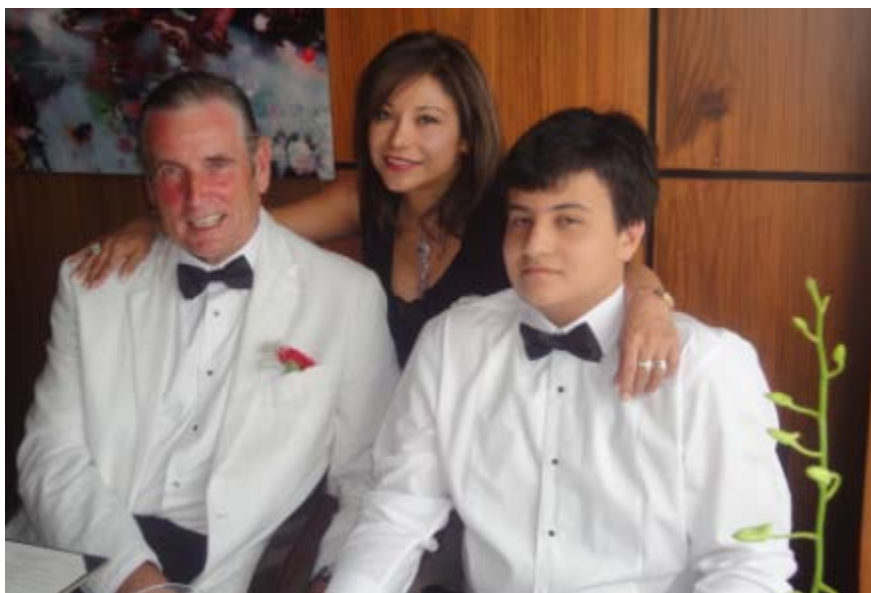
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Left seen Newscippings reader **Chris Jones** of **Island shipbrokers** (Singapore), with his family enjoying their recent 5 days cruise onboard HAL's **VEENDAM**, out of New York, above is seen the vessel moored in Hamilton (Bermuda) during cruise

Amsterdam ports H1 bulk throughput up 4% to 42.62 million tonnes



The **NORDTRAVE** seen handling cargo in Amsterdam – Photo : Piet Sinke (c)

Ports in the Dutch Amsterdam-North-Sea-Canal Area increased bulk cargo handling volumes in first half of 2011 by 4% year-on-year to 42.62 million mt, with a steep rise in liquid cargoes stemming weaker dry bulk throughputs, initial data obtained from the Amsterdam port authority showed Tuesday. Liquid bulk passing through the ports of Amsterdam, Beverwijk, IJmuiden and Zaanstad rose 15.6% on-year to 20.97 million mt, driven by a 20% rise in refined products volumes to 19.81 million mt. Crude oil throughputs, however, dropped 76.2% from a low prior-base to 34,694 mt. Dry bulk volumes handled in the Amsterdam area eased 5.3% to 21.65 million mt, with a 5.4% decline in ores to 4.58 million mt and a 1.9% fall in coal throughputs to 9.2 million mt adding to downward pressures. New half-year data from Amsterdam's smaller rival at Hamburg in north Germany, which posted a 1.8% decline in bulk cargo volumes to 19.4 million mt, indicate a slightly different trend for bulk commodities. Iron ore volumes passing through the country's largest seaport dropped 6.3% on-year to 4.5 million mt and petroleum product volumes firmed 4.5% to 2.1 million mt, spokesman Bengt van Beuningen at the ports marketing affiliate HHM said Tuesday, mirroring trend directions seen at Amsterdam. However, coal throughputs hiked 12.7% to 2.8 million mt and crude handling volumes were up 3.3% at 2.1 million mt. **Source : PortNews**

ABB Inaugurates New Azipod Manufacturing Base in Shanghai

Azipod improves vessels' fuel efficiency up to 25%, lowers their environmental impact and provides better maneuvering capabilities. ABB, the leading power and automation technology group, today inaugurated a new global manufacturing base in Shanghai featuring Azipod C, the company's advanced green marine propulsion system. Located in the Lingang New Development Zone, the new base covers 37,000 square meters with an annual output of 60 units at present. Claudio Facchin, Chairman and President of ABB North Asia and China, spoke at the inauguration ceremony. "Today's launch in Shanghai supports ABB's 'in China for China and the world' strategy and the city's goal to turn Shanghai into a global center of the world's shipping industry. With this latest move, our total investment in Shanghai amounts to \$50 million this year. ABB will continue to introduce new technologies, global resources and operational expertise to China and Shanghai with global-unified quality standards."

Azipod (Azimuthing electric podded thruster) unit is an electrically driven propeller mounted on a pod, which rotates 360° around its vertical axis and delivers thrust in any direction for unprecedented maneuverability. Introduced in 2000, Azipod C is the smallest member of the Azipod family, with compact size that covers the power range up to 4.5 MW, from where the larger size Azipod starts. Azipod C complements ABB's solutions on a wide range of vessel types, such as work boats, drilling vessels, yachts & ferries, providing remarkable fuel efficiency, better maneuverability, reduced environmental emissions, high reliability and short installation and commissioning time.

In China, Azipod C has been installed in a variety of vessels, including the ferry line between Yantai-Dalian, delivering 20-30% lower fuel consumption, and in China's first independently designed 3000-ton comprehensive marine surveillance vessel. "China is now one of the world's major shipbuilding countries. The new base will bring us closer to the key shipbuilding markets and enable us to better serve the fast-growing market for high-end vessels as more Chinese shipyards shift their focus in this direction," said Heikki Soljama, global head of ABB's marine and cranes business unit, "We will continue to apply advanced technology and quality management standards in manufacturing to meet the expectations of our customers in China and around the world."

"Moreover, while the large size Azipod units remain to be delivered from Finland, the new base is the first one specifically dedicated to Azipod C manufacturing. The new facility will play a key role in serving global customers in line with ABB's business strategy in China," added Soljama. As the leading manufacturer of electric power and propulsion systems, ABB's marine business provides about 50% of the electric propulsion power in vessels worldwide and about 80% of electric podded propulsion systems. To date, 100 vessels have been equipped with Azipod propulsion; and more than 240 Azipod units have been delivered or are on order, accumulating about seven million reliable operating hours in demanding marine applications such as icebreakers, luxury cruise ships, research vessels, offshore supply vessels, drilling rigs, ferries and mega yachts. **Source : MarineLink**



Above seen the latest addition of [Boomsma Shipping](#) from Sneek (The Netherlands) named **FRISIAN OCEAN** passing Galati (Romania) outbound, as can be seen due to passing several bridges at the Danube river the mast etc are not installed yet, the vessel is built at the Rousse shipyard in Bulgaria and is holding IMO number 9385922.

Photo : Huib Lieverse (c)

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.... PHOTO OF THE DAY



Above seen the largest yacht built by FINCANTIERI and in Italy the 2011 built 134m super yacht **SERENE** berthed at the Grand Harbour Marina, Malta on Monday 15th August, 2011.

Photo : Mrs. Vikki Dalli - www.maltashipphotos.com (c)

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