



Number 260 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 17-09-2011**

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Above seen dolphins playing ahead of the bow wave created by the Queen Mary 2 arriving to Cobh Cruise terminal 14th September.

Photo : Aidan Fleming ©

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IN MEMORIAM

I received an e-mail with the very sad news that

BEN OSKAM



Passed away

As a lot of people know **Ben**, from the time he worked for **Smit** and later **Noordhoek**, I personally remember him as a good colleague and friend as we sailed and worked together in the past, one trip I specially remember when I was an AB and he was my Bosun onboard the **SMIT PIONEER** when we did with a salvage team and the **SMIT SALVOR** the salvage of the **MARI BOEING** which was grounded of Bermuda, we spend over 3 months with the team in St. George (Bermuda) and I remember the drinks we had with the crew in the evening at the pub, and the fun we had whilst Rod Stewart with "da ya think I'm sexy" was played from the juke box until the neighbors below came up and stopped us from dancing, because their ceiling was coming down, this was in 1979, it is more than 30 years ago, but I remember this trip as if it was yesterday !

Ben, you will be missed by your family and friends !

The funeral will take place **Wednesday September 21st** at the cemetery in Vlaardingen Holy at 12:30 hrs It

******* BEN, REST IN PEACE *******

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
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The **Damen** built DFF 4212 **WAN SENDARI** seen moored at the Bandar Bentan Telani terminal in Bintan (Indonesia)

Photo : Piet Sinke ©

Chevron confirms Gulf of Mexico oil leak

A leak from a shallow water crude oil pipeline in the Main Pass Area of the Gulf of Mexico has led Chevron to shut down its offshore Louisiana Main Pass pipeline network, the company said on Tuesday, Reuters reports. Chevron has also shut its Cypress line, the company said. About 15,000 barrels per day (bpd) of crude oil production was shut in due to the pipeline leak, Chevron said. The company said late on Tuesday it will resume partial production within 24 hours. Chevron did not reply to several requests for additional information about the leak and its operations in the Main Pass Area.

Carol Fagot, a spokeswoman at the Federal Bureau of Ocean Energy Management, Regulation and Enforcement (BOEMRE), said the agency was "aware of the report and looking into it," without offering further details. Both the U.S. Coast Guard and the Louisiana Oil Spill Coordinator's Office said they had not been informed of a leak off the coast.

Chevron has two offshore platforms in the Main Pass 299 block, according to the company's website. The site is located in shallow waters about 40 miles east of Venice, Louisiana, and has produced heavy oil, natural gas and sulfur, according to government records. Chevron said the leak was from a 10-inch riser pipelines in Main Pass Block 299. Riser pipelines normally carry crude from the seabed to production platforms. Chevron also shut its line known as Cypress since "Main Pass is the only connecting pipeline system currently providing volumes into Cypress," the company said.

The Cypress pipeline feeds a crude terminal known as Empire on the Mississippi River in Louisiana, delivery point for cash crude Heavy Louisiana Sweet. Empire usually handles between 230,000 and 275,000 barrels a day, Chevron's website said. The Empire terminal was still operating, a trade source said, although it wasn't clear whether flows into the terminal had been disrupted. The Gulf of Mexico was the site of the worst-ever U.S. offshore oil spill last year when BP's Macondo well released more than 4 million barrels of crude from a blown out well offshore Louisiana.

Source : PortNews

MSC FORTUNATE EX. HYUNDAI FORTUNE



Photo top : Marcelo Vieira ©



The **MSC FORTUNATE** seen in Rio Grande, Maritime readers might recognize in this vessel the former **HYUNDAI FORTUNE** which was on March 21, 2006, on its way from ports in China and Singapore through the Gulf of Aden about 60 miles south of the coast of Yemen. When around 1235 UTC, a huge explosion of unknown origin occurred below deck and aft of the accommodation, sending 60 to 90 containers tumbling into the ocean. The explosion caused a massive blaze that spread through the stern of the ship, including the

accommodation and the stacks in front of the accommodation. Secondary explosions followed as 7 containers full of fireworks also ignited above deck on the stern. After efforts to contain the fire failed, all 27 crew members abandoned ship and were rescued by the Dutch frigate **HNLMS De Zeven Provinciën**. **De Zeven Provinciën** was performing maritime security operations in the area as part of Operation Enduring Freedom. One sailor was evacuated to the

French aircraft carrier **Charles de Gaulle** with non-life-threatening injuries. On March 23, firefighting tugs began to arrive on the scene. With its engine room burned and completely flooded, the listing **Hyundai Fortune** continued to burn for several days.

General average was declared and it appears at least one third of the containers were damaged by the blaze. Every container aft of the superstructure was either incinerated or lost at sea. Most of the containers forward of the superstructure were left intact, although after the ship lost power, any cargo in the refrigerated containers had likely spoiled. An estimated ten per cent of the cargo was uninsured. The combined cost of the ship and lost cargo is now estimated at over 800 million US dollars. However, though the **Hyundai Fortune** was still floating, experts predicted its hull may be irreparable, and will have to be scrapped. The hull was eventually towed to Salalah, Oman and 2,249 salvageable containers were offloaded for transshipment to Europe. The empty hull was off the coast of the UAE awaiting its fate, most likely the ship breakers in Pakistan or India. Hyundai Merchant Marine and other slot charter companies are expected to suffer substantial losses as a result of the incident.



Photo : Marcelo Vieira ©

After the hull was bought by a Greek owner, the vessel was renamed "**FORTUNE**" and temporarily repaired for being towed to **COSCO Zhoushan Shipyard** in Liuhuen Dao Island in China for final repairs and refurbishment (some 5000 T of steel including a new accommodation block). In the course of the repairs the stern tube was confirmed to be nearly 100 mm lower than the main engine thrust sightline. With the technical assistance of TECNITAS (a branch of Bureau Veritas) and a French Consultant (BF Consultant) the Shiprepair Yard did straighten the hull and brought the stern tube back in line, for it to be final machined at a later stage of the rebuilding of the vessel, the vessel was purchased in 2009 by **Goldenport Shipmanagement Ltd** and named **MSC FORTUNATE**

HALLIN'S KENDAL CHRISTENED IN SINGAPORE



Last Wednesday in Singapore, in front of the **Hallin** office at Loyang supply base, the latest fleet addition for **Hallin** (A Superior Energy Services Company) named **KENDAL** was christened.



The 65.5 mtr long DP2 Subsea Support Vessel, is built at the **ASL yard** in Batam (Indonesia) to a full compliance with the new SPS Code 2008, **KENDAL** is ideal for Offshore Subsea Support role, providing wellhead

inspection & construction diving, and ROV support. The **KENDAL** can be equipped with Hallin's state-of-the-art Air Diving System and/or WorkClass ROV systems.

After speeches by **Ang Kok Leong**, Executive Director of ASL shipyards and **John Giddens**, chief executive officer of Hallin and the famous Singaporean Lion dance, it was time for **Carleen Chamberlain**, as the lady sponsor to christen the vessel with the famous bottle with Champaign, and **Carleen** hit the vessel well and the bottle crushed to the vessels bow, after the ceremony



Ang Kok Leong handed over a present to the lady Sponsor on behalf of the builder **ASL yard**

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 260

After the ceremonies a tour through the vessel was organized for the guests



Above seen the front and the stern controls at the wheelhouse and below the accommodation



Herewith I would like to thank **Hallin** for the invitation for this ceremony, and on behalf of all readers worldwide I would like to wish the captain and crew safe sailing around the globe and many good jobs ahead

All photos : Piet Sinke ©

See for more technical information of the KENDAL :

<http://www.hallinmarine.com/wp-content/uploads/2011/09/Kendal-Rev-11-08.pdf>



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The **FRONTIER DISCOVERY** seen arriving in IJmuiden – Photo : Marcel Coster ©

Philippine and British governments support SaveOurSeafarers

Seafarers' organisations, shipping companies together with business leaders and the biggest ever grouping of shipping industry associations, which have joined forces to campaign against Somali piracy, have received a welcome boost from the British and Philippine Governments confirming their support for the global SOS SaveOurSeafarers campaign. In the Philippines, the Filipino Labour and Employment Secretary Rosalinda Dimapilis-Baldoz said in a public statement that the world's number one source of world-class seafarers is morally bound to support global action to ensure the welfare and protection of seafarers. Baldoz lauded the SOS SaveOurSeafarers campaign for its "unrelenting" efforts to raise public awareness on the deleterious effects of piracy, particularly in the Gulf of Aden and Indian Ocean. "We are always mindful of the policy of the administration of President Benigno S. Aquino III for enhanced overseas foreign workers protection," she said. Foremost of this is to push for global call to stamp out piracy in the high seas, which is now affecting global maritime commerce," she added. Source : Seatrade Asia

RMN ship rescues catamaran which ran out of fuel

A catamaran which ran out of fuel enroute to Singapore from the Maldives, was rescued by the Royal Malaysian Navy (RMN) in the northern waters of the Straits of Melaka. Lumut RMN Naval Base public relations officer Leftenan Komander Noorlida Rahaman said the '[Tatiana](#)', with four crew on board, was rescued by the Lumut-based navy ship,

KD Laksamana Hang Nadim, at 5.30pm. "The Seychelles-registered catamaran was afloat for two days, 50 nautical miles south-west of Penang, after its fuel ran out. "The crew were in danger of starvation after they ran out of food and water," she told Bernama here today.

She said the crew of the catamaran were seen waving to the passing **KD Laksamana Hang Nadim** for help. Noorlida said a boat was lowered from the ship before an RMN team comprising two officers and three rank-and-file personnel was sent to inspect the catamaran. Catamaran master Joubert Justin Flavien informed the team that putting up the sail was in vain as there was insufficient wind. Others on board the catamaran were Sophola France Handrick, 39, Marie Maryse Sophia, 31, and Joubert Angelo Jason, 18. Noorlida said the RMN gave them diesel, food and 80 litres of water to enable them to continue their journey to Singapore. Source : Bernama / thesunday



The 1979 built 7802 hp (80 ton BP) tug **YM SHANGHAI** towing a small barge with painted on the hull BINAN DEVELOPMENT seen eastbound in the Singapore Straits last Wednesday, the 69.7 mtr long tug is built as the Russian **STROPTIVYY** at the OY Wartsila yard in Helsinki under yard number 423, renamed in 1991 in **JUPITERIS**, followed by **VEJAS** in 1995 and **HUA XIANG** the same year, in 2008 purchased by **YM Shanghai International** and renamed in **YM SHANGHAI** - Photo : Piet Sinke ©

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Dry bulk market edging further up the scale, closing in on 2,000 points

The dry bulk market was up once again yesterday, reaching 1,927 points, or 1.375 higher on the day. Thus, it has kept its rising trend established during the past few weeks, on stronger dry bulk demand and Chinese iron ore restocking. All major ship markets were higher, with Panamaxs being the "stars" of the show, moving forwards by 1.4% to reach 1,735 points (Baltic Panamax Index), while the Capesize market was up by a further 1% to 3,342 points.

According to the latest weekly report from shipbroker Fearnley's, issued yesterday, "it was another good week for capesize owners, with continuing high activity from both major miners and operators with short positions. This is particularly felt in the Atlantic basin, where spot supply/demand is presently very finely balanced and the relevant w-o-

w improvements are 22% for transatlantic respectively 19% for fronthaul trades. Average daily spot earning are up 22%, coming in at a respectable 29k. Paper/forward levels have followed suit, resulting in good period activity - latest exemplified by 180kdwt n/b delivering ex yard November 2011 at a reported USD 16,500 for 2 years with an option for a 3rd year, and 180kdwt/built 2010 delivery China Sept fixing 4-6 months at USD 18,500" said Fearnley's. In a similar report, shipbroker Shiptrade Services mentioned that the capesize market continued the upward movement, with Capesizes leading the way. "Atlantic basin seemed tight for prompt tonnage. Rates increased further, and at week's closing fixtures reported at USD 26.000 per day Transatlantic round, while on the Fronthaul trade rates concluded at USD 45.000 per day. On the cargoes ex ECSA, rates decreased a bit at USD 28.00pmt basis Tubarao/Qingdao.



The Bulk carrier **LAKE DOLPHIN** seen crossing the Singapore Straits last Wednesday – Photo : Piet Sinke ©

In the Pacific region, activity remained high with iron ore majors covering about 13 vessels, and rates improved up to USD 12.00pmt for the West Australia trade. Owners could also look at alternative trades, ex Richards bay, with timecharter rates at the range of USD 25.000per day basis N.China delivery". On the panamax front, Fearnley's mentioned that "the week started off with holidays in China, Korea and Hong Kong. This lead to a very quiet start to the week with slow activity in both hemispheres. In the Atlantic we can see a well balanced market with spot- and ballasting tonnage covering most of the upcoming cargoes and again leading to a flat market. The Tarvs are getting fixed in region of USD 14k while the fronthauls are fetching around USD 21,500. In the Far East we have been experiencing a stable climb in rates for the last couple of weeks with rounds now being fixed at around USD 14k daily. It is the second time this year we see the same round trip rates for both the Pacific and Atlantic basin. The period market has again regained strength with several fixtures being reported for both shorter and longer periods. A typical 4/6 months fixture for an LME with delivery N.China concludes at around USD 14k, while 1-year deals are being fixed at around 13,500. Backhaul rates kept stable at low USD 5000.

On a similar mould, Shiptrade said that "in the Atlantic region, week began quietly with softening rates as there were not many enquiries. Rates for Transatlantic round began from USD 14.00 per day and eventually concluded at levels around USD 13.500 per day towards weeks closing. On the Fronthaul trade rates declined as ECSA is not as strong as it used to be, but USG still remains at good levels, with fixtures reported at USD 23.850 per day + 450.000 ballast bonus on a BPI type vessel for a trip to F.East. The Pacific region the feeling was more positive as Indonesia came back to full operation, and many fresh enquiries came on the market from E.C Australia and NOPAC. Rates for Pacific round began from USD 13.000per day for vessels open N.China, or USD 14.000per day basis passing Taiwan. Rates for trips Ex Nopac increased at rates around USD 14.000 per day basis N.china/Japan range (M/V **Francesco Corrado** 77061/08)" said the shipbroker. As for the Supramax markets, Shiptrade commented that "the market seems to be calming down after a few weeks of rapid increase. In the Atlantic basin, the USG region is slowing down with fewer cargoes coming into the market. Rates dropped slightly with fixtures reported at USD high 20's per day for trip to F.East, and USD mid 20's for trip to East Mediterranean. On the ECSA, rates for trips back to Continent/Mediterranean were at USD 14-15.000 basis W.Africa delivery, while for trips to F.East some fixtures reported at USD 21.000per day. In the pacific, the market remained a bit quiet with not many new enquires. Owners were feeling nervous and had to lower their ideas. There were coal parcels with the majority of them destined to India. Rates for trips to India were at USD 11-12.000per day. Vessels open in N.China/ Japan were candidates for NOPAC but rates not exceeding USD 9.000 per day, eventhough there was not much activity" concluded the shipbroker's report. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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83 jarige drenkeling gered uit Sliedrechtse Biesbosch



Op woensdagavond rond 19:00 uur werd de bemanning van de KNRM in Dordrecht gealarmeerd voor een drenkeling in het Moldiep in de Sliedrechtse Biesbosch. Na een aantal minuten werd uitgevaren met de reddingboot 'DRB 49'. Al snel kwam hier de 'DRB 39' van de Dordtse Reddings Brigade met KNRM bemanning achteraan.



Ter plaatse bleek dat er een 83 jarige man in een van de krekens in de Biesbosch te water was geraakt van zijn jachtje. Samen met de Brandweer Dordrecht en de Ambulancedienst is gezocht in de krekens totdat de man gevonden was.

Nadat de man overgedragen was aan de ambulance is hij met een lichaamstemperatuur van 33 graden onderkoeld naar het ziekenhuis gebracht. De bemanning van de reddingboot heeft zich vervolgens ontfenmt over het jachtje en naar de haven gebracht. Van de Ambulancedienst is vernomen dat de man na opname in het ziekenhuis weer aan de betere hand is.

West Africa becoming piracy 'hotspot': watchdog

A spate of ship hijackings off West Africa indicates the region could emerge as a new piracy "hotspot", a global maritime watchdog warned on Wednesday after a Cyprus-flagged tanker went missing. The tanker was reported missing at 0120 GMT on Wednesday after it transferred oil to another vessel off Cotonou in Benin, said the International Maritime Bureau's Kuala Lumpur-based piracy reporting centre, which did not name the ship. The region has seen a marked increase in hijackings this year, with 18 vessels attacked since March in an area where no incidents were reported in 2010, said Noel Choong, head of the piracy centre.

"These are heavily armed attacks and not just simple thefts, they also steal the crew's property and the ship's cargo as well," Choong told AFP. The waters off tiny Benin appear to have become particularly risky due to the country's weak

enforcement capabilities, he added. "It also looks like it will become a hotspot as neighbouring Nigerian authorities have increased patrols in their waters while authorities in Benin lack the assets and resources to secure their waters," he said. Choong said all contact had been lost with the Cyprus-flagged tanker and the piracy centre suspected it had been hijacked. The other vessel, which was Norwegian-registered, was still at the scene awaiting the arrival of authorities, he said.

Choong said he did not yet have more detailed information on the two ships. Pirates in the area were forcing the captains of hijacked ships to radio authorities that all was fine, delaying responses by naval patrols and compounding the difficulty of deterring attacks, he added. The International Maritime Bureau warned in July that attacks on the world's seas were soaring as more heavily armed pirates become increasingly emboldened, seizing more ships than before and taking even bigger risks. The first six months of 2011 saw 266 piracy attacks globally, compared with 196 over the same period last year, it said. Most were carried out off East Africa in the Gulf of Aden by Somali pirates, who staged 163 attacks up to July, compared to 100 in the first half of 2010. But the West African hijackings were causing increasing worry among shipping companies and oil firms, Choong said. In June, heavily armed pirates hijacked a Greek tanker in the area, ransacking the vessel and its cargo before abandoning the ship. A month earlier, a Philippine seaman was found dead on board his chemical tanker, four days after the vessel was attacked by pirates off Benin. The bureau's July report on global piracy warned that hijackers, who in the past often wielded only knives, were increasingly armed with automatic weapons and rocket-propelled grenade launchers. However, it also said hijackers were seeing a lower success rate in actually taking over ships, due to the vigilance of international anti-piracy naval forces operating in the Gulf of Aden. **Source: SAPA-AFP**



The **CMA CGM MUSCA** seen moored in Rotterdam-Europoort - **Photo : Rik van Marle ©**

Ferry firm goes under

A budget ferry service between Hong Kong and Macau will cease operations after a run of just 14 months. In a statement last night, **Macao Dragon Company** said the directors are seeking liquidation as restrictions imposed by the Macau government make it impossible to continue business. A passenger who recently bought 14 tickets and used two on Saturday said he is dismayed by the closure. "What can I say? It is shocking," he said, adding that he does not know what to do with the remaining tickets, which cost him HK\$1,046. Sig Holiday managing director Simon Hau Su-ki believes few Hongkongers bought the company's tickets. But he said that anyone who did so through a travel agency will be able to switch to another company. Businessman Payson Cha Mou-sing, who owns the Discovery Bay ferry, is understood to have a stake in Macao Dragon, which owes the Hong Kong government HK\$1.8 million in berth fees. The company said when it applied for the service in 2006, the Macau government gave it "constant reassurance" that the license would be issued shortly. "No license was forthcoming until January 2010 when, after substantial costs had

already been incurred, we were finally granted a license to carry 1,152 passengers per vessel between Hong Kong and Macau," the company said. However, the Macau Maritime Administration imposed a cap on the number of passengers the ferries could carry - 750 from Hong Kong to Macau and 600 for the return trip, about 65 and 52 percent of capacity, respectively.

"Although the Macau government promised to lift these caps, they have not yet done so and we are now unable to run the business on a viable basis," it said. The company had a troubled start to its operations. Its first ferry in July last year damaged a bumper at the Macau terminal, causing a suspension of service. The ferry was not damaged and no one was hurt. The company will hold a press conference with the liquidator today. The company is well known for its cheap fares. A one-way economy ticket to Macau costs just HK\$88, while it can be more than HK\$150 for the other companies. The company also offered many discount packages.

In May, it sold 1,070 packages entitling passengers to take an economy-class trip to Macau with a gourmet set meal at any of the six restaurants at the five-star hotel Galaxy Macau. **Source : The Standard**



The Dutch pilot tender **ORION** seen passing the Breediep - **Photo : Kees Torn ©**

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NAVY NEWS



Ein SEA LYNX Bordhubschrauber startet von der Fregatte **Rheinland-Pfalz**, im Hintergrund die Korvetten **BRAUNSCHWEIG** und **OLDENBURG**. In Vorbereitung zur Übung NORTHERN COASTS hatte die Marine die Möglichkeit, sich von den Fähigkeiten und dem Einsatzspektrum ihrer Teilstreitkraft zu überzeugen.

Photo : Bundeswehr/Björn Wilke

TV Zvezda. Russia. Big manoeuvres Marine Pacific Fleet. Manoeuvres will last more than two weeks. More than 5000 servicemen and civil specialists arrived on Kamchatka.

All hours worked techniques will be used against the pirates, terrorists, and poachers.

http://www.youtube.com/watch?v=sPwJE0SosZM&feature=player_embedded

First JHSV Hits the Water

The first Joint High Speed Vessel (JHSV) was launched into Mobile Bay, Ala., on Sept. 12, and the U.S. Navy and Army, along with shipbuilder Austal USA, are preparing for the ship's Sept. 17 christening ceremony. The **Spearhead** was moved from its building shed into a floating drydock, then towed into deeper water for the dock to be submerged and the ship floated off. The new ship was then towed by tugs back to the shipyard in downtown Mobile for final fitting out.

The all-aluminum JHSVs are based on commercial ferry designs by Austal USA's Australian parent company, and are similar to dozens of ships already in civilian service. **Spearhead** is the first of at least 10 JHSVs the Pentagon plans to buy. Seven ships, including the first unit, are under contract. The catamaran JHSVs displace more than 2,300 long tons, are 338 feet long and more than 93 feet wide. **Spearhead** was originally intended to be crewed by uniformed Army personnel, but after a policy shift all JHSVs will be manned by civilians - the first four ships by civilian mariners employed by the Navy's Military Sealift Command and the rest by contractors. Each ship will have a crew of 21 mariners. The ship's sponsor, retired Army Chief Warrant Officer Kenneth Wahlman, will be assisted by his daughter, Catherine, a staff sergeant in the Army Reserve Officer Training Corps at Virginia Tech, in the christening ceremony.

Austal USA plans to deliver the **Spearhead** to the Navy early next year. The second ship, named **Vigilant**, is to be delivered by September 2012. **Source : DefenseNews**

SHIPYARD NEWS



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ST Marine embroiled in corruption investigations

ST Marine, builder of military ships and offshore vessels, is embroiled in investigations by Singapore's corruption bureau after current and former employees were arrested. The Corrupt Practices Investigation Bureau (CPIB) is investigating certain transactions involving the current and former employees of ST Marine, subsidiary of Singapore Technologies Engineering (ST Engineering).

"We are aware that the two current and one former employee of ST Marine have been arrested by the CPIB and released on bail. These employees do not hold key management appointments in the ST Engineering group," Singapore-listed ST Engineering said in a statement on Monday. Separately, Patrick Lee Swee Ching, current cfo of Vision Technologies Systems, Inc., holding company for ST Engineering's aerospace, electronics, land systems and marine interests in the US, was arrested by the CPIB and released on bail. Lee was previously the group financial controller for ST Marine. **Source : Seatrade Asia**

Nova Scotia ship repair yard back in operation

Canada's **Shelburne**, Nova Scotia, shipyard is back in business with the help of a Canadian \$8.8 million investment by the province, MarineLog reported. "Shipbuilding is in our blood in Nova Scotia. The province believes in the people of Shelburne and the future of shipbuilding in Nova Scotia," said Premier Darrell Dexter, earlier this week.

The yard is now owned by **Irving Shipbuilding**, which invested C\$16.6 million in upgrades, to modernize the yard's cradle and marine railway, as well as the wharf. Irving's purchase of the yard was a condition of the province's investment. "A viable shipyard is significant to the economy of Shelburne and its surrounding communities," said Fisheries and Aquaculture Minister Sterling Belliveau. "This means good jobs in a vibrant sector for years to come."

Most of the upgrades were completed by **Shelburne Ship Repair** employees. There are currently 38 employees in the yard with repair work underway and bids for more work submitted. "The investment to modernize and upgrade Shelburne Ship Repair is a testament to the opportunity we see in the skills and experience of the men and women who work at this facility," said Jim Irving, CEO of Irving Shipbuilding. "There is a solid market for repair work and we have the skilled workers to do those jobs, but we needed a facility that could accommodate larger vessels. We want to thank Premier Dexter and the province of Nova Scotia for seeing that potential, too, and supporting us in this major refurbishment." The upgrade was completed between April 2010 and August 2011 and include removing the old cradle and marine railway and designing and building new ones to accommodate two larger vessels simultaneously. It also

included dredging and reconstructing the wharf, general paving and repairs, fencing, and shop and office repairs. "We also want to thank our employees and their families," said Steve Durrell, president Irving Shipbuilding. "They remained loyal to Shelburne Ship Repair, completing the two-year modernization project and even travelling to work on some of our other repair and build projects. "To the many local businesses and suppliers who helped make this renewed vision a reality, thank you for contributing to a future full of opportunity." **Source : MarineLog / PortNews**

Rijeka shipyard wins lucrative US Navy project

Rijeka's shipyard "**Viktor Lenac**" has received a 6.5 million Euro contract to overhaul and provide maintenance services to US Navy ship "**USS Mount Whitney**." Rijeka's shipyard "**Viktor Lenac**" has received a 6.5 million Euro contract to overhaul and provide maintenance services to US Navy ship "**USS Mount Whitney**."



The **USS Mount Whitney (LCC 20)** – Photo : Cor van Niekerken ©

"**USS Mount Whitney**" is the flagship of the Sixth Fleet, the operational unit and staff of United States Naval Forces Europe and it operates in the Mediterranean Sea. Croatian Minister of Defence Davor Bozinovic concluded the agreement with current US Naval Forces Europe and Africa Commander, Samuel J. Locklear. Locklear also serves as NATO's Commander, Allied Joint Force Command Naples. "I am certain that Croatian shipbuilding industry and Croatian shipbuilders – who have a long tradition and knowledge – will use this opportunity. I see this contract worth 6.5 million Euros as a start of a fruitful and successful cooperation between Croatia and its shipyards on one hand and the United States and its armed forces on the other," Bozinovic said. In his speech Admiral Locklear - for whom this was the first official visit to Croatia - emphasised the country's contribution to NATO's goals. He thanked all members of the Croatian armed forces who had participated in numerous peace missions and operations throughout the world and their families for their support. Locklear said that Rijeka's shipyard was chosen in a public tender amongst several offers from Europe. "**USS Mount Whitney**" is 195 metres long, 33 metres wide and has a crew of some 300 sailors and civilians. **Source: Croatian Times**

Marco Polo Marine Batam shipyard books barge order

Singapore's Marco Polo Marine Group reports that it has secured a shipbuilding contract worth approximately Singapore \$3.4 million, MarineLog reported. It covers the construction of eight offshore barges for an existing customer at the group's Batam, Indonesia, shipyard.

Mr. Sean Lee, the CEO of the Group, commented, "We are pleased to have recurring orders placed by our customers as such repeat orders further strengthen our Batam shipyard's position as a one-stop service centre that provides a suite of integrated marine logistic services ranging from ship building, ship conversion to ship repair. This contract is expected to contribute to the profitability of the Group's shipbuilding activities for the financial year ending 30 September 2012." **Source : PortNews**

Kiellegging bij Barkmeijer

Op 16 september is de kiel gelegd voor een loodsvaartuig voor het Nederlands Loodswezen.

Op vrijdag 16 september is met enige festiviteit de kiel gelegd voor het tweede loodsvaartuig (Pilot Station Vessel). In september 2010 ontving Barkmeijer de opdracht voor 3 Pilot Station Vessels van het Nederlands Loodswezen B.V.

Traditiegetrouw is de kiel gelegd op een muntstuk, in dit geval een oude loodspenning. De kiel werd gelegd door mevrouw **Diana de Nooijer**, echtgenote van een kapitein van het Loodswezen. Dit is het tweede Pilot Station Vessel in een serie van drie schepen. De tewaterlating staat gepland in juni 2012, de oplevering in juni 2013. De bouw van het eerste Pilot Station Vessel is al in een ver gevorderd stadium en zal op 18 november 2011 te water worden gelaten.

Met de nieuwe Pilot Station Vessels kan er met slecht weer langer op zee beloofd worden. Hierdoor verbetert het Loodswezen de haventoegekankelijkheid en draagt daarmee bij aan het succes van de Rotterdamse haven en de havens aan de Schelde. De Pilot Station Vessels liggen permanent op zee en zijn de spil in het logistieke proces van het aan boord zetten en afhalen van registerloodsen.

De moderne schepen worden uitgerust met een dieselelektrische installatie waarvan de uitstoot van uitlaatgassen sterk wordt gereduceerd ten opzichte van de huidige schepen. De Pilot Station Vessels worden 81 meter lang en ruim 13 meter breed. De schepen kunnen een snelheid van 16 knopen bereiken. Aan boord is accommodatie voor achttien loodsen en ongeveer achttien opvarenden.

Pilot Station Vessel 3 zal opgeleverd worden in 2014. In de praktijk zijn steeds twee Pilot Station Vessels op zee en één als stand-by in de haven.

Hoofdafmetingen van de Pilot Station Vessels

Lengte over alles	: 81,20 m.
Lengte tussen de loodlijnen	: 74,80 m.
Breedte	: 13,30 m.
Holte tot hoofddek	: 7,95 m.
Diepgang	: 4,80 m.
Brandstofcapaciteit	: 250 m3
Drinkwatercapaciteit	: 200 m3
Ballastwatercapaciteit	: 550 m3
Ontwerpsnelheid	: 16 knopen
Accommodatie voor	: 18 loodsen
	: 17 bemanningsleden
	: 10 extra koolen
Geïnstalleerd vermogen (6 generatorsets)	: 5200 kW.
Voortstuwingsvermogen (2 elektromotoren)	: 1700 kW (2x).

ROUTE, PORTS & SERVICES





The **KOTA DESA** seen passing the Singapore straits – Photo : Piet Sinke ©

Delay in Govt approval impacts SCI's fleet expansion plans

Delay in getting Government approval for acquisition of vessels has been taking the steam out of Shipping Corporation of India's (SCI) fleet expansion plans, resulting in loss of significant business opportunities. The Comptroller and Auditor General (CAG) report on SCI, which was tabled in parliament last week, has pointed out that the delay in getting government approval resulted in steep rise in prices of 26 vessels by Rs 2105 crore, when compared to the indicative prices reported by international agencies. SCI's falling back on its acquisition targets has kept its fleet more or less static in terms of gross tonnage. The company, for instance, acquired eight vessels, but sent 15 of its existing ships to the scrap yard in the last five years, with the net addition being only 2.5 lakh GT. The CAG pointed out that in the case of four panamax bulk carriers, the delay was as much as 62 months, including time taken for government approval (30 months), holding PIB meeting (10 months) and re-tendering (12 months). Similarly, it was 63 months in the case of six handymax bulk carriers, 25 days for two very large crude carriers (VLCCs) and 46 months for two container vessels. The CAG has also pointed out that delay in getting the approvals resulted in a loss of earnings opportunity to the extent of Rs 358 crore, considering the estimated hire rates assumed by SCI for these seven projects, including the two VLCCs and two container vessels. The company could meet even reach the half way mark in its acquisition targets for the Tenth Plan and Eleventh Plan. As against the target of acquiring 39 vessels (20.8 GT) in the Tenth Plan, it could add 14 ships (10.5 GT) to its fleet. Similarly, in the Eleventh Plan, it could acquire 25 vessels as against the targeted 62 vessels. "Based on past trends, making good the shortfall of 37 vessels, involving 20.15 GT, during the (remaining part of the Plan Period) appears an uphill task," the CAG report feels. This trend is also telling upon SCI's fleet age. With its fleet of 76 vessels having an average age of 18 years as on March 31, 2010, SCI appeared to be at a disadvantage when compared to its nearest domestic competitor, which had an average fleet age of 11 years. During 2010-11, however, SCI brought down the average age to 15.63 years through phasing out of older vessels and acquisitions. **Source: The Hindu Business Line**

PD Ports welcomes increased capacity on Teesport - Zeebrugge service

The P&O Ferries' brand new freight ferry the mv **Bore Song** which sailed into Teesport will significantly expand capacity on the service. The Bore RoFlex class ship, chartered by P & O from the Finnish ferry company Bore Ltd,

represents the latest generation of ro-ro vessels due to its flexible carrying capacity, fuel efficiency and reduced emissions of its single common rail engine. The freight-only **Bore Song**, operating on the six times a week Teesport - Zeebrugge service since it sailed from the Belgian port, has significantly more carrying capacity than the **Norstream**, the ship it is replacing on the service.



Photo : Graeme Ewens (c)

"We are pleased that P&O Ferries is investing in this service as we are seeing growth in both accompanied and unaccompanied freight," says Bill McGowan, Ferry Terminal Manager, PD Ports, which owns Teesport. "It shows that demand for the services we offer through Teesport continues to expand." The vessel has a total of 2,863m lane metres and, with the main deck 7.4m high, a significant proportion of containers can be double-stacked. There are fixed decks and hoistable car decks which have the capacity to carry a mix of about 250 freight units double-stacked plus 200 cars. P&O Ferries, which has been operating out of Teesport for 22 years, also operates a service between Teesport and Rotterdam three times a week. Andy Faichney, Customer Operations Support Manager, of P&O Ferries says: "The **Bore Song** is perfectly suited to our Teesport – Zeebrugge service operation and provides us with greater capacity and the flexibility to accept the complex mix of container and ro-ro traffic on this route with ease. We will continue to work closely with PD Ports to ensure our customers receive exactly the service they need." **Source :** PortNews



The **NORD NAVIGATOR** seen enroute Amsterdam – Photo : H. Blomvliet ©

Hutchison Port Holdings to build semi-automated box terminal in Barcelona

SPAIN is developing a new container handling facility, called Muelle Prat, in the port of Barcelona, that will be operated and developed by Terminal Catalunya (TERCAT) to serve as a Mediterranean gateway for Asian products to reach South Europe. The semi-automated box terminal operator is a unit of Hong Kong's Hutchison Port Holdings (HPH) group. The facility will have an annual handling capacity of 2.65 million TEU when the first phase comes on line next year.

It will cover a total area of 100 hectares with a quay length of 1,500 metres that will double the existing container handling capacity within the Port of Barcelona, reports the UK's Handy Shipping Guide. HPH managing director of the Central European division, Clemence Cheng, was quoted as saying: "Muelle Prat will be the first semi-automated in the HPH group. It will be powered by the next generation operating system called nGen, a proprietary system developed by HPH. nGen will not only enhance operational efficiency in the terminal but will also increase safety of its workers, a priority for the group." Mr Cheng said that a EUR280 million (US\$381 million) financing agreement for the project has been signed with financiers, without providing further details. In 2009 the port of Barcelona handled 1.8 million TEU and 42 million tonnes of cargo turning round over 8,000 vessels. **Source : Schednet**



The **MAERSK EINDHOVEN** seen arriving in Rotterdam-Europoort - **Photo : Harry van den Berg ©**

Oil-tanker glut in Persian Gulf stays near an 11-month high

A glut of supertankers seeking to load crude from Persian Gulf ports and terminals stayed near an 11-month high as the fleet of ships competing for business expands and oil-demand growth slows, Bloomberg reports. There are 24 percent more very large crude carriers, or VLCCs, available for hire over the next 30 days than there are cargoes, according to the median estimate in a Bloomberg News survey of five shipbrokers and one shipowner today. That's 1 percentage point less than a week ago, when the excess expanded to the highest since Oct. 5, 2010. The number of VLCCs, which can ship 2 million-barrel cargoes of crude oil, in service worldwide expanded 3.6 percent to 550 vessels this year, according to data from IHS Fairplay. Global oil demand will expand 1.2 percent to 89.3 million barrels a day this year, the International Energy Agency forecast today, cutting a previous forecast.

"Even if all the remaining September cargoes get covered today, it's not likely to shake things up as there are plenty of ships around," Marex Spectron, a Singapore-based freight derivatives broker, wrote in an e-mailed report, adding that holidays in Asia meant there were no vessel bookings yesterday. Owners are contributing an average of \$9,285 a day toward fuel costs to ship Persian Gulf oil to the U.S. and Asia, according to the Baltic Exchange in London. Sometimes they will do this because it's a cheaper way of moving vessels to new markets than sailing empty. The bourse's earnings estimates don't reflect speed alterations that can cut fuel consumption. **Source : PortNews**

Ernst Russ successfully ends rudder cavitation damage problems on ro-ro fleet

Founded in 1893 **Ernst Russ** is a Hamburg based, family owned shipping company. For close to 120 years, Ernst Russ has been offering customers the highest standards in ship management. The company has a fleet of ten vessels including five ro-ro cargo ships. Due to their higher propeller revs, the rudders of these ro-ro cargo vessels suffered particularly from cavitation damage. Grzegorz Girjat is Superintendent of Ernst Russ, responsible for the five ro-ro ships. Those ships were built in 1999. The rudders were originally coated with a standard epoxy coating. Grzegorz Girjat explains, "During the first intermediate docking, between two and three years from launch, we observed that we already had extensive cavitation damage on the rudders." (see picture on the left)



During that 2004 docking, Ecospeed was applied experimentally on the **Elisabeth Russ**. The application was close to the end of the docking. There was only time to grit blast the rudder and apply two coats of Ecospeed. The pitting and damage from the cavitation was not repaired but the paint simply applied over it. The trial was successful beyond all expectations. When the ship next came out of the water in 2007 it could be seen that, despite the last minute application, no further cavitation damage had occurred. As a result, the rudders of the remaining four ro-ro ships were coated with Ecospeed, all with similar results. Based on this the bulbous bows of all the ships were also coated with Ecospeed since these vessels trade in the ice and the traditional coating in use

was not holding up in these conditions.

The most recent drydocking of the Elisabeth Russ in 2011, confirms that the original Ecospeed protection applied in 2004 is still holding firm and the rudder is intact, free from any further cavitation damage.

"In general everybody is looking to be in drydock as short as possible and to get all the work done as quickly as possible," explains Grzegorz. "Additional hot work on the rudder inevitably results in some collisions with other jobs. I would say for me it is quite clear. Had we not applied Ecospeed on the rudders, we would certainly have extensive work to do in drydock." At least 110 rudders have now been coated with Ecospeed with 100% success. The number increases as more and more shipowners and operators find that there is indeed an answer to rudder cavitation damage. None of these rudders has suffered cavitation damage after the Ecospeed was applied and none has had to be recoated with Ecospeed.

The full text of the article on Ernst Russ, together with additional pictures, can be found on the [Hydrex website](#) or through a [direct link to the article](#).

Smit helpt bij rechtzetten cruiseschip AALESUND



Het bergingsbedrijf Smit is begonnen met het rechtzetten van het cruiseschip **Nordlys**, waar donderdag aan boord een grote brand uitbrak. In de Noorse stad Aalesund, waar het schip nu ligt afgemeerd, zijn medewerkers bezig water uit het schip te pompen en het lek te repareren. Dat liet een woordvoerder van de verzekeringsmaatschappij van het schip vrijdag weten.

Door de brand kwamen twee bemanningsleden om. Alle 207 passagiers zijn gered. Het schip maakte zware slagzij en dreigde te kapseizen. Inmiddels ligt het al iets rechter „Er stroomt nog steeds water naar binnen. Maar we pompen er meer water uit. De ontwikkeling is uitgesproken positief“, zei topman Olav Fjell van rederij Hurtigruten tegen het Duitse persbureau DPA.

De Noorse schade-inspectrice Elisabeth Ramos prees de moed van de Nederlanders, die toesnelden toen anderen uit het gevaarlijk hellende schip vluchtten: „Het is heel riskant de romp binnen te gaan. Ik zou dat niet hebben gedaan. Je weet nooit of het schip kapseist.” **Bron : De Telegraaf**

BOEKBESPREKING

Door : Frank NEYTS

“Scheepvaart 2011”.

Bij Uitgeversmaatschappij De Alk verscheen onlangs de recentste editie van het jaarboek “**Scheepvaart 2011**”. Het werd samengesteld door **G.J. De Boer**. Het boek biedt een diepgaand overzicht van alles wat reilt en zeilt in de scheepvaartsector in de lage landen. Na een grondige evaluatie en overzicht van de toestand van het internationale scheepvaartgebeuren als inleiding, bespreekt het boek rederijen, scheepswerven, en de maritieme sector van Nederland, België en Luxemburg gesitueerd in een internationaal kader. Ook de marine komt aan bod. Het boek geeft een compleet overzicht van alle schepen van Nederlandse, Belgische en Luxemburgse rederijen en alle hierover beschikbare gegevens. Bovendien is het boek geïllustreerd met talrijke mooie keurenfoto's. Ook dit jaar werd het boek op A4-formaat uitgeven.

Net als de vorige uitgaves bevat “**Scheepvaart 2011**” een schat aan informatie waardoor een dikke aanrader voor iedereen die hoe dan ook maar iets met ‘onze’ scheepvaart te maken heeft. “**Scheepvaart 2011**” (ISBN 978-90-6013-361-3) telt 536 pagina's en werd als softback uitgegeven. Het boek kost 49.90 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeverij De Alk, Postbus 9006, 1800 GA Alkmaar. Tel. +32(0)72-5113965, www.alk.nl In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

MARITIME ARTIST CORNER



The 3 new Moroccan Sigma corvettes which are built at Damen-De Schelde naval yard seen passing the “Oranje Molen” in Vlissingen - **Painting : Frans Romeijnsen (maritiem kunstschilder)** - www.galeriemarkant.nl

.... PHOTO OF THE DAY



The **STELLAPRIMA** seen outbound from Rotterdam – Photo : Ria Maat ©

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