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The 2011 built MAERSK LIMA seen in Rio Grande – Photo : Marcelo Vieira ©

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In the port of Antwerp the **ATLANTIC GALAXY** was renamed in **SOPHIE SCHULTE**
Photo : Paul Stift a/b Pieter Coecke ©

Pirates attack more vessels, but hijack less

Over 260 pirate attacks were witnessed on world's seas in the first six months of the year, most of them by Somali pirates in the Arabian Sea, but the number of hijacks went down due to strong international naval patrolling on the Eastern coast of Africa.

The **International Maritime Bureau's Piracy Reporting Centre** said the year 2011 saw a total of 266 attacks in the first half of the year, up from 196 incidents in the same period last year. More than 60 per cent of the attacks were by Somali pirates, a majority of which were in the Arabian Sea area, said the report, Piracy and Armed Robbery against Ships. As of June 30, Somali pirates were holding 20 vessels and 420 crew, and demanding ransoms of millions of dollars for their release.

"In the last six months, Somali pirates attacked more vessels than ever before and they're taking higher risks," said IMB Director Pottengal Mukundan. "This June, for the first time, pirates fired on ships in rough seas in the Indian Ocean during the monsoon season. In the past, they would have stayed away in such difficult conditions. Masters should remain vigilant," he said. In the first six months, many of the attacks have been east and north-east of the Gulf of Aden, an area frequented by crude oil tankers sailing from the Arabian Gulf, as well as other traffic sailing into the Gulf of Aden. Since May 20, 14 vessels have been attacked in the Southern Red Sea. "It is necessary that shipboard protection measures are in place as they sail through this area," Mukundan said. However, though Somali pirates were more active 163 attacks this year up from 100 in the first six months of 2010 they managed to hijack fewer ships, 21

in the first half of 2011 compared with 27 in the same period last year. The report attributed this to increased ship hardening and to the actions of international naval forces to disrupt pirate groups off the east coast of Africa. "It is vital that this naval presence be sustained or increased," the report cautioned. Somali pirates took 361 sailors hostage and kidnapped 13 in the first six months of 2011. Worldwide, 495 seafarers were taken hostage. Pirates also killed seven people and injured 39.

Ninety-nine vessels were boarded, 76 fired upon and 62 thwarted attacks were reported. Ships, including oil and chemical tankers, are increasingly being attacked with automatic weapons and rocket propelled grenade launchers. Whereas five years ago pirates were just as likely to brandish a knife as a gun, this year guns were used in 160 attacks and knives in 35. A surge in particularly violent and highly organised attacks has hit the coast of West Africa this year, the piracy reporting centre said, listing 12 attacks on tankers off Benin since March, an area where no incidents were reported in 2010. Five vessels were hijacked and forced to sail to unknown locations, where pirates ransacked and stole the vessel's equipment, and part of their product oil cargoes. Six more tankers were boarded, mainly in violent armed robbery style attacks, and one attempted attack was reported. Overall, 50 incidents were recorded for Indonesia, Malaysia, Singapore Straits and the South China Seas in the first two quarters of 2011. Three tugs were hijacked by armed pirates and 41 vessels were boarded. **Source: PTI**



The **HEINRICH EHLE** seen outbound from Rotterdam – Photo : Harry van den Berg ©

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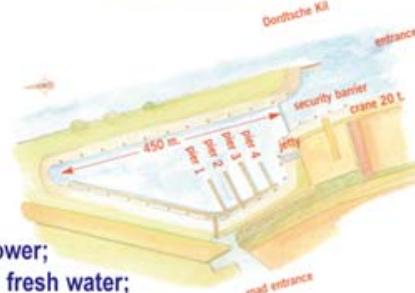


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Taiwan bulker owners earn less in H1

The weak dry bulk market has affected the first-half earnings of three Taiwanese bulker companies, Seatrade Asia reports. Chinese Maritime Transport, Sincere Navigation and Taiwan Navigation all reported lower revenue and net profit in the first six months of this year. Chinese Maritime Transport, which also has businesses in inland container

transportation and terminals, posted first-half net profit of NT\$646.7m (\$21.86m) compared to NT\$871.1m in the same period of last year. Revenue dipped 7.1% to NT\$1.7bn in the period.

Sincere Navigation recorded first-half net profit of NT\$979.67m, a decline from NT\$1.25bn seen in the corresponding period of 2010. It also posted 17.1% year-on-year lower revenue of NT\$1.36bn. Taiwan Navigation registered first-half net profit of NT\$616m compared to NT\$900m a year ago. Revenue decreased 10.8% to NT\$1.4bn.



Harms **CENTAURUS** seen outboard from Rotterdam, note that the vessel is now homeported Cuxhaven and is flying the German flag - **Photo : Peter vd Hoff ©**

Cyprus-flagged tanker Mattheos I pirated in West Africa

A Cyprus-flagged, Spanish-owned tanker with 23 crew members was hijacked off the coast of Benin in West Africa on Wednesday, Reuters reported. The **Mattheos 1** tanker, owned and operated by Madrid-based **Consultores de Navegacion**, was taken by pirates during a ship-to-ship transfer of petroleum products about 62 nautical miles southwest of the port of Cotonou and taken to an unknown location.

Spain officials say the crew of 23 has five Spaniards. The Department of Foreign Affairs (DFA) said 14 Filipino seafarers were among the crew members. The Embassy of Ukraine in the Republic of Cyprus has also confirmed two Ukrainians were onboard the ship. The incident was the latest in a string of attacks on ships in the Gulf of Guinea that experts say is threatening an emerging trade hub and growing source of oil, metals and agricultural products to world markets. Pirates in the Gulf of Guinea, which stretches from the Guinea to Angola, tend to raid ships for cash and cargo instead of hijacking the crews for huge ransoms like their counterparts off of Somalia. **Source : PortNews**



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The **SEA GOLF** seen outbound from Great Yarmouth Photo : [Ashley Hunn](#) ©

"Oud" reddingboot schipper brengt uniek fotoboek uit



HET ZEEGAT UIT, met als subtitel "**op de valreep**", is de titel van uit louter meer dan 300 foto's bestaande boek waarvan het het eerste exemplaar afgelopen weekend aan Staatssecretaris van Infrastructuur en Milieu **Joop Atsma** in Drachten aan boord van de voormalige reddingboot **Gebroeders Luden** door de auteur werd aangeboden.



Willem Wilstra vertrok voor het eerst op zijn 16e naar zee op een coaster met bestemming Napels. Vele zeereizen volgden totdat hij, na getrouwd te zijn en er kinderen kwamen, een baan aan de wal zocht. Hij werd aangenomen als stuurman op de **Insulinde**, reddingboot Station Oostmahorn van de Koninklijke Noord en Zuidhollandse Reddingmaatschappij. Toen deze "open reddingboot" werd vervangen door de **Gebroeders Luden** werd **Wilstra** alras schipper. In de periode dat Wilstra bij de reddingmaatschappij werkte bracht hij meer dan 250 mensen in veiligheid.

In die tijd bestond de vaste reddingboot bemanning uit 3 man, schipper, stuurman en motordrijver, men moest alle werkdagen van 8 tot 12 aan boord zijn voor onderhoud, 'smiddags was men vrij. Dat betekende dat de mannen allemaal een bijbaantje hadden. Voor **Willem** was dat de fotografie. Naast foto opdrachten voor het bedrijfsleven fotografeerde hij als freelance fotojournalist voor diverse kranten en bladen. Zijn archief uit die tijd bestaat uit meer dan 7000 foto's, uiteindelijk selecteerde hij 300 van die foto's voor zijn boek. **Foto's : Pim Korver FILM+VIDEO ©**

Wilstra brengt het boek in eigen beheer uit en verzorgd ook de distributie,
voor nadere info: www.willemwilstra.nl **ISBN/EAN: 978-90-816776-1-5**



The **MISS MARINA** seen enroute Rotterdam – **Photo : Ria Maat ©**

Deepwater Horizon Joint Investigation Team releases final report

The **Bureau of Ocean Energy Management, Regulation and Enforcement (BOEMRE)/U.S. Coast Guard Joint Investigation Team (JIT)** has released its final investigative report on the April 20, 2010, **Deepwater Horizon** explosion, loss of life, and resulting oil spill. The report comprises Volume I, covering the areas of investigation under the jurisdiction of the Coast Guard; Volume II, covering the areas of the investigation under BOEMRE jurisdiction; and a supplement to Volume I – the Final Action Memo from Coast Guard Commandant Admiral Bob Papp.

The JIT was formed on April 27, 2010, by a convening order of the Departments of the Interior and Homeland Security to investigate the causes of the **Deepwater Horizon** explosion, loss of life, and resulting oil spill, and to make recommendations for safe operations of future oil and gas activities on the U.S. Outer Continental Shelf (OCS).

The JIT held seven sessions of public hearings, received testimony from more than 80 witnesses and experts, and reviewed a large number of documents and exhibits pertaining to all aspects of the investigation.

Volume I, released April 22, 2011, includes findings on five aspects of the disaster under Coast Guard jurisdiction – including the explosions on the Mobile Offshore Drilling Unit (MODU) Deepwater Horizon; the resulting fire; evacuations; the flooding and sinking of the **Deepwater Horizon**; and the safety systems of the MODU and its owner, Transocean.

The Coast Guard's Final Action Memo details actions directed by Admiral Papp, as a result of the JIT's work, reflecting the Coast Guard's commitment to all of those affected by this tragic yet historic event and underscoring its commitment to the stewardship of our maritime environment.

Volume II includes findings on the causes, both direct and contributing, of the Macondo blowout and the resulting explosion and fire aboard the **Deepwater Horizon**. In Volume II, the JIT details evidence developed during the investigation and concludes that BP, Transocean and Halliburton's conduct in connection with the **Deepwater Horizon** disaster violated a number of federal offshore safety regulations under BOEMRE's jurisdiction.

Volume II also includes recommendations for the continued improvement of the safety of offshore operations. "In the wake of the Deepwater Horizon tragedy, BOEMRE launched the most aggressive and comprehensive reforms to offshore oil and gas regulation and oversight in US history," said the Bureau in a statement. "The reforms strengthen requirements for everything from well design and workplace safety to corporate accountability.

"An additional rule, which will be made available for public comment in the coming weeks, will incorporate additional safety requirements that are related to the findings of the investigation." For more information on BOEMRE's new heightened safety standards, go to: <http://www.boemre.gov/Reforms.htm> Source : Offshore Shipping Online



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LUKoil, Statoil may bid for oil fields in Norway

Russia's largest private oil firm **LUKoil** will bid for a license to develop hydrocarbon deposits in Norway together with Norway's Statoil, LUKoil head Vagit Alekperov said Friday.

"Norway holds tenders regularly and Statoil participates in them. I hope we can participate in the tenders together," RIA Novosti quoted Mr. Alekperov as saying. LUKoil and Statoil may also cooperate in developing oil fields in border regions of Russia, he said.

LUKoil bid for a license to develop the Norwegian continental shelf in spring 2011. Media said Norway would consider LUKoil's bid for between three to six months. If the bid is approved, LUKoil will become the first foreign company operating on the Norwegian shelf.

On December 2009, a consortium comprising LUKoil and Statoil won a tender to develop the giant West Qurna-2 oilfield in Iraq, whose recoverable reserves are estimated at 12.9 billion barrels of oil. Source: en.rian.ru

BARD OFFSHORE UNDER CONSTRUCTION



The [Hochtief](#) Jack up platform [THOR](#) seen operating at the [Bard wind farm, BARD Offshore 1](#) is a 400 megawatt (MW) North Sea offshore wind farm that is presently under construction and is expected to be fully operational by 2012.

Left : the [VOS SYMPHATY](#) seen in the Bard wind farm

It will be an 80-turbine wind farm, located 100 kilometres (62 mi) northwest of the isle Borkum, in Germany, in water which is 40 metres deep. Laying of cables to connect the wind farm started on July 23, 2009. The 200 km connection is the longest connection to an offshore wind farm in the world. It is the first connection of an offshore wind park realized as HVDC-transmission. The construction of the wind turbines began in March 2010. 15 of the 80 turbines had been

installed by the end of 2010, and the first turbine became operational at the beginning of December 2010. Construction is planned to be completed in 2012.

Photo's : [FLYING FOCUS lucht fotografie](#) - www.flyingfocus.nl ©



SHIPYARD NEWS



Above seen the **Caballo Galiceno** (Yard Nr. 435), laying at the berth from **Shipdock** in Harlingen, after 3 days of seatrials she is prepared for delivery for the owner Oceanografia , the vessel will leave today (Monday 19th Sept)
Harlingen - **Photo : Jakob Heslinga ©**

IHC Merwede wint award Beste Leerbedrijf

IHC Merwede Opleidingen B.V. uit Kinderdijk heeft de award **Beste Leerbedrijf 2011** van de regio Randstad gewonnen in de categorie bedrijven > 25 medewerkers. Deze verkiezing werd uitgeschreven door kennis- en adviescentrum Kenteq, waaraan 6.000 leerbedrijven deelnamen, die werkzaam zijn in de elektro-, installatie- en metaalsector uit de provincies Noord-Holland, Zuid-Holland, Utrecht en Flevoland.

IHC Merwede investeert structureel in de verbetering van opleidingsfaciliteiten. Het **Technisch Opleidingscentrum (TOC)** in Kinderdijk is onlangs geheel vernieuwd en leidt (vmbo-) leerlingen door intensieve begeleiding op tot vakmensen die blijven voldoen aan de eisen van vandaag en de toekomst. Een hoog percentage van de huidige medewerkers is ooit begonnen in het opleidingscentrum.

Volgens het juryrapport krijgen werknemers bij **IHC Merwede** alle ruimte om te werken en te groeien in een stimulerende en open bedrijfscultuur. De jury is zeer enthousiast over het combineren van praktijk en theorie gedurende de week en de open onderwijsinnovatie, waarbij expertise beschikbaar wordt gesteld aan de regio en de bedrijfstak. Daarmee is IHC Merwede een inspirerend voorbeeld voor andere leerbedrijven in de techniek. "Door een niet aflatende inzet voor de ontwikkeling van vakmensen, samen met een sterke interne oriëntatie, maatschappelijke betrokkenheid en innovatieve oplossingen voor in- en doorstroombeleid, onderscheiden zij zich van de overige deelnemers", aldus het juryrapport. Peter Wemmers, Concern Manager Opleidingen, nam op 13 september de award en een cheque ter waarde van 2.500 euro in ontvangst. Met deze overwinning is **IHC Merwede** automatisch

genomineerd voor de landelijke titel **Beste Leerbedrijf 2011**, waarvan de uitslag op 11 oktober a.s. bekend wordt gemaakt.



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The new pilot cutter **POLARIS** seen getting shape at the [Barkmeijer Stroobos](#) yard – Photo : Rik van Marle ©

Hyundai Heavy says it is not planning shipyard in Nigeria

According to media reports, South Korean shipbuilding giant [Hyundai Heavy Industries Co.](#) has no plans to build a multibillion dollar shipyard in Brass, Nigeria. The office of Nigerian President Goodluck Jonathan issued a release following a meeting with Mr. Jai-Seong Lee, the President and Chief Executive Officer of Hyundai Heavy Industries, of South Korea, at the State House on Thursday, September 15, President Jonathan. It said that Mr. Jonathan welcomed the decision by Hyundai Heavy Industries to establish a multi-billion dollar shipyard at Brass, Bayelsa state, noting that its completion next year will significantly boost Nigeria's economic development and create plenty of jobs for the local population. The statement said that Mr. Johnson told Mr. Lee: "Hyundai has a long-standing relationship with Nigeria. You have always played a key role in our economy, especially our oil industry. We appreciate what you have done and are elated by your latest investment in the shipyard at Brass." Today, though, Hyundai Heavy spokesman Kim Moon-ju is reported as saying that the company has no such plan. It is, however, building a small pipe-manufacturing factory in Bayelsa. **Source : MarineLog**

COSCO Nantong Shipyard Names Two 59.000 DWT Shuttle Tankers

Two 59,000DWT Shuttle Tankers, built for the Danish owner [LAURITZEN TANKERS A/S](#), were named "**DAN CISNE**" and "**DAN SABIA**" in COSCO Nantong Shipyard. The Panamax size vessels are double hulled DP 2 shuttle

tankers, registered with NK Class, and comply with the safety requirements of both the Danish Maritime Authority and the Brazilian national oil company "[Petrobras Campos Basin Offshore](#)".

COSCO Shipyard owns all the independent intellectual property rights of their basic design, detailed design, and production design. Compared with similar foreign tankers, these shuttle tankers have better maneuverability to provide crude oil transfer services between FPSO, FSO, oil platforms, and onshore oil facilities. Their bow loading systems are able to achieve precise transmission of crude oil both in the floating state and in the moving state of the supplier and acceptor. Both vessels are equipped with a dynamic positioning system, schilling rudder, controllable pitch propeller, fore-and-aft thruster and unmanned machinery space facilities. These special features enable them to carry out all special offshore operations in harsh environments. At the naming ceremony that day, Mr. Xu Hui, Deputy Mayor of Nantong City, congratulated the yard on the successful construction of the 59,000DWT series of shuttle tankers. He explained how the contract fully demonstrates the technical strength of COSCO Shipyard in the field of offshore engineering. Mr. Ma Zhihong, Party Secretary of COSCO Shipping, expressed his sincere appreciation to the Nantong municipal government for their long care and support of the development of the COSCO Shipyard, and added that COSCO Shipping will continue to cherish every opportunity given by our partners to play an active role in ocean oil and gas development. The CEO of [LAURITZEN TANKERS](#) highly praised the high-quality design and efficient construction ability of COSCO Nantong Shipyard and indicated that the two companies will further strengthen cooperation to build more and better offshore engineering products together. **Source: Cosco-Shipyard**

Uljanik Shipyard delivers dredge to Jan De Nul



Croatia's [Uljanik Shipyard](#) has delivered a fourth self-propelled cutter suction dredge, the [Niccolò Machiavelli](#), to Jan De Nul S.A. G. D. Luxembourg, a member of the Jan De Nul Group. [Niccolò Machiavelli](#) has a dredging depth of 36.6 m depth and is capable of dredging (cutting and simultaneous suction) compacted sand, stiff clay, stones and similar sediments of the sea floor. The excavated material is unloaded by the port or starboard side spuds into barges or through a swivel to a

floating pipeline to the shore at a distance of about 10 kilometers.

According to the shipbuilder only six similar ships exist and there has never previously been a contract for the construction of four dredges of this type in the same shipyard. Uljanik says that its success in building and delivering such "ship-machines" makes it one of a small group of global shipyards able to construct this type of floating unit. The ship has a length of 138.50 m and breadth of 26 m and height ranging from 8.80 to 12.20 m, with a deadweight of 2,200 tons and a draft of 5.75 m.

The ship has three MAN 6L48/60 engines, each delivering 7,200 kW at 500 rpm, supplying three main alternating generators, each having a power of 7,200 kW at a voltage of 6.6kV. The major consumption of power is by three huge dredge pumps, each having a power of 5 MW. The ship develops a speed of 13 knots with diesel electric propulsion, driven by two electric motors of 3.5 MW each.

In addition to [Niccolò Machiavelli](#) and its three sister self-propelled cutter suction dredge, Uljanik has contracts from Jan De Nul for the construction of two trailing suction hopper dredges, continuing the shipbuilder's orientation towards the construction of more complex ships with greater added value. **Source : MarineLog**



The **RIVERWIJS EMMA**, seen outfitting at the **ASL Yard** in Singapore, the tug is homeported Fremantle
Photo : **Piet Sinke**

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

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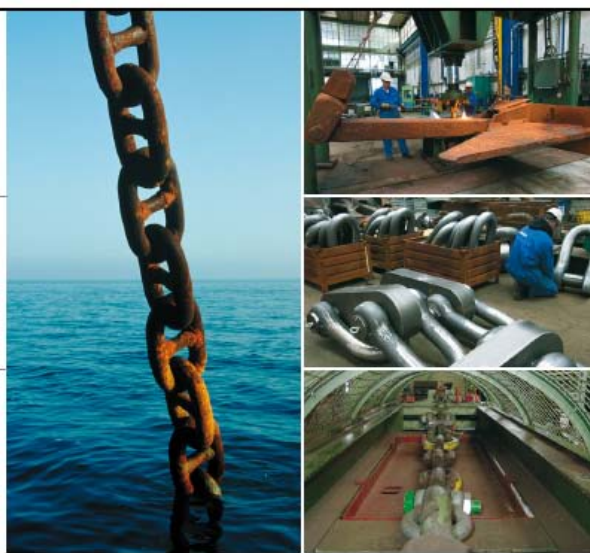
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825-ton superlift completes aircraft carrier's stern

Huntington Ingalls Industries, Inc. reports that its Newport News Shipbuilding division placed an 825-ton superlift on the aircraft carrier **Gerald R. Ford (CVN 78)** on September 12, completing the ship's stern, MarineLog reported.

Gerald R. Ford is being built using modular construction, a process where smaller sections of the ship are welded together to form large structural units called superlifts. The superlifts are pre-outfitted and lifted into the construction dry dock with the shipyard's 1,050-metric ton crane. The final superlift of the ship's aft end includes the steering gear

rooms, electrical power distribution room, store rooms and tanks. At 90 feet long, 120 feet wide and 30 feet deep, the superlift was among the largest of the 162 that comprise [Gerald R. Ford](#).

"This is among the top five largest superlifts in terms of dimension," said Rolf Bartschi, NNS' vice president of the CVN 78 Program. "What makes this lift especially impressive is that the unit was erected over the rudders already positioned in the dry dock. Precision is of utmost importance in shipbuilding, and our shipbuilders went to great lengths to construct this lift and successfully hoist it into place." [Gerald R. Ford's](#) keel was laid Nov. 14, 2009, and the christening is set to occur in 2013 with delivery to the U.S. Navy planned for 2015. **Source : PortNews**

Keel Laying Ceremony for ADPC Tugs

[ADPC](#) has celebrated the keel laying ceremony for two new 32 metre escort tugboats specially designed for marine services at the new Khalifa Port. The new escort tugboats will be manufactured by [Grandweld](#), a UAE-based shipbuilding, ship repair and conversion specialist, which was chosen after a close evaluation process of over eight worldwide shipbuilders. The keel laying ceremony was held on Thursday the 15th of September in Grandweld's Shipyard in Dubai and was presided over by Captain Mohamed Al Shamisi, Vice President-Ports Operations of ADPC, who gave a welcoming speech and described the event as a momentous and proud occasion for ADPC.

The vessels feature a 55 ton bollard pull capability, providing enough power to handle the large vessels and container ships operating in Khalifa Port. The vessels' special features also include 360 degree rotatable propeller drives providing the tugs with exceptional maneuverability. In addition, and to further enhance safety in Khalifa port, the vessels will be equipped with firefighting capability to class 1. Mohamed Al-Shamisi, Vice President-Ports Operations for the Abu Dhabi Ports Company, said: "We at ADPC are very proud to celebrate the establishment of this fundamental cornerstone and we share that pride with our ADPC customers with whom we work closely, and are committed to providing the highest quality of services. The first ever tugboats for Khalifa Port have been specifically designed to handle the world class infrastructure port project."

Jamal Abki, General Manager of Grandweld shipyards, marked the occasion with the following statement: "We are aware of the increasing demand for high performance tugs with advanced technology that can enhance port safety and operations; we aim to bring this technology to Khalifa port. Grandweld is pleased to contribute to the expansion of Abu Dhabi maritime infrastructure". The new Khalifa Port will be the most technologically advanced within the region, with a semi automated container handling facility and a wide range of productivity enhancing processes. It will have an initial annual capacity of 2 million containers and 12 million tons of cargo. Dredged to receive the largest ships, it can grow in phases in line with Abu Dhabi's economic growth. **Source : MarineLink**

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The sum of modern and classic is Esquire 65

One of [Vripack's](#) most recent designs is the [Esquire 65](#), a very modern but also very classic full aluminium motor yacht. The wooden elements on her exterior are a cheeky wink towards the owner's profession, designer of luxury wooden chalets. Vripack enjoyed this challenge to combine both characteristics and create a comfortable 'Gentleman's' yacht, making everything fit perfectly like a tailor made suit.

This round bilge semi-displacement motor yacht has a modern sculpture embellished by classic details like rounded windows, various wooden elements and a polished stainless steel nose being a real eye catcher. Also the shark teeth windows in the bow give the impression that she bites herself through the waves, making sure nothing gets in her way. The sun cap gives the illusion that it hovers around the superstructure, causing an angelic effect. Also the joint ventilation and hull ports emphasize the smooth lines of this [Vripack](#) design.



Vripack has very well thought out the layout of this 20m motor yacht and therefore it can definitely be called ground breaking. To start with the three spacious exterior lounge areas: there's a large bow lounge with sundeck, as well as a lounge area on the aft deck with extraordinary depth as it is situated as a 'balcony' above the tender and the third and final is situated on the well designed and newly configured fly bridge deck. Very advanced details here are the steering console which is integrated in the lounge area preventing the person steering being isolated from the guests and also the soft shapes of the stairs which curve around the central wet bar.

On the main deck, all interior sitting areas are situated on one floor level, resulting in a stepless and therefore spacious and comfortable indoor space with plenty of light thanks to the large panoramic windows. Also situated on this deck are the main steering console and the galley.

The lower deck contains the full beam owner's stateroom with wet cell, a crew cabin, a VIP cabin with wet cell in front, a guest cabin, an extra shareable wet cell and an office which if necessary can be transformed into an extra guest cabin. Interesting to know is that most of the interior furniture on board this yacht is transformable creating even more comfort and convenience.

Vripack has integrated the tender in the yacht's profile, making it fully secured in the aft deck. It has easy access and the possibility to be covered by an extra protective hood. The yacht is equipped with an adjustable swimming platform which creates a soft landing for the tender in the water and also serves as a comfortable swimming beach area.

Vripack has used nothing less than the very latest innovations in techniques on board this 100% Dutch designed yacht. She is to be powered by two V8 engines with 750hp and Zeus pods. The design will also function as a platform to create the possibility for those interested in this versatile yacht to integrate their own ideas.

LOA	:	19,80m
BOA	:	5,70m
Airdraft	:	4,80m
Draft	:	1,50m
CE Classification	:	A
Designer, Naval Architect, Engineer	:	Vripack

Sovcomflot expands its fleet with advanced seismic vessel

At a festive ceremony in Sochi, on 16 September 2011, a new seismic exploration vessel called [Vyacheslav Tikhonov](#) was named for [SCF Group](#), and a flag of Russian Federation was raised. Russian PM Vladimir Putin and other high government and business officials took part in the ceremony. The vessel is designed for geophysical exploration on the continental shelf of the Arctic and sub-Arctic seas, operating in harsh weather and ice conditions. The ship is named after a prominent Soviet and Russian actor Vyacheslav Tikhonov, a recipient of numerous state awards, including the titles of People's Artist of the USSR. His unforgettable roles, especially the most famous acting as a Soviet spy Stirlitz in the TV series "Seventeen Moments of Spring", are very well known in the country.

Immediately after the ceremony [Vyacheslav Tikhonov](#) started working under contract - seismic exploration work for the Tuapse Trough Project on behalf of OAO NK Rosneft and ExxonMobil. The ship will be operated jointly by SCF and OAO Sevmorneftegeofizika - one of the leading Russian seismic companies. The two companies participated together in the tender by OAO Rosneft, for the implementation of marine seismic surveys on the continental shelf in the Black

Sea, during 2011-2012. Previously, SCF Group had acquired the ship under a bareboat charter agreement with Polarcus, one of the world's leading companies specializing marine seismic exploration.



The high-tech X-bow 3D seismic exploration vessel was built in August 2011, and is the youngest of six existing vessels of this kind in the world. The vessel has modern equipment and several unique technical features. The hull, the bow and the stern of the vessel have a special form and the ship has eight seismometer cable assemblies, she also has optimised parameters for her diesel-electric propulsion system. These are technical solutions designed to maintain smooth operations at low temperatures, supported by the vessel's enhanced ice-class and overall high safety standards. During the ceremony a series of agreements were signed, including an agreement with United Shipbuilding Corporation (USC) on further production of these kinds of vessels in Russia.

The vessel is included in the Russian Register of Ships, she flies the Russian flag and will be managed by a Russian crew of seafarers and seismic specialists. The technical management of the ship is run by SCF Novoship, (Novorossiysk), one of the oldest and most professional tanker companies in the world. The addition of this modern ship, to Russia's seismic survey fleet, will expand the range of services provided to oil and gas companies operating on the Russian continental shelf. It will also give the SCF-SMNG partnership access to the latest technologies for data collection and the use of a seismic fleet, with a special focus on Arctic operations. The new vessel will reduce the technological gap between Russian contractors and the leading international seismic survey companies. This news is another example of how SCF is developing as a strong national offshore player, with extensive expertise and focus on operating in the Arctic and harsh environments.

Sovcomflot President & CEO Sergey Frank said: "Strengthening our fleet with the addition of this seismic vessel is fully in line with SCF's strategy targeted towards providing specialised shipping services for Russia's continental shelf. It is an important step towards developing a closer partnership between SCF, SMNG and the consortium of Rosneft and ExxonMobil in the marine seismic segment. The Russian fleet and domestic marine geology will gain access to the latest technologies for data collection, and this undoubtedly will contribute to cutting the technological gap between Russian subcontractors and the world's leading seismic survey companies. It promotes import substitution of services, whilst upgrading Russia's ageing seismic fleet and equipment". **Source: Sovcomflot**

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As mentioned in yesterday's newsclippings in Singapore [Resolve Marine Group](#) renamed the two former Crowley tugs in **RESOLVE COMMANDER** and **RESOLVE GLADIATOR**, as can be seen last Saturday, the crew was busy with painting the logo's in the funnels whilst the two tugs are moored at the [ASL shipyard](#), both tugs are now homeported Port Vila and flying the Vanuatu flag

Photo's : Piet Sinke ©

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

Contract awarded for construction of second lock in the Waaslandhaven

[Antwerp Port Authority](#) has commissioned a joint venture comprising [Jan De Nul](#), [CEI-De Meyer](#) and [Betonac](#) (both part of the Royal BAM Group) and Herbosch-Kiere and Antwerpse Bouwwerken (both part of Eiffage) for the construction of a second lock in the Waaslandhaven. The contract has a value of Euros 272,811,656.

Construction of the new lock will be one of the largest infrastructure projects in Flanders. Currently, the Waaslandhaven can only be reached via the Kallo lock, which is working at full capacity. Construction of a second lock is necessary in order to improve traffic flow to the Waaslandhaven.

The second lock in the Waaslandhaven will be a sea lock with the same plan dimensions as the Berendrecht lock, with a length of 500m and a breadth of 68m. The new lock will have a deeper draught than the Berendrecht lock making it the largest sea lock in the world. The consortium will start work on 24 October 2011 and the project will take approximately 53 months to complete.

During this period, 800,000m³ of concrete will be poured, 55,000 tonnes of reinforcement will be set in place and 12,000 tonnes of steel will be incorporated in the lock gates. **Source : Dredging News Online**



Above seen the new [Greenpeace](#) vessel [RAINBOW WARRIOR](#) under sea trials off Helgoland, Germany on 16 Sept 2011. Vessel will be delivered on 14 Oct 2011 by Fassmer Shipyard, Berne, Germany.

Photo : Greenpeace International

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Felixstowe needs rail upgrade to support box growth

Britain's infrastructure is stunting growth at the country's busiest container port Felixstowe with urgent rail upgrades and toll road development needed to maintain its annual throughput of 3 million TEU, Shippinggazette reports. The report by accounting firm KPMG for the Confederation of British Industry (CBI) has highlighted the growing gap of the UK for business infrastructure, citing only 26 per cent of respondents give the UK as a "favourable destination for infrastructure investment." The CBI and the Rail Freight Group (RFG) are in agreement that an upgrade on its F2N route (Felixstowe to Nuneaton) is vital to not only relieve congestion on road freight movement on the A14 from the port to connecting motorways, but to meet container volume growth.

RFG policy manager Maggie Simpson said in response to the CBI report, rail is a priority over road infrastructure. "The amount of containers moving through Felixstowe by rail is growing all the time, but this could be significantly increased if the route was upgraded to meet modern demands," she added, cited a report from UK's Handy Shipping Guide.

Plans are expected to be included in the rail industry's planning document which will go to ministers later this month.



Above seen the Supply vessel **Siem Sailor** alongside Ekofisk platform as seen from Captains office of sscv **Thialf** during removal activities of Ekofisk W. jackets. - **Photo : Sjaak Jut - Captain sscv Thialf ©**

Toronto Port Authority profits soar

Soaring traffic levels at Toronto's island airport led to a sharp rise in 2010 profits at the city's port authority, the organization said Friday. The Billy Bishop airport, home to both the regional arm of Air Canada as well as fast-growing Porter Airlines, experienced a surge in passenger traffic that drove net income up to \$7.1 million last year, the Toronto Port Authority said Friday.

The statistics, released Friday, don't include Air Canada, which began operating at the airport only a few months ago. The profit represented a five-fold increase from year-earlier levels and marked the third straight year the port authority was in the black. Airport revenue soared 74 per cent on a 40 per cent spike in year-over-year passenger traffic

Porter had exclusive rights to land at Billy Bishop airport in 2010, and the airline's steadily increasing load factor attests to the rise in passenger activity at the facility near the city centre. Earlier this year, regional carrier Air Canada Express

began operating flights to the airport. "This level of profitability bodes well for the year to come," Port Authority chairman Mark McQueen said in a statement.

"After we pay royalties to Ottawa and taxes to City Hall, every profit dollar is reinvested in the business. This robust financial picture allows us to make the investments that our passengers and business partners want, invest in significant improvements for neighbouring communities, and continue our commitment to environmental sustainability."

Besides the island airport, the Toronto Port Authority operates two marine terminals as well as the Outer Harbour Marina. The federal body provides transportation, distribution, storage and container services to businesses. **Source :** **The Canadian Press**



The **MSC ALABAMA** seen enroute Antwerp – **Photo : Colinda Wisse ©**

Goa allowed 5 MT unaccounted ore to slip through Panaji port

With no regulations, infrastructure or security measures in place, over five million tonnes of unaccounted iron ore was shipped out through the Panaji port by one of Goa's exporters in 2010-11. In a letter to Goa Chief Secretary Sanjay Srivastava, Mormugao Port Trust (MPT) chairman P. Mara Pandiyan has asked for suspension of operations of the Panaji port to stop the illegal export, till it has infrastructure in place.

"It is estimated about five million tonnes have been exported through the Panaji port as unaccounted iron ore. This has caused bleeding of royalty to state exchequer and the people involved in this operation seemed to have flouted all norms," Pandiyan's letter says.

Panaji port, a mere outer anchorage with no minimum infrastructure requirements such as a berth, surveillance system or security norms and not even a vessel traffic management system (VTMS) to monitor the movement of ships allowed barges transporting illegal ore direct access to trans-shippers. Some exporters have taken complete advantage of this, Pandiyan said. The Goa government's creation of Panaji port to benefit ore exporters has been a sore point with the MPT which loses revenues from the diversion of over 10 per cent of ore exports. Goa officially exported 54 million tonnes of iron ore last year.

According to statistics dug out by Goa officials who have been prodded into action by the arrival of the Justice Shah Commission set up to probe illegal mining in various states, 7.7 million tonnes of unaccounted iron ore was exported out of Goa last year, 5 million through Panaji port and the rest through Mormugao. Karnataka's chief conservator of forests U. V. Singh, met government and police officials here on Friday and inspected some mines in north Goa.

U. V. Singh is scheduled to hold a public hearing on Saturday. Singh said over 300 mines would be inspected in Goa apart from records related to mining operations and exports to track down illegalities. **Source : Deccan Herald**

.... PHOTO OF THE DAY



The **RT MAGIC** seen towing the **HEINRICH** into Rotterdam with further seen the tug **BUIZERD** and the **RPA 15**
Photo : Rik van Marle ©