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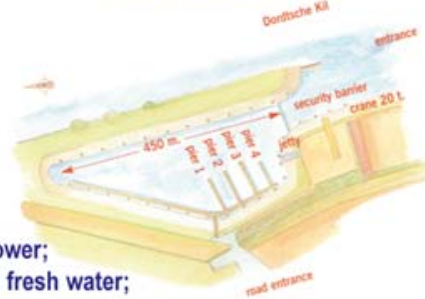
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The **MEMORY** seen entering the port of Willemstad (Curacao)

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Dry bulk rally maintains momentum at start of the week

The dry bulk market kept its upward momentum at the start of the week, as the industry's benchmark, the Baltic Dry Index (BDI) was up by 2.07% to reach 1,876 points a new high for the year and definitely a multi-month high. Yesterday, all ship sectors were higher with renewed cargo demand activity pushing rates higher. Capesizes were up by 2.67% to 3,270 points, while all other shipping markets were also on a high note, albeit at a smaller rate. Panamaxs were up by 0.59% to 1,695 points, while Supramaxes were up by 0.5% to 1,408 points. According to the latest weekly dry bulk report from shipbroker Barry Rogliano Salles, "tight conditions in the Atlantic, with prompt tonnage at a premium, pushed Cape rates up again this week to reach \$26,463, the highest level for nine months. Overall the BDI rose 6% to 1,838 points, the BCI 7% to 3,185, while the Panamaxs, Supras and Handies smaller sizes saw modest gains of 3%, 1.5% and 1.9% respectively. In the coal markets, China confirmed that coal imports in 2011 were unlikely to meet the record levels of last year. According to the secretary of the China Coal Transport and Distribution Association, imports will likely reach 150m tonnes, below the 164.8m tonnes seen in 2010, due to increased domestic production and improved transportation" said the Paris-based shipbroker.



The bulk carrier **GALATEIA** seen anchored off Singapore last Monday taking bunkers – Photo : Piet Sinke (c)

On the Capesize sector, the report mentioned that "with good cargo support, rates firmed in both basins this week, and the strong market quickly translated into higher period rates, now estimated at up to \$17,000 per day for one-year period, compared to a low of \$11,000 in June. Overall the BCI rose 7% w-o-w and the 4TC nearly 11% to the highest levels since 8 December 2010. Prompt rates for Tubarao-China reached \$28, while there was talk of \$12 for Aus-China. In the paper market, rates rose throughout the rest of the year, although first quarter 2012 remains little changed" it said.

On the Panamax front, BRS commented that "the P4TC increased by \$431 with much of the impetus emanating from the Pacific where the 3A index rose by \$1,643 over the week. The volume of prompt cargo out of NoPac and also Indonesia and Australia were the main factors behind this trend, and we are still seeing some reasonable volumes for September dates although the market appears a touch cooler now. The Atlantic was relatively quiet on the fixing front, with limited fresh cargoes weighing the 1A index down by \$328 over the week. Front haul markets remained quiet with little fresh business to be had although owners seem to have shown some resistance to any significant softening in rates. The short period market firmed up over the week on the back of firmer Capesize markets, with fixtures reported at LME BPI equivalent levels of close to \$15,000 for 4/6 months basis delivery China/redelivery worldwide".

As far as the smaller ship types and more specifically the Supramax/Handy segments, BRS noted in its report that "over the last week, the Supramax market moved upwards, gaining 1.6% with the average of the TC routes closing the week at \$14,649 per day. Owners were enjoying healthy rates in the Atlantic. USG to the Far East was fixed at around \$30,000 per day dop USG, while Petcoke to Italy was done for around \$26,000. The Continent market was firm thanks to a large demand for scrap cargoes, and Handymaxes were getting about \$17,000 dop ARAG redelivery East Med. The market in the Black Sea was pushing up as well with good volumes of fertilizers and grain, especially Handysize stems. Further South, Supras out of West Africa were fixed at around \$22,000 via east coast South America,

redelivery Far East, while redelivery Continent was worth about \$15,000. In the Pacific, iron ore stems have begun moving from both coasts of India, with Supras getting about \$12,500. Even coal volumes from Indonesia and Richards Bay to India are picking up. The end of the monsoon and the approach of the Chinese holidays has led to a positive sentiment in the basin" concluded the shipbroker. Meanwhile, on the SnP front BRS noted a few interesting deals re-appearing this week. "After last week's rumours, we saw the ex. Korea Line vessel "**Begonia**" (180,000 dwt, built 2005 in Japan) committed to Chinese buyers for about \$36.0m. This is probably the lowest price for a modern Cape since 2003 but it is important to mention some reports that the vessel may have a damaged m/e crank bearing. Meanwhile, the Japanese controlled "**Suma**" (150,000 dwt, built 1994 in China) was sold to Chinese buyers for \$14.5m. Moreover we saw the three Supramaxes from China's Taizhou Sanfu initially ordered by Oscar Wehr in Germany but cancelled due to late delivery now committed to Precious Shipping in Thailand for about \$26.0m each. In the demolition market, levels have remained stable with India still paying top dollar at \$505/LT, Bangladesh \$500/LT, Pakistan \$485 and China rising by \$5/LT to \$455/LT" said BRS. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **EMRE OMUR** seen at Tuzla on 31 August 2011 the AHTS was built in 1977 as the American flagged **BIEHL TRADER**. From 1991 to 1998 she traded as the **SMIT-LLOYD 118**, followed by **GOLFO DE SIAM** for Boluda Grupo until July 2010 when the vessel was sold to Solar Gemi Kurtarma Hizmetleri and renamed in **EMRE OMUR**

Photo : Chris Brooks - www.ShipFoto.co.uk ©

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The **LAGUNA D.** seen approaching the **DAVINO D.** in Freeport (Bahamas) for Ship-to-Ship cargo transfer operation
Photo : Simon de Graaf ©

Ageing fleet costs Dredging Corpn dear

Dredging Corporation of India's turnover has suffered a slump of more than Rs 100 crore during 2010-11 and it is attributed to the ageing fleet of the Vizag-based PSU. According to a press release, the annual general meeting of the DCI was held in New Delhi earlier in the day and the financials were taken on record. During 2010-11, DCI achieved a turnover of Rs 523 crore as against Rs 694 crore in the previous year. The operational income was Rs 458 crore (Rs 645 crore). The profit before tax was Rs 45 crore, down from Rs 77 crore, and the profit after tax stood at Rs 40 crore (Rs 70 crore). The press note adds that steps are being taken to augment the fleet of the DCI and to replace the aged dredgers. During the year, maintenance dredging contracts were executed at Kolkata, Visakhapatnam, Mormugao and New Mangalore Port and capital dredging at Ennore and Paradip. Source: The Hindu Business Line



CMA CGM MUSCA seen leaving Southampton 8th September - preparation for Southampton Boat show in foreground. - Photo : Dieter Jaenicke ©

Icebreaker picks up scientists after eleven months on ice floe



A Russian nuclear powered icebreaker sets out from Murmansk later this week to pick up scientists and equipment from a floating research station in the Arctic. The floating research station “**North Pole 38**” has been drifting eastwards from the Wrangel Island area since October 2010, and is now about to be replaced. The icebreaker “**Rossiya**” sets out from Murmansk on Friday to pick up the 16 scientists and all their equipment and gear, RIA Novosti reports. During the same expedition, “**Rossiya**” will look for a suitable ice floe to place the next station, the “**North Pole 39**”. The first scientific drifting ice station in the world, “**North Pole-1**” was established in May 1937. Since 1954 Soviet “NP” stations worked continuously, with one to three such stations operating simultaneously each year, according to Wikipedia. In the post-Soviet era, Russian

exploration of the Arctic by drifting ice stations was suspended for twelve years, and was resumed in 2003. Take a look at the scientists' own photos from life at North Pole 38 on the [Arctic and Antarctic Research Institute's web site](#).

Source : BarentsObserver

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The **LUMINOUS SKY** seen enroute Rotterdam – Photo : Ria Maat ©

Inquiries launched after cargo ships collide in Shannon estuary

Separate investigations have been launched into an incident near Kilrush in Co Clare in which two cargo ships were involved in a collision. Some details emerged about how the two vessels collided in the Shannon estuary, close to Kilrush, at about 5am on Sunday morning. The 225-metre **Irini**, a 69,734-tonne bulk carrier, was taking a cargo of bauxite to the Rusal Alumina plant at Aghinish in Co Limerick but was at anchor at the time. The second vessel, the

93-metre Danish-registered **Tina Theresa**, was leaving the anchorage to meet up with the Shannon estuary pilot when the collision took place. The tanker was destined for Foynes Port in Limerick and was damaged along her starboard side but there was no hull damage. **Source : IrishTimes**



The bulker **GRANDE PROGRESSO** seen anchored off Singapore last Monday – **Photo : Piet Sinke ©**

LOPEZ JOINS T&T BISSO



Oscar Lopez joins **T&T Bisso** as an Assistant Project Manager and On-Site Coordinator, bringing more than 10 years of experience in Salvage Logistics support and Project Management. After serving on active duty in the U.S. Army, Oscar began his maritime career as a Salvage Diver for Titan Salvage in Fort Lauderdale, Fla., quickly moving to take over the management of Titan's ocean going Jack-Up barge fleet as well as acting as On-Site Project Coordinator on international salvage operations. Lopez also served as Salvage Warehouse Manager and Project Manager for Resolve Marine Group in Mobile, Ala. As a certified Project Manager, Lopez will be supporting the on site management needs of T&T Bisso's growing salvage and wreck removal business around the world. Formed in 2005, **T&T BISSO's** worldwide response network includes firefighting systems, inert gas generators, nitrogen

generators, ship-to-ship pumping and lightering systems, pulling systems and diving systems. For more information, please visit www.ttbisso.com



The **CAP MELVILLE** seen in Rio Grande – **Photo : Marcelo Vieira ©**

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NAVY NEWS

Maiden voyage for world's most heavy armed submarine



After 18 years of construction, Russia's first multi-armed Graney-class nuclear powered submarine set course to the White Sea on Monday for the first sea trials. The 120 metre long multi-armed nuclear powered submarine Severodvinsk ready to sail the White Sea. **Photo: Military-Today.com**

The submarine, named "**Severodvinsk**", has world-record in construction delays. The first welding work with the hull started back in December 1993 following blueprints and drawings that still had the USSR-stamps. According to the first plans, the submarine was to be launched in 1995 and commissioned for the navy in 1998. The submarine however went on its first sea trials Monday this week. The short press-release posted by the Sevsmash construction yard reads that the submarine at this voyage will carry out her first sea trials.

If the sea trials are successful, "**Severodvinsk**" is expected to enter service with the navy by the end of this year, as previously reported by

BarentsObserver. "**Severodvinsk**" is the first of Russia's new fourth generation multi-purpose submarines of the Graney-class. The submarine is the most heavily multi-armed submarine put to sea since the Oscar-II class. While the Oscar-II class, like the ill-fated Kursk submarine, can carry cruise-missiles with a limited range, the new Graney-class carries a variety of long-range cruise missiles. The new missiles is by RIA Novosti said to have a range of up to 5,000 kilometres. Due to the missiles long-range, the submarine is rather to be categorized as a sub-strategic weapon than a traditional attack submarine.

The press-note posted at the portal of Sevmash says nothing about any weapon tests at this week's first sea trails of "**Severodvinsk**." Fully armed, the submarine can carry 24 cruise missiles and eight torpedo launchers. The cruise missiles onboard can be both tipped with conventional warheads or nuclear warheads. The 120 metre long hull is made of low magnetic steel and the submarine is powered by a single-reactor. The submarine is by Voice of Russia said to have a maximum diving depth of 600 metre. The second of the Graney-class submarine, named "**Kazan**", is currently under construction at Sevmash and another eight of the class is said to be built before 2020. It is not reported how many of the Graney-class submarines that will sail for the Russian Northern fleet's bases on the Kola Peninsula or how many that will be based at the Pacific fleet. **Source : BarentsObserver**

German frigates set for Cape missile tests

Two German frigates are in port at Simon's Town ahead of a missile firing exercise off the southern Cape. The air defence frigate FGS **Sachsen** (F219) and the general purpose frigate FGS **Schleswig-Holstein** (F216) arrived earlier this week.

The ships will conduct the firing exercises in the waters of the Overberg Test Range, a subsidiary of the state arsenal Denel. It is understood the undertaking is codenamed Exercise Cutlass. It is further understood that a supply/replenishment vessel, FGS Berlin, will join the frigates. No South African forces are scheduled to take part in the endeavour.



The **F 219 SACHSEN** – Photo : Joop Marechal ©

The **Sachsen** is lead-ship of the F124 class. She was laid down on February 1, 1999 at the Blohm + Voss yard in Hamburg and commissioned into the Deutsche Marine on December 31, 2003. The design is based on that of the preceding **F123 Brandenburg class** but with enhanced stealth features, a Thales Nederland APAR multifunction radar as well as a Thales Nederland SMART-L long-range radar claimed to be capable of detecting stealth aircraft and stealth missiles.

In common with the Dutch **De Zeven Provinciën class** frigates, the **Sachsen** has an anti-air warfare system built around the APAR and SMART-L radars and the Raytheon SM-2 Block IIIA Standard medium-range area defence as well as Raytheon RIM-162 Evolved Sea Sparrow Missile (ESSM) point defence surface-to-air missiles. The class is fitted with a 32-cell US Mk41 vertical launch system (VLS). Of the cells, 24 are allocated to the Standard and eight to the smaller ESSM. The latter is fitted four per cell, giving a total of 32 missiles. In addition, the frigate is fitted with two Raytheon Mk49 close-in weapon systems (CIWS) launchers, with 21 Rolling Airframe Missile (RAM) each. Its surface warfare capability lies in two quadruple Harpoon anti-ship missile launchers, a OTO-Melara 76 mm dual-purpose gun and two Maser MLG 27 27mm autocannons while its anti-submarine ability rests in two triple torpedo launchers with EuroTorp

MU90 Impact torpedoes and two AgustaWestland Sea Lynx Mk.88A or two NH90 helicopters equipped with torpedoes or depth charges. The helicopters can also carry MBDA Sea Skua air-to-surface missiles and/or a machine gun.

The **Schleswig-Holstein** is an example of the Brandenburg class. The wikipedia records they were ordered by the German navy from June 1989 and completed and commissioned between 1994 and 1996. They are currently being upgraded with a new combat management system, a version of the Thales Nederland Tacticos system, being fitted. This will integrate with the current primary radars – the Thales Nederland LW08 long-range 2D search radar and the Thales Nederland SMART-S medium-range 3D surveillance radar. The class carries an OTO-Melara 76 mm/62 Mk-75 multi-purpose naval gun and two Rheinmetall Rh202 rapid-fire 20mm cannon (to be replaced by the Mauser BK-27). Air defence is provided by a Mk41 Mod 3 VLS fitted with 16 Raytheon RIM7 Sea Sparrow point defence missiles, with plans to upgrade this to ESSM. This is augmented by two RAM CIWS. Four MBDA MM38 Exocet antiship missiles are carried for surface warfare (scheduled to be replaced by the Saab RBS15 Mk3) and four 324mm torpedo launchers for Mk46 antisubmarine torpedoes. The air component consists of two Sea Lynx.

Meanwhile, **HMS Edinburgh**, a Royal Navy Type 42 (Batch 3) air defence destroyer, is also in port for rest and relaxation. The ship deployed in May 2011 on an eight month voyage that was scheduled to see her visit the Cape Verde and Falkland Islands. **Source : DefenceWeb**



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Designing the Type 26 frigate

The Royal Navy is going through one of the most tumultuous periods in its entire illustrious, five-century existence. It's a time of conflicting emotions as the old flagship, **Ark Royal**, is sent into history before its time, according to some commentators while new Type 45 destroyers take their first trip down the Clyde and into service. The submarine fleet



is also being refreshed, with the new Astute-class attack boats on sea trials. And nobody could fail to notice the massive sections of the new flagship, **Queen Elizabeth**, arriving at the dockyard in Rosyth to be assembled, with yet another wave of controversy over its initial lack of aircraft-launching capability and, indeed, aircraft.

But the activity isn't just confined to dockyards. Yet another of the navy's ship classes is also approaching retirement, and this time it's the Senior Service's workhorse, the frigate fleet. Smaller and lighter than destroyers, the frigates

referred to as Type 23s or occasionally Duke-class ships have been in service since the 1980s and are due to be decommissioned towards the end of this decade; three have recently been sold to the Chilean Navy. Although steel is

as yet uncut on their replacements, which will be called Type 26s, the project to design the new backbone of the 21st-century Royal Navy is well under way. 'The Type 23 frigates were designed in the late 1970s and early 1980s. They came into service from the late 1980s to 2001 and it was envisaged that they'd have an 18-year life,' explained Brian Johnson of BAE Systems Surface Ships and director of the Type 26 project. 'That timescale was based on the fact that their primary role was antisubmarine warfare [ASW] and it was assumed that they'd spend most of their time sitting in the North Atlantic following Russian subs. But the world moved on and actually they've spent most of their lives in the Caribbean and the Middle East, in seas where the stresses on the hulls are much less than in the Atlantic.'

Because of this, the hulls are actually lasting about twice as long as originally envisaged. But after 35 years in service the last Type 23 came into service in 1999 and is scheduled to retire in 2034 they will reach the point where they can no longer be upgraded and new ships will be needed. 'If there isn't a new ship coming into service if we don't do this now then there won't be a navy in the sense that we currently think of it, as a service that can patrol around the world.'

The project to replace the Type 23s (and their predecessors, the Type 22s, four of which are still in service) has, therefore, been in existence, in various forms, for some time. But with the absolute deadline approaching, it began in earnest last year. This is a complex procedure, as Johnson explained.

Frigates have a number of roles, with ASW at or near the top of the list. 'It's massively important in several fronts of large-scale warfighting and it's also needed to support the nuclear deterrent submarines you need to know where other submarines are,' Johnson said. 'Within NATO, the Royal Navy is the undoubted ASW expert.' However, the other roles are equally important and, in recent years, far more common. Type 23s are doing anti-piracy missions off the Horn of Africa and drug interdiction in the Caribbean; they are used for humanitarian missions and many other tasks not suited to the navy's more specialist ships, such as minesweepers, amphibious landing ships and carriers. 'They do the bulk of the work of the day-to-day bluewater navy.'

To replace them, therefore, the first task was to figure out what the replacements would have to do. This is termed the 'requirement' and is drawn up by a high-level group within the Ministry of Defence (MoD). 'It gets put together in broad terms of "we need a ship to do this",' Johnson said. 'It defines things such as how fast the ship will go with roughly what size of crew and what size the radar will be. That starts to give you an indication of the size of the ship, because radars are heavy and need to sit a certain distance above the sea.'

The requirement also sets how many ships will be needed, as the navy is sized to cope with one 'medium' and two 'small' conflicts at any time. The Iraq and Afghanistan campaigns are both classified as medium, which is why the navy has been overstretched for the last decade.

For Type 26, the requirement specifies eight ships capable of ASW and five ships equipped for more general duties. 'ASW ships have to be quiet,' Johnson explained. This isn't to prevent them from being discovered, but to make sure that the signals from the passive sonar system can be heard over the engines and the sound the ship makes moving through the water. 'So there's a real design conundrum here. Do you make two completely different ships with different hull forms or one common platform that can do both, with different equipment on board?'

This, he said, was the subject of some discussion with the navy, resulting in a decision to build a common hull for both types of frigate, which can then be converted from ASW to general, or vice versa, in refit as required. 'People think that the cost of a warship is in the steel, because that's what they can see,' Johnson said. 'But actually it typically only comprises about five per cent of the cost. So although it seems like you're buying something you don't need, with five ships with stealthy hulls and no need for them, for the navy it's actually much cheaper to have a platform that can do everything in terms of the through-life cost and the flexibility of the vessel. It's the same as car manufacturers making a basic model that can actually have all of the available options on it if the customer ticks those boxes when they order it.' Another feature that is likely to appear on the Type 26 is a 'mission bay' at the aft end of the ship. 'This will allow us to use the ships as a base to launch small boats and, in future, autonomous marine vehicles,' Johnson said. The



ships will also feature a flight deck and hangar, most probably to house helicopters frigates currently on drug-interdiction duty in the Caribbean use helicopter patrols extensively.

BAE Systems won the contract for the assessment phase of the Type 26 project last year and is now approaching the important halfway point of the project, known as the Capability Decision Point and scheduled for November of this year. This marks the dividing line between the strict concept and design phases of the project. Currently, the team of around 200 engineers on the project is fine-tuning issues of the ships' capabilities in a complex trading exercise, prioritising the various systems, fittings and functions on board in order to arrive at a description that fits the requirement but also comes in line with the budget for the project assigned by the government. 'The navy, of course, would love a ship that could do anything but that's not affordable so we trade off certain capability and equipment to balance the cost and the relative advantage for the navy. At the decision point, we'll present what we think is the best compromise to a very senior group within the MoD called the Surface Combatant Programme Board,' Johnson said. This compromise will pin down the exact speed capability, the precise crew numbers, the calibre of its main gun and, just as importantly, what the ship will not be able to do. 'For the second part of the programme, we'll do detailed design work to price it up accurately and at the end of the assessment exercise we'll have a 3D CAD drawing that will show you exactly what the ship will look like and what will be there. That gets us to what's called the main-gate decision point. At that point, we can start the planning of the build itself, purchasing some of the major pieces of equipment, and we'd cut metal maybe nine months to a year after that.'

Heading up the assessment exercise is chief engineer Steve Lewis, a veteran of the Type 45 project, who explained how the 'trading' system works. 'In order to be able to trade, you need to define a reference point, which is the mid-point of the design options that we have.' Johnson described the reference case as 'our best guess at what the committee is likely to accept'.

The engineers then look at the benefits and costs of each system on board, initially in isolation and then as a whole package. In some cases, for example, a system might have a low purchase cost, but its through-life costs would be high; a more expensive initial outlay might lead to lower maintenance costs and therefore a cheaper overall solution. 'You also trade off one thing against another. For example, do you value accommodation above propulsion? Are you prepared to have a more expensive engine system if it means the crew is less comfortable?'

This programme depends on having a good idea of how much things cost and that isn't always easy. 'Where we think there's significant risk in the pricing, either because it's technology that we're not familiar with or it's a particularly high value, we've gone to the supply base, at various levels, with requests for quotation or information, or we've placed study contracts to generate price information,' Lewis said. 'At the moment, the challenge is to hold the cost of the reference design down. When you do more engineering studies, you uncover issues with the project that generally add to the cost, rather than deleting from it.'

However, Lewis is certain that the way the project is being tackled will lead to a true reflection of how much it will eventually cost, even with the build phase of the programme running into the next few decades. 'The information underpinning our decisions, the robustness of the cost data and the detail with which we've looked for all the benefits associated with each option choice are being taken much further than with previous projects I've worked on, such as the Type 45 destroyers.'

Another difference from the destroyer project is that Type 26 represents a continuity of service duty, rather than a step change, according to Johnson. 'The Type 45 destroyer is an amazing warship,' he said. 'But there was an awful lot of risk getting it into service because there's so much new equipment on a new hull. We're doing it much more progressively in the 26.'

For the first few Type 26s entering service, much of the equipment on board will be transferred from Type 23s as they go out of service. 'This is equipment that isn't even on the 23s yet; it's what we're calling "future legacy",' Johnson explained. 'It means that the new hull will be a smaller step change in the frigate capability still a very significant one, but the systems will be common with the older hulls, which reduces the risk of the project.' The team working on Type 26 at the moment is composed of fairly senior staff with a great deal of experience, Lewis said. 'We try to get more blue-sky people involved in this phase, to look for more innovative solutions than we've tried on previous projects. We had a parallel team looking at an export solution, thinking about how we'd design the ship if we didn't have the constraints of working for the Royal Navy; we've now brought the two teams together and have come up with some new ways to drive costs down.'

As the project progresses, however, the make-up of the team will change. 'Some of the blue-sky thinkers will leave the team, but most of the people will stay involved and they have the background on why we decided on this set of solutions.' The first of the Type 26 frigates isn't scheduled to enter service until 2021, but they will be in the water in

2014, Johnson said. Although the project is a long-term one that will define much of the Royal Navy's capabilities for the rest of the century, the pace is accelerating and its first fruits will be visible sooner than many people might expect. Source : The Engineer



The Virginia-class attack submarine Pre-Commissioning Unit (PCU) **California (SSN 781)** gets underway from Naval Station Norfolk to conduct weapons systems acceptance trials. **California** is the eighth Virginia-class submarine and is scheduled to be commissioned Oct. 29. Photo : US Navy

SHIPYARD NEWS

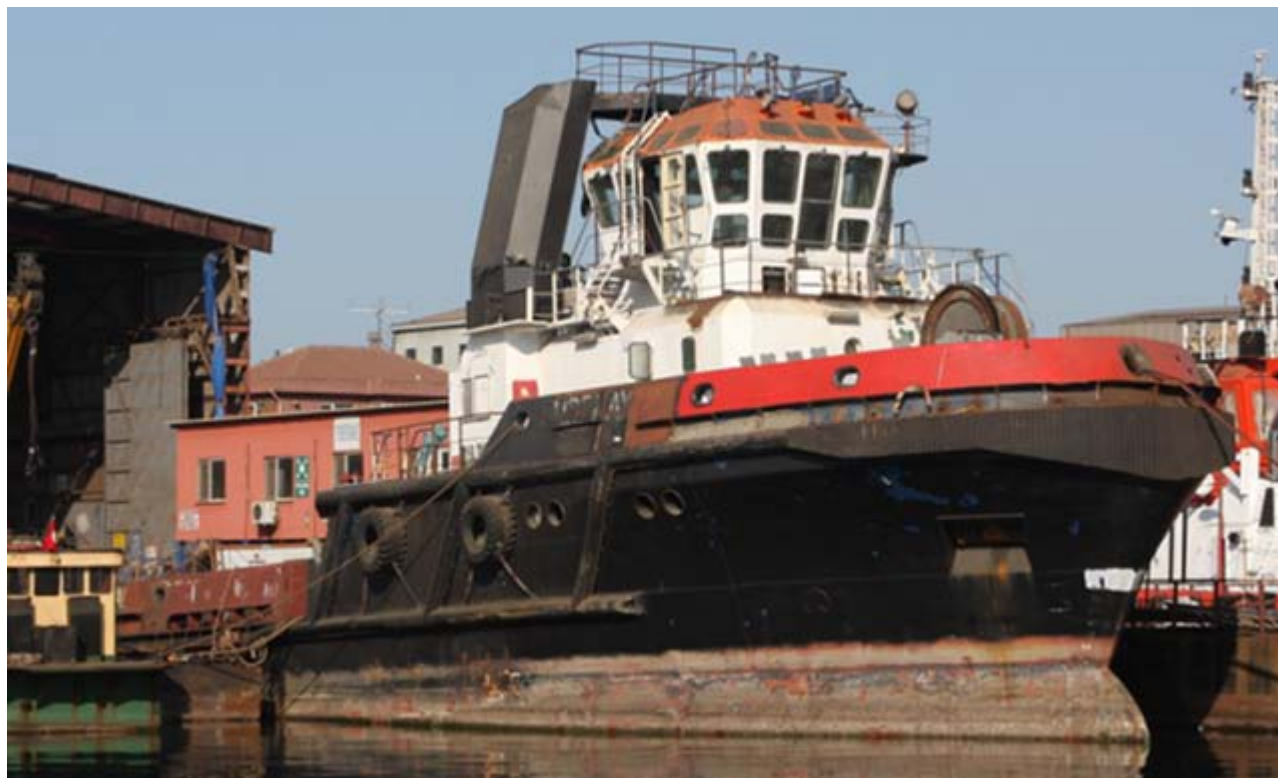


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The former **FAIRPLAY 22** was spotted at a shipyard at Tuzla on 31 August 2011.

Photo : Chris Brooks - www.ShipFoto.co.uk ©

Keppel AmFELS delivers fourth consecutive Rowan rig ahead of schedule

Keppel AmFELS LLC, a wholly owned US subsidiary of Keppel Offshore & Marine Ltd has completed the delivery of its fourth EXL jack-up rig to a subsidiary of Rowan Companies, Inc. with a perfect safety record, four months ahead of schedule and within budget. The jack-up rig was christened **Rowan EXL-IV** by Ms. Mary J. Dunaway and Ms. Audra M. Williamson, daughters of Mr. Johnnie Huckabay, one of Rowan's senior rig managers. The rig was delivered on September 1, 2011 and is scheduled to depart Keppel AmFELS' yard in Brownsville, Texas in October 2011.


Mr Matt Ralls, President and CEO of Rowan, said, "This latest EXL jack-up rig is a key addition to our fleet of high-specification rigs and will enable us to further grow our offshore drilling business. We are seeing improved demand for our rigs, especially for high-spec jack-ups, which are playing an increasingly important role in the offshore drilling market. Keppel AmFELS has once again delivered another quality rig to us on time and within budget." Mr Michael Dowdy, Vice President, Engineering, of Rowan added, "Delivering the **Rowan EXL-IV** in record time is a testament to the efficiency and diligence of the team in Keppel AmFELS. The people on this project have performed so well that you are delivering EXL-IV four months ahead of schedule and with zero lost-time incidents during the entire program - that's quite an accomplishment."

Besides the four EXL rigs completed by Keppel AmFELS, Keppel FELS in Singapore has delivered three North Sea compliant N-Class jack-up rigs to Rowan. The latest of these, the Rowan Norway, was delivered in July 2011. Mr G.S. Tan, President of Keppel AmFELS, said, "We are pleased to be able to deliver on our promises to Rowan. Rowan's confidence in our products and execution capabilities has led them to entrust almost US\$2 billion worth of projects to Keppel to date. This latest delivery is another example of the excellent teamwork we have built with Rowan and a demonstration of Keppel's strong engineering, construction and project management expertise."

"We believe in being near market, near customer, and Keppel AmFELS' strategic location in the Gulf of Mexico has enabled us to develop a close relationship with Rowan and one of its primary operating markets, to better serve its customers." The ABS-classed EXL jack-up design is an enhancement of the **LeTourneau Super 116E model**. With a leg length of 477 ft and hook load capacity of up to 2,000,000 lbs, the **Rowan EXL-IV** employs state-of-the-art technology to drill high-pressure, high-temperature and extended-reach wells worldwide. The rig is capable of

operating in water depths of 350 ft or more, and drilling to a depth of 40,000 ft. Keppel AmFELS' current projects include the construction of a LeTourneau Super 116E jack-up rig for Perforadora Central, which is scheduled for delivery in 1Q 2013. **Source: Keppel**


ROUTE, PORTS & SERVICES



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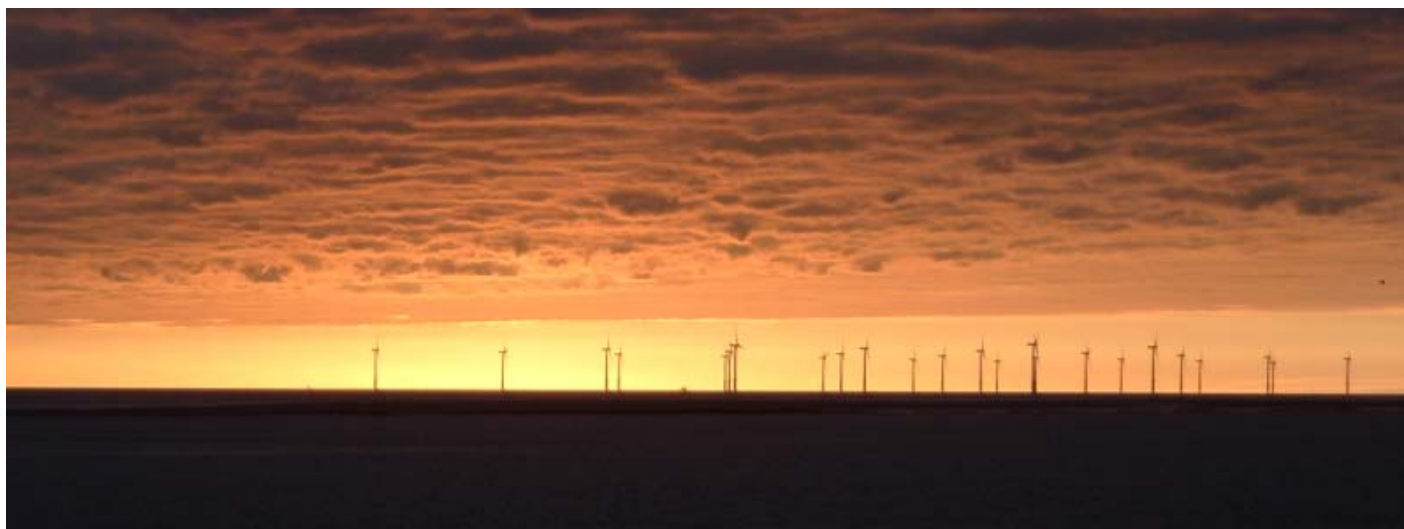
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Above seen a Sunset view from Liverpool Coastguard across the main Crosby channel looking towards the **Burbo Bank** wind farm and across to the Liverpool Bar Lanby.

Photo : Steve Mee - Station Officer - Crosby Coastguard Rescue Team (c)

Oman: Port sector continues to grow

Oman's ports sector continues to grow on the back of an energetic, ongoing programme aimed at modernising and expanding existing maritime gateways, coupled with the establishment of new seaports, a senior official of the Ministry of Transport and Communications stated. Said bin Hamdoon al Harthy, Under-Secretary for Ports and Maritime Affairs at the ministry, told a gathering of transport officials and experts that the Sultanate's maritime sector would continue to expand in step with national development. Al Harthy was speaking at the opening of the Oman Transport Infrastructure Summit which began at Crowne Plaza Muscat yesterday. The high-profile, four-day event has been organised by Global Exhibitions and Conferences LLC (GEC) and IQPC Middle East. Studies are under way to upgrade and modernise the existing ports and harbours. Services at Khasab Port, which serves Musandam Governorate, are proposed to be optimised, while a separate study centring on Shinas Port aims to explore ways to augment the facility's capabilities. Further south, Port of Sohar is continuing to expand and develop as an industrial hub — its growth fuelled by new projects. A deepwater jetty nearing completion at Sohar is set to receive the first giant ore-carriers of Vale Oman, which is operating a major iron ore pelletising plant at the industrial port, the official said. Muscat's Port Sultan Qaboos will be transformed into a maritime tourism terminal with existing cargo operations proposed to be moved to Sohar, he said. On the country's southeastern coast, a huge maritime gateway is under development at Duqm. Marine works at the site are well ahead of schedule, he said, adding that both graving docks of

the state-owned Oman Dry-dock Company (ODC), which has set up operations with the port complex, are now in service. By year's end, ODC is set to begin receiving giant ships for repairs and maintenance. Duqm's land and air transport infrastructure, as well as its tourism industry, are also under development, he stated. Construction work is also in progress on jetty and harbour facilities at Hallaniyat Islands. The project, due to be completed within two years, will link the islands with Salalah and the rest of the country, he said. Studies are also under way for the expansion of Salalah Port's container terminal, while older berths are proposed to be upgraded, the under-secretary said. In his address, Al Harthy also underlined the importance of roads, airports and seaports in the nation's ongoing modernisation and economic development. "The ministry's strategy is to build roads linking our airports and seaports with the rest of the country, including the towns and villages in rural areas. We are also looking at linking our seaports with neighbouring countries." Commenting on important developments on the road infrastructure front, Al Harthy listed the Bidbid-Sur dualisation projects as a major undertaking. Other big-ticket road schemes include the Batinah Expressway, Nizwa-Thamrait dualisation and Muscat-Duqm upgrade. **Source: Zawya**



Above seen Technip Offshore Wind Ltd. **UR 101** waiting on anchor in the Wash to get towed to Sunderland after completing the shore end of the East export cable for Centrica's Lincs windfarm **Photo : Wilfred Frumau (c)**

To The Future

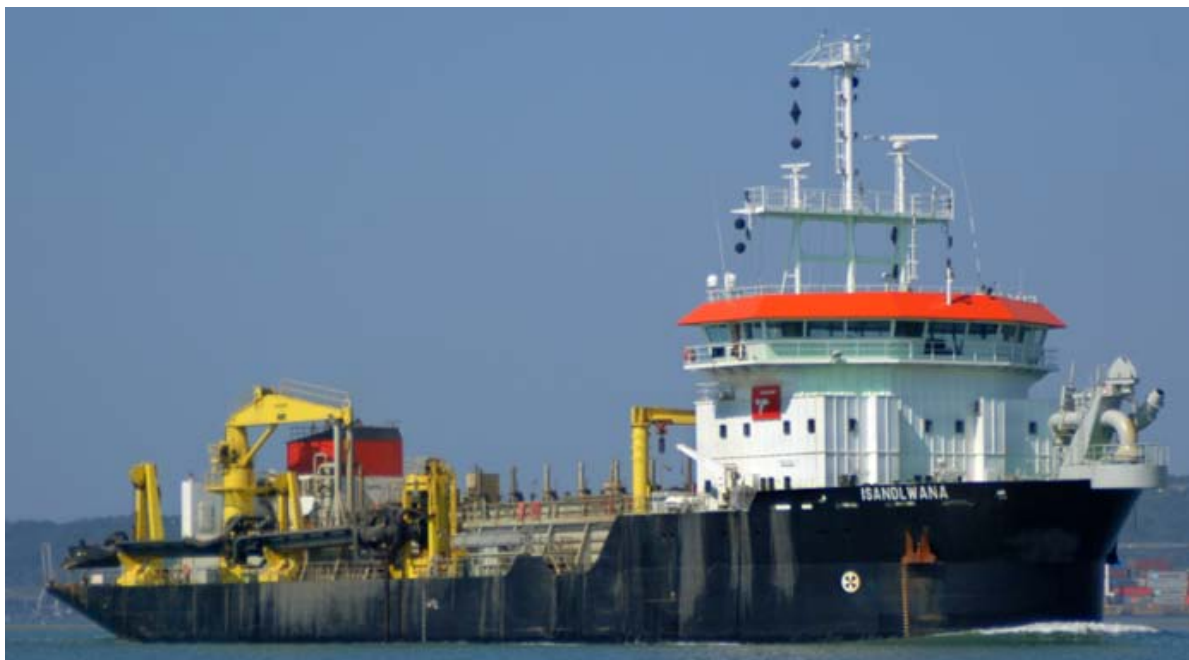
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Above seen TNPA's IHC-Merwede built TSHD **ISANDLWANA** working in the Esplanade Channel, Durban.

Photo : Trevor Jones (c)

Technip to acquire Global Industries

Technip has announced that it is to acquire the entire share capital of **Global Industries**, thus reinforcing its leadership in the fast-growing subsea segment. The two companies have entered into a definitive merger agreement whereby Technip will pay US\$8.00 per Global Industries share. The transaction values Global Industries at US\$1,073 million (EUR768 million at current exchange rates), including approximately US\$136 million of net debt. The Board of Directors of Global Industries has unanimously approved the transaction.

Global Industries brings to Technip its complementary subsea know-how, assets and experience, comprising 2,300 employees operating 14 vessels, including two newly-built leading edge S-Lay vessels, as well as strong positions in the Gulf of Mexico (US and Mexican waters), Asia-Pacific and the Middle East. The acquisition of Global Industries reinforces Technip's leadership in the fast-growing subsea market. Strong revenue synergies are expected as the acquisition will substantially increase Technip's current capabilities and expand its addressable market by around 30 per cent in deep-to-shore subsea infrastructure. Cost synergies are estimated to be at least US\$30 million. The transaction is expected to close early in 2012. The management teams of Global Industries and Technip will work closely together to define the integration plan.

Thierry Pilenko, Chairman and Chief Executive Officer of Technip, said: "The acquisition of Global Industries reinforces Technip's leadership in Subsea, one of our three market segments. "The subsea market looks likely in 2011 to show a record amount of orders for our industry and our own backlog at end-June 2011 is above its previous peak.

"We see that our customers continue to firm up a substantial number of large offshore developments with Brazil, the Gulf of Mexico, West Africa and Asia Pacific leading the way to drive future growth. "Our investment in Global Industries substantially expands our addressable market in subsea. Global Industries' capabilities, know-how and experience, notably in S-Lay and heavy lift, add to our already unique vertically integrated range of products and services, enabling us to offer our clients greater value in the execution of complex projects from deep-to-shore.

"We expect that the application of Technip's own skills in offshore and subsea developments, its commercial footprint and its project management experience will drive a rapid deployment of the Global Industries teams and assets on customer projects. "The transaction is expected to meet our hurdle rate, create value for Technip's shareholders, and raise earnings per share starting by around 5 to 7 per cent in 2013." **Source : Offshore News Online**



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MSC to transship Australian cargo at Italian port

Mediterranean Shipping Co. will use Italy's Port of Gioia Tauro to transship all cargo moving from ports in the United Kingdom and Northern Europe to Australia and islands in the Indian Ocean, the Journal of Commerce reported.

MSC will launch a new service to Australia and the Indian Ocean called the Lion service, which will go directly to Gioia Tauro, the second-largest container shipping company said in a notice to customers Monday. The new arrangement is designed to provide better transit times. After calls at ports in Northern Europe and the U.K., the Lion service will go directly to Gioia Tauro, where the cargo will be transshipped to another vessel that will make the following port calls: Pointe-Des-Galets, Port Louis, Sydney, Melbourne, Adelaide, Fremantle. **Source : Journal of Commerce**



The **SEA FOXTROT** seen in Dordrecht, this latest Damen Shoalbuster 3209 addition to the **SEACONTRACTORS** fleet is built at de Damen shipyards under yard number 571651 and will be christened in the port of Vlissingen (Piet Hein kade) today at 16:00 by **Mrs Marieke van Beek** - **Photo : Michel Kodde ©**

**Due to working abroad the newsclippings
may reach you irregularly**

Decision to axe emergency tugs may face legal challenge

A last ditch legal challenge could be mounted in the High Court against the coalition government over its plans to scrap coastguard emergency tug vessels. **Maritime union Nautilus International** is considering the move after pointing to evidence from a major law firm which insists the legal basis for the cost-cutting move is “unsound” and “in clear breach” of international treaties. The union says documents from legal firm **Holman Fenwick Willan** to the House of Commons transport committee's enquiry into proposed coastguard cuts, which ran earlier this year, shows MPs would be “wholly unreasonable” to withdraw funding for ETVs. In an article in the leading maritime industry newspaper *Lloyds List* the legal firm dismisses axing the tugs as “extremely unwise, seriously flawed and quite possibly illegal, being materially driven solely by short-term financial considerations”. It adds government attempts to save £32 million by ditching the vessels and relying instead on private operators in emergency or clear-up operations “undermines the robustness of the Western European ETV network”. Publicly-funded ETV fleets operate in Spain, France, Holland and Germany. “The clear conclusion to every single report that we have seen on the subject of ETVs makes it clear that the risk-benefit analysis always falls in favour of retaining a year-round specialist ETV fleet,” the submission said. It's also feared removal of ETV services might discourage operators from using UK ports amid fears over liabilities. The news comes as negotiations continue to secure a six month extension to the current contract, which is fast approaching its 30th September cut-off point. It is hoped any extension will give breathing space for measured negotiations to take place in order to secure a future agreement which represents better value for money. Isles MP Alistair Carmichael is still holding talks with Treasury ministers over the extension. Asked about the possible legal action, he said: “I would hope that this legal challenge may be ultimately unnecessary, but if the removal of the tugs would be illegal then clearly it could not be allowed to go ahead. “Governments must obey the law, whether it is on the provision of tugs or going to war in Iraq.” SIC convener Sandy Cluness is expected to meet shipping minister Mike Penning shortly to discuss the importance of retaining the tugs, which were introduced following the release of the Lord Donaldson report into shipping safety after the 1993 **Braer** disaster. **Source : ShetlandTimes**



Following the departure of all Pal Line/Atlantic operations from the port of Goole, 2 cranes had to be shifted to Hull, on behalf of **Containerlift Port Equipment, Muller Dordrecht** arrange the complete transport the 2 **Liebherr** harbour mobiles (LHM320 & LHM250) in close cooperation with **TowService B.V.** the two large cranes are moved by water on September 7th - **Photo : Malcolm Slater (c)**

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First buoy deliveries from FenderCare on Marine Services Contract



Fendercare Marine has recently completed the delivery of 36 mooring buoys to Serco under their Marine Services contract awarded to Serco by the UK Ministry of Defence. Signed in 2008, FenderCare has a 5-year LTA in place with international services provider Serco. The contract is to supply class mooring systems within the context of the Marine Services contract awarded to Serco by the UK Ministry of Defence.

The overall LTA makes provision for the supply of 600 containers of chain and fittings to yards designated by Serco, and whilst this was the primary scope of the contract the supply of self-fendering, low-maintenance mooring buoys was subsequently added to that scope.

A total of 36 mooring buoys have been manufactured and delivered to this project by the Plymouth facility of the Hippo Marine division of FenderCare over the course of the spring and summer of 2011. These range from 11.5t to 25t in net buoyancy, and are configured with a chain-through arrangement to allow for ease of inspection of the mooring connections. Hippo's buoy technology has evolved from their manufacture of low-maintenance, lightweight fender systems. In floating form, Hippo fenders have been adopted by many navies around the world for quayside and onboard use and they also feature as d-sections bonded

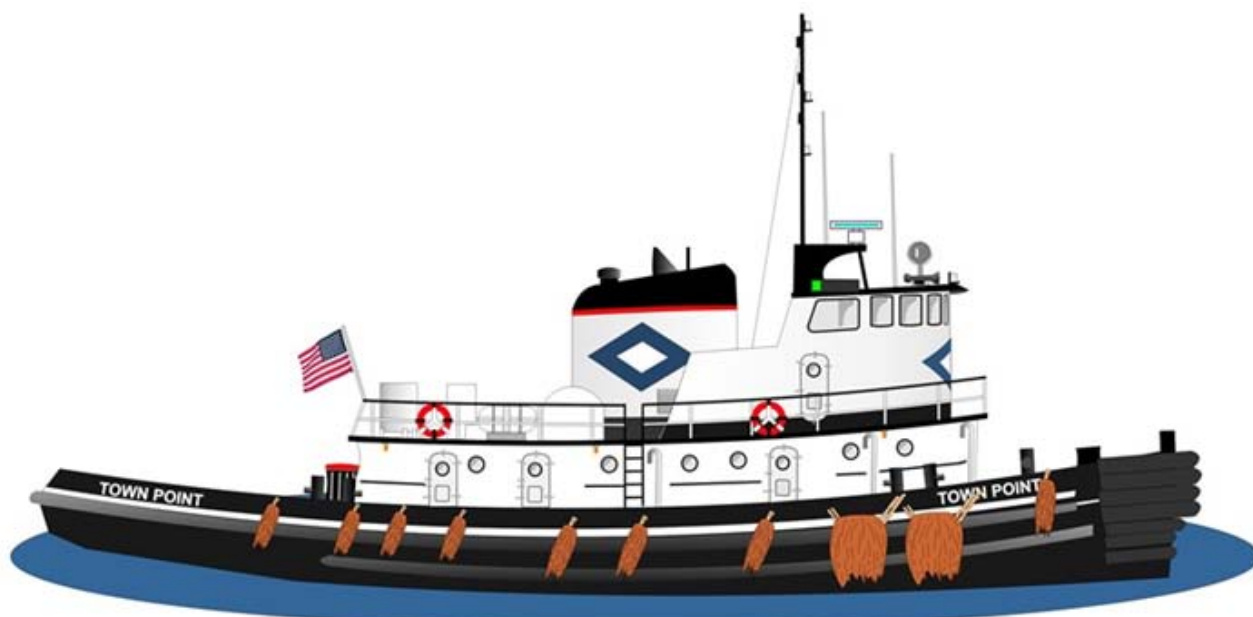
to the hulls of some of the most prominent patrol and interception craft in use today by the world's navies. The use of these same materials for the manufacture of Hippo's range of mooring buoys ensures that these buoys will absorb high levels of impact without either suffering or causing damage in a way which steel and inferior plastic technologies simply cannot. The closed-cell foam used for the core of these buoys will ensure no loss of buoyancy if the outer skin is breached. They also require much less ongoing maintenance than the steel buoys which they will be replacing,

which require expensive returns to land for shot-blasting and repainting due to corrosion and colour-fade. The new mooring buoys will provide both Serco and ultimately the MOD with much lower through-life costs and therefore much better return on investment compared to the steel buoys they are replacing. Chris Sparrow, Sales and Marketing Manager of Hippo Marine commented, "We are extremely pleased that Serco and the MOD have selected Hippo buoys for this prestigious project. It provides further evidence of blue-chip organizations buying into the principle that although Hippo buoys may not be the cheapest on offer at point of purchase, once capex and maintenance budgets are put together and the decision made from a progressive, through-life viewpoint rather than from a short-term perspective, the case for Hippo buoys becomes compelling."



The **TWINKLE EXPRESS** seen anchored in Guanabara Bay, (Brazil) – Photo : Capt. Wout Vantellingen (c)

MARITIME ARTIST CORNER



The **TOWN POINT**, a drawing made by **Bob Mattsson**
See also : <http://www.bellboatbob.com/TugGraphics.html>

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OLDIE – FROM THE SHOEBOX



Dawn over Table Bay, Cape Town, with Table Mountain in the background. Safmarine break-bulk cargo liner **SA VERGELEGEN** reflecting the early rays of the sun. **Photo: Robert Pabst ©**

.... PHOTO OF THE DAY



Seen September 13th early Morning in Gladstone Australia the **Smit Kullaroo** and **Smit Koonga** on their way to release **CSL Melbourne** to sea - **Photo : Andrew Mackinnon – www.aquamanships.com ©**