



Number 267 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 24-09-2011**

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The image shows a large black and white cargo ship with yellow cranes, sailing on the ocean. The T&T BISSO RESPONSE logo is on the left, and contact information is on the right.



The Dutch coaster DAAN seen outbound at the Westerscheldt River whilst the CMA CGM COMOE, as seen in the background, is overtaking the DAAN

Photo : Henk Reurink ©

IN MEMORIAM

Mijmerend gaat hij naar binnen,
het is geweest, het was toch mooi.
Voor hem blijft nu na al zijn reizen,
slechts de stille wacht te kooi.

Samen een, bij mee en tegenwind.

We zullen je missen

BERT VLIERMAN

23 Februari 1949

16 September 2011

Bert kwam in augustus 1976 als stuurman bij Smit-Lloyd in dienst en werd later bevorderd tot kapitein

Netty Vlierman
Ringo
Rianne en Wiebe

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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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Above seen the **BOURBON OCEANTEAM 101** alongside **DCV Balder**. BO-101 is working on the Block-31, PVSM pre-commissioning scope. **Photo : Herman Rijnders ©**

Pirates may move south

Piracy could move to the Mozambican Channel because of instability caused by piracy from Somalia, an analyst warned. "Both sides [of the channel] are not particularly densely populated, are seriously under-policed and there is a lot of shipping going through," defence analyst Helmoed-Römer Heitman told a maritime security seminar in Pretoria. Heitman said there would be a major difference between the Somali pirates and future Mozambican Channel pirates. Pirates in Somalia could wait for ransoms to be paid because the country had no effective government. Pirates in the channel would have to face the authorities at some stage, and would not have the time and space to wait for a ransom. Heitman said they would probably not hold a crew for ransom, but kill them, loot the ship and sink it. Local governments needed to "pre-empt" the prospect of piracy in the region by improving the economic situation of locals - in this case people living in Mozambique and Madagascar, he said. The legal framework for arresting and charging pirates also needed to be addressed. Southern African Development Community (SADC) countries should address problems that could come about as a result of hot pursuit operations crossing territorial waters, Heitman said. South Africa was the only SADC member that had a navy of any size. Madagascar, with more than 4 000km of coastline, had one patrol craft and one landing craft, he said. **Source: SAPA**



The **COSJADE LAKE** seen anchored off Singapore – **Photo : Piet Sinke (c)**

Xiangyu Dredging acquires equity interest in Jiangsu Jiaolong Salvage

Xiangyu Dredging Holdings Limited, the largest privately owned dredging company in China in terms of dredging volume in 2010, has announced that it is to acquire an equity interest in Jiangsu Jiaolong Salvage Harbour Engineering Co Ltd. The group will purchase an aggregate of 11 per cent equity interest (before enlargement of registered capital pursuant to the subscription agreement) in Jiangsu Jiaolong Salvage at a purchase price of RMB27.5 million and subscribe for new equity capital in Jiangsu Jiaolong Salvage with a face value of RMB32,698,776 at the subscription price of RMB100 million. Immediately after the completion of the above, the Group will be interested in 51 per cent of the enlarged registered capital of Jiangsu Jiaolong Salvage. Jiangsu Jiaolong Salvage is principally engaged in the business of salvage and provision of engineering services for ports and channels. **Source : dredging newsonline**



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The Great River Race 2011



Friday September 16th early morning a joined **SMIT**, **Samskip** and **Boskalis** rowing team left Rotterdam with 2 trailers destined for London. On these trailers were the **Viking**, an original polyester lifeboat weighing 1307 kgs and 8 oared and the **Argir**, a wooden sloop weighing 250 kgs which is 6 oared. The reason for 18 people going to London was the opportunity to take part in **The Great River Race**, a 21 miles race from London Docklands to Ham in Surrey up the River Thames. This event attracts over 330 crews from all over the globe to take part in this spectacular boat race with Skiffs, Whalers, Lifeboats and Dragon boats. On Saturday the 17th of September, despite heavy downpours, waves and the huge distance both crews faced the challenge and set excellent times, the **Viking** did the race in 3 hours and 3 minutes and the **Argir** in 3 hours flat. The overall classification, with the handicap taken into account, was place 84 for the **Viking** and 115 for the **Argir**. For us this was the first time to race in a foreign country but we will be in London again next year!



The **OOSTERSCHELDE** and in the background the **EUROPA** seen moored in Rotterdam

Photo : Jacob Versteeg ©

India: Seafarers union drags shipowners to court

The National Union of Seafarers of India (NUSI) yesterday said a contempt petition has been filed against 42 ship-owners in the Bombay High Court for not paying the special allowance to sailors handling dangerous and radioactive cargo. According to NUSI, an agreement had been signed in the High Court between it and the Indian National Shipowners Association (Insa) for paying a special allowance of Rs 10,000 per month to seafarers for carrying out dangerous/radioactive materials onboard ships. The special allowance, that was to be effective from April 2008 as per the agreement, was not paid and hence the Nusi contemplated initiating contempt proceedings against Insa, a Nusi statement issued here said. The contempt petition has been filed against 42 companies which include the Shipping Corporation of India, Great Eastern, Mercator, Reliance and Varun, it added. "The Nusi has a strong case as seafarers working on the high seas, under difficult conditions have been deprived of this legitimate special allowance which was agreed to in the Bombay High Court," the statement added. None of the respondents were immediately available for comment. **Source: PTI**



Photo : Martin Baas ©

The **SMIT DANE** and the **SMIT VENTA** seen moored in Schiedam with in the middle the "good old" **SMIT ZWEDEN**, still going strong. The **SMIT DANE** (ex **SMIT TRINIDAD**) departed in the meantime to Brazil as can be seen below, she departed under the



flag , to be followed very soon by the **SMIT VENTA**

Photo left : Peter vd Hoff ©



South Africa Celebrates “World Maritime Day”

On 22st September 2011 South African Maritime Safety Authority (SAMSA) joined the world in celebrating World Maritime Day. World Maritime Day is observed every year in September to focus attention on the importance of shipping safety, maritime security and clean Seas. According to The International Maritime Organisation, the theme for 2011 is “Piracy – orchestrating the response”. As a manifestation of its overall concern about safeguarding human life at sea, the IMO has chosen Piracy as a theme for this year’s World Maritime Day, to highlight the efforts it has made to meet the challenges of modern-day piracy and, in so doing to generate a broader, global response to eradicate it. The intention has also been to continue work in the spirit of last year’s theme, which was dedicated to seafarers. **Consequently, the following objectives will be pursued during the year:**

- Increase pressure at the political level to secure the immediate release of all hostages being held by pirates – seafarers, in the main;
- Review and improve guidance to the industry and promote full compliance by ships with all recommended preventive, evasive and defensive measures;
- Promote greater levels of support from navies;
- Promote anti-piracy coordination and co-operation between and among States, regions and organizations;
- Build the capacity of States in piracy-infested regions of the world, and elsewhere, to deter, interdict and bring to justice those who commit acts of piracy and armed robbery against ships; and
- Equally importantly, provide care for those attacked or hijacked by pirates and for their families

The South African Government through the Department of Transport with the support of SAMSA has through the years intensified its efforts to fight piracy. SAMSA is a custodian of some of the best technologies in the world that monitors the movement of ships bound for South Africa. The Long Range Identification Tracking System (LRIT) technology housed at the SAMSA Centre for Sea Watch and response in Cape Town is a beacon of hope in the fight against Piracy. The South African Maritime Authority together with the Department of Transport marks the day in the port city of Richards Bay where Transport Minister, Sibusiso Ndebele will join other dignitaries in observing World Maritime Day. Yesterday, the South African Maritime Safety Authority in partnership with Human Resource Development Council of South Africa (HRDCSA) under the guidance of The Deputy President launched a Skills Study that will have a monumental impact on dealing with the skills gap in the Maritime Sector.



The **V AUSTRALIA** seen passing the Suez Canal – **Photo : Piero Corona ©**

Italian Navy rescues crew after fleeing pirates set ship on fire

The Italian Navy reports that the destroyer **Andrea Doria**, deployed in the Indian Ocean as part of NATO's operation Ocean Shield, came to the aid of the Cyprus-flagged general cargo ship **Pacific Express**, which had been under a pirate attack that had lasted almost all the previous night. The crew thwarted the attack by using Best Management Practices and securing themselves in the citadel. The International Maritime Bureau says the attack took place around 300 nm east of Mombasa, Kenya (off Somalia). Pirates in two skiffs armed with guns and RPG, pursued the ship and managed to board it, despite its taking avoiding action. The Italian Navy says the pirates apparently fled when they

saw the **Andrea Doria** approaching. Prior to leaving the ship, they set fire to it. On arrival at the scene, the **Andrew Doria** sent a security team to rescue the crew. In view of the severity of the fire, the Master of the merchant ship requested that the entire crew (the Ukrainian master and 25 Filipino seafarers) be evacuated and they are now embarked on the destroyer and will be landed in Mombasa.

NATO reports the vessel as abandoned in location 0424S-04220E and on fire and adrift. A NAVWARN will be released shortly. The 22,597 dwt general cargo ship had been headed to Mombasa to discharge 3,300 tons of steel bars and coils. It is owned by Estelle Shipping Company Ltd. and managed by Cyprus Maritime Company Ltd., both based in Athens, Greece. **Source : MarineLog**



Tugs of **Fratelli Neri** seen moored in Livorno (Italy) - **Photo : Paolo Azzola ©**

		
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The Singapore Police Coast Guard cutter **PH 56 SANDBAR SHARK** seen patrolling the Singapore Straits
Photo : Piet Sinke ©

APL named world's top shipping line

International maritime experts last night named APL the world's outstanding shipping line. The Singapore-based container carrier received the Ship Operator Award here at the Lloyd's List global awards. A panel of nine independent judges including direct industry competitors made the selection. APL was chosen from a field of finalists including Maersk Line, Pacific Basin Shipping and Seaspan Ship Management.

"We're pleased to be recognized by industry peers for shipping excellence," said APL President Kenneth Glenn. "This is a tribute to everyone at APL who devotes themselves to our customers and the growth of global trade." The Ship Operator Award is the latest in a series of honors given to APL during 2011. In June, the carrier was named the Liner Owner/Operator of the Year by Seatrade Asia magazine. In April, APL was named best shipping line in both the Trans-Pacific and Asia-Europe trades at the Asian Freight and Supply Chain Awards. Source : The Journal of Commerce Online



The **NAVIGATOR MARS** seen at the Westerscheldt River – Photo : Henk de Winde ©

Supertanker supply in Persian Gulf exceeds 100

The number of supertankers seeking to load crude oil from ports and terminals in the Persian Gulf over the next 30 days expanded by 5.1 percent, Pareto Securities ASA said, Bloomberg reports. Total supertankers in the region rose to 103 from 98 on Sept. 16 amid "limited spot activity," Pareto analysts including Martin Korsvold said in an e-mail sent today. Daily losses for VLCCs, each able to haul 2 million barrels of crude, on the benchmark Saudi Arabia-to-Japan

voyage narrowed to \$2,855 yesterday from the 2011 low of minus \$4,175 on Sept. 19, according to the London-based Baltic Exchange. The bourse's earnings estimates don't reflect speed alterations that can cut fuel consumption. **Source** : PortNews



The Ro-Ro **GRANDE ELLADE** seen departing from Palumbo Shipyards and leaving Valetta Harbour

Photo : Mario Schembri ©

Barge adrift in Alaska

The Coast Guard is monitoring a 173-foot barge adrift 11 miles north of Wales in the Bering Strait Wednesday. Coast Guard Sector Anchorage watchstanders were contacted by the crew of the 82-foot Crowley tug **Sinuk** at 6:23 p.m. Tuesday. The **Sinuk** crew reported that while towing the barge the line attached to it broke free in heavy weather. A Coast Guard Air Station Kodiak HC-130 Hercules aircrew was directed to launch Wednesday morning to conduct an overflight of the tug and barge. The aircrew arrived on scene at about 9:40 a.m. The barge is expected to pass within eight miles west of Fairway Rock. Fairway Rock is located about 17 miles west of Wales and 216 miles northwest of Nome. It is reported the barge is carrying about 140,000 gallons of fuel. "The Coast Guard is working closely with the Crowley tug crew to direct and monitor the adrift barge," said Cmdr. Adam Tyndale, chief of response for Sector Anchorage. "The tug crew is unable at this time to re-establish the tow due to weather, but they are standing by to re-establish it when weather permits." The weather is reported to be winds of 27 mph and 12-foot to 15-foot seas.

NAVY NEWS

Russia to more than double number of new SSBNs

It is planned to build 20 strategic submarines over the next 10 to 12 years, at the very last 15 years, Navy chief Admiral Vladimir Vysotsky said at a meeting of the Marine Board of the Russian Government, reports Interfax.

Earlier, the Russian navy planned to construct eight strategic submarines (SSBN) of the Borei-class. The first of the class, "**Yury Dologoruky**," is said to be transferred to the Pacific Fleet by the end of this year. The three following subs of the class are "**Aleksandr Nevsky**," "**Vladimir Monomakh**" and "**Svyatitel Nikolay**." The first four Borei-class submarines will all be based with the Pacific fleet. In today's statement quoted by Interfax, Admiral Vysotsky did not say anything about how many of the planned 20 SSBNs that will be based with the Russian Northern Fleet along the coast of the Kola Peninsula.

So far, only the Sevmash naval yard in Severodvinsk near Arkhangelsk is the only builder of the Borei-class strategic submarines. In addition to the 20 new strategic submarines, the Russian navy will also get more than 10 new multi-purpose submarines of the Graney-class as reported by BarentsObserver in August. The first submarine of the class, named "**Severodvinsk**" sailed out in the White Sea last week on her maiden voyage. **Source : BarentsObserver**

U.S. Prepares Destroyers for 35-Year Lives

The **Arleigh Burke (DDG 51)**, namesake of all current U.S. destroyers, was berthed earlier this month just opposite one of the newest of the breed, the **Jason Dunham (DDG 109)**. The Burke's smart outward appearance belied its 20-plus years in the fleet, and inside, courtesy of a major modernization, the ship now boasts major upgrades that rival many of the new systems in its 1-year-old fleet mate.



The 1994 commissioned Arleigh Burke class destroyer **DDG 54 CURTIS WILBUR** seen anchored off Puerto Princesa City (Palawan) Philippines, the destroyer is based in Yokosuka (Japan) – **Photo : Piet Sinke ©**

"I was worried about regaining our proficiency after nine months in the shipyard," said Cmdr. Corey Keniston, the Burke's commanding officer. "But the VMS (Voyage Management System) has helped a lot." The system now installed on the Burke's bridge allows for "paperless" navigation, doing away with traditional charts for an all-electronic system that can call up virtually any port or shipping channel in the world.

As Keniston talked, watch standers were running a training scenario for an upcoming trip to the nearby Yorktown Naval Weapons Station. "They can run through this trip over and over and become quite familiar with it," Keniston said. "They'll know every buoy and bend in the channel before we get underway."

The digital voyage was displayed on removable flat panels mounted on new Helm Forward Stations mounted port and starboard near the pilot house's forward windows. A new helm console on the center line features touch-screen engine controls, as on more modern ships. Computer screens on the new consoles can call up video from 22 movable cameras installed around the ship, allowing real-time monitoring of machinery spaces, gas turbines, steering gear and other areas. Navigation displays feature inputs from multiple sources, including radars and other sensors.

See also : <http://www.youtube.com/watch?v=OggLJQeVSvM&feature=related>

The integrated control systems are possible courtesy of six miles of newly installed fiber optic cable, replacing about five miles of copper wiring, that enabled installation of a new Gigabit Ethernet Digital Multiplexing System (GEDMS) - the backbone of the new digital control systems. The ship's Central Control Station, heart of propulsion and damage control, was also thoroughly modernized, with new Universal Control Consoles replacing earlier gear. Chief Gas Turbine System Technician (Electrical) Anthony Lentz called up a camera to peer into the casing of one of the ship's four LM2500 gas turbines.

"This system is better," Lentz acknowledged, but it requires a different approach to fixing problems. "I prided myself on not needing any outside help," he said, but modern systems require more assistance. Now, for many propulsion issues, "we have to reach back to a group in Philadelphia," said Capt. Brian Eckerle, the Navy's destroyer and cruiser modification point man at Naval Sea Systems Command (NAVSEA).

The modernization efforts extend to habitability upgrades as well. A new, all-electric galley tailored for healthy, low-fat cooking has been installed. A former berthing area in the aft section of the ship has been replaced with an exercise workout room and crew lounge - welcome additions to a warship where creature comforts are scarce. And most of the ship's berthing areas have been renewed.

Each ship's modification upgrades are being done in two parts - an initial hull, mechanical and electrical (HM&E) upgrade, and a combat systems upgrade. The **Burke** is the first Atlantic Fleet ship to undergo the destroyer modifications, closely following the San Diego-based **John Paul Jones** of the Pacific Fleet. Although the Norfolk and San Diego programs were separately bid, the multihull winner in both fleet concentration areas was BAE Systems. The BAE yards in each port were able to share expertise and resources, said Russell Tjepkema, a former Navy big-deck amphibious ship commander who's now general manager of BAE Systems Norfolk.

Work teams from each yard were in constant contact, he said, allowing lessons-learned to quickly be applied. The destroyer **Stout** entered the BAE Norfolk yard in August for its HM&E upgrade, and the **Barry** was dry-docked in early September. In San Diego, the **Benfold** is finishing up its overhaul. "We're starting to hit our stride now," Tjepkema said. A walk around the Stout showed the scale of the work being done. Shipyard workers and sailors swarmed over the ship, which was covered in scaffolding. Both propeller shafts have been removed for refurbishment. Central Control and the bridge were gutted as workers threaded new fiber-optic cable. Before long, holes will be cut in the ship's side for old consoles to be removed and new ones loaded on.

The work is expected to take about six months in the shipyard, although some delays will take place due to disruption in August from Hurricane Irene. All work was suspended as topside gear was taken in and secured, then replaced after the storm passed. A revised work schedule is being developed to handle the disruption, Eckerle said. The **John Paul Jones** will be the first destroyer to get the full two-part upgrade, and is scheduled to receive its combat systems modifications next year. The **Arleigh Burke** will have to wait for 2014 to get the second dose. The differences are usually due to operational commitments.

The upgrades are scheduled to be applied to the first 28 ships of the class, through the Porter (DDG 78). Those Arleigh Burke-class ships are known as Flight I and Flight II - all recognizable due to the absence of a helicopter hangar. The last ships aren't scheduled to receive their final upgrades until 2022. Future plans could extend the mods to Flight IIA ships. "We're catching these destroyers right at their designed midlife," said Rear Adm. Jim McManamon, NAVSEA's deputy commander for surface warfare. The upgrades, he said, will add about 15 years to each ship's operational effectiveness. The Navy plans to keep each destroyer in service for at least 35 years. "This ensures I'll meet that," McManamon said. "We're trying to use a cost-efficient way to make sure we meet that service life." And, he added, "if 10 years from now we do want to add extra life, I'm now in a position to do that."

The destroyer upgrades also allowed some other problems with the ships to be fixed, including adding structural strength to correct buckling in the bows. Other improvements are also helping. "Good, solid wireless communications for work teams: boarding teams, security teams," have been a major improvement, McManamon said. "Those kind of things you can't put a dollar sign on, but sailors see it as useful, making their workdays better." **Source :**

DefenseNews

Russian nuclear submarine slightly damaged in collision with fishing boat

The Russian Navy command has confirmed that a nuclear submarine of the Pacific Fleet was slightly damaged in the collision with a fishing boat, the Interfax news agency reported Thursday. No one was injured in the incident while the submarine suffered slight damage to its outer hull, according to the report.

"The **Donets** fishing boat collided with **St. George the Victor** nuclear-powered submarine near the Avacha Bay," an unidentified navy source told Interfax. The source said the fishing boat was trying to avoid collision with another fishing boat and did not notice the submarine when the incident happened. The submarine was currently undergoing repairs at a dock near Kamchatka Peninsula, the source added. The **St. George the Victor** is a Delta class nuclear submarine which has been in service since 1980. Source : Xinhua

SHIPYARD NEWS

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BGP launches 3D seismic vessel



BGP has announced the launch of a 3D, 12 streamer seismic vessel, **BGP Prospector**, at Sekwang Heavy Industry in Korea. The launch took place on 2 September 2011. Said BGP: "This vessel is built specifically for the high-end 3D marine seismic market with towing capacity of 12 streamers each at 8,000m long with 100m streamer separation."

"As BGP's flagship seismic vessel, it is equipped with the latest sophisticated technologies to provide advanced 3D marine seismic

services to the oil and gas industry worldwide. It will be in service very soon. The vessel is a NVC 830 CD design with an overall length of 100m and breadth of 24m. "As one of the new NVC series with typical endurance of 80 days plus a cruising speed of 15 knots, the vessel complies with the most stringent industry standards," said the company. "Furthermore, it is also one of the most environmentally friendly seismic vessels in the industry." Source : Offshore Shipping Online

Sampson to be converted into a crane and pipelay vessel

Viktor Lenac Shipyard has been recently awarded a contract for the conversion of **Sampson**, which is managed by V Ships and Zafiro Marine, by Carval Investors, a leading investment manager. **Sampson** will be converted into a

crane and pipelay vessel. Six new diesel generators (2,200kW each) will be installed in two independent engine rooms. New ship systems will be installed with more than 40 tonnes of piping. Two new thrusters will be installed.

A HiPAP system will also be installed and a new A&R winch room will be built and outfitted. Pipelaying equipment (tensioners, track supports, conveyors, pipe loader) will also be installed with hydraulic systems on the main deck. A new pipe lay tunnel (300 tonnes) and A-frame structure (276 tonnes) will be built and installed. A new stinger structure (390 tonnes) for laying offshore pipelines will be built. The existing ship systems will be modified to accommodate new equipment, propulsion and power generation. Two engine rooms, two switchboard rooms and two thruster rooms will be outfitted and HVAC system will be installed in new ship spaces. More than 150 km of cables will be installed in total. The superstructure will undergo considerable modification including gym, sauna and swimming pool. **Source : offshore Shipping Online**

Indonesia Shipyard Riot Exaggerated: Singapore Firm

A riot at a Singapore firm's Batam shipyard on Tuesday was nowhere near as serious as media reports claimed, the company said on Wednesday. Beng Kuang Marine said the violence involved only around 20 workers and security officers — not 1,000 workers, as claimed in some press reports. All those involved were Indonesians hired by sub-contractors, it said. Employees went back to work at the yard in the Kabil area in eastern Batam on Wednesday. Beng Kuang is a Singapore-listed company which owns Nexus Engineering Indonesia, the operator of the shipyard. Suri Teo, Nexus' administrative manager, said the majority of its 2,000-strong workforce were bystanders and were not involved in the unrest. The brawl — which he said went on for an hour but police claimed lasted less than that — was sparked by a quarrel between two workers and security officers. The workers were said to have reported to work five minutes later than the daily 7am start time. They were then escorted to the guardroom to fill out a document.

The quarrel began after the guards — who included military personnel — used harsh words on the laborers, Nongsa sub-regency police chief Robertus Herry told The Straits Times. Some companies in Indonesia outsource security functions to the Indonesian military. One worker was allegedly beaten up by a guard. This prompted several of the pair's colleagues who were nearby to join in, said Teo. One of them torched personal computers in an office and a motorcycle parked outside the shipyard. The other rioters overturned tables and chairs in offices. Several windows were smashed, and the equipment in a medical clinic was damaged.

But a day after the disturbance, the 32ha shipyard was a picture of calm yesterday. As construction work on barges continued about 250m away, workers were cleaning up the damage at the charred security office. A makeshift security point has been put up, consisting of four chairs placed outside the main gate; yellow tape marked the damaged areas.

Wilson Neo, the assistant general manager and one of about 30 Singaporeans stationed on-site, said there was nothing to worry about. But as a precaution, about 10 of Major Robertus' policemen have been stationed near the shipyard's entrance, and will be there for three to four more days. Reports that the mob stripped a military officer and threw his clothes onto the roof, and that 500 policemen were called in, were also untrue, Maj. Robertus said. Only about 20, including himself, rushed to the scene from police headquarters, about a 10-minute drive away.

'We reached there by about 7.15am and most were just shouting and throwing stones. We dispersed the crowd,' the 36-year-old said. All workers were asked to go home and the yard was closed for the day. Five people were taken to police headquarters for questioning, but all have since been released. The worker who was allegedly beaten up did not pursue the issue and investigations have ended with no arrests made, Robertus said. Tuesday's riot was a reminder of the one at the Dubai-owned Drydocks World Graha construction yard in Batam last year. That incident was apparently caused by an Indian supervisor calling Indonesian workers 'stupid'.

Then, 5,000 local workers torched about 20 cars and targeted Indians working in Batam. Nine workers were injured and operations stopped for a month. In a statement to the Singapore Exchange last night, Beng Kuang Marine said the Kabil shipyard 'has resumed operation and workers were back to work'. Apart from the torched motorcycle and furniture in the guardhouse and another room that was damaged, there was no damage to offices, warehouses or yard equipment, it added. The incident is also not expected to have 'any material adverse effect on the group's operations and financial performance'. The firm's executive director (finance and corporate development) Alan Yong said it was the first time it had encountered a mass brawl on its premises. He said the company is looking at its security operations to see if 'any more improvements can be made'. 'We ultimately want a safe and trouble-free work site for all our workers,' he said. **Source : Jakarta Globe**

Hyundai Heavy Wins USD 400 Million LNG Carrier Order

Hyundai Heavy Industries, the world's biggest shipbuilder, won an USD 400 million order to build two 155,000 cbm LNG carriers for Singapore-based BW Maritime. Mr. Kim Oi-hyun, senior executive vice president and CEO of Hyundai Heavy and Mr. Clarence Lui, BW Maritime CFO & executive vice president, signed the contract that also includes an option to build two same class LNG ships. These membrane-type LNG carriers, measuring 228 m in length, 44.2 m in width and 26 m in depth, are due for delivery in the second half of 2014 and the first half of 2015. The ships for liquefied natural gas feature the Dual Fuel Diesel Engine System (DFDE) which allows the ship to run both on oil fuel or natural gas. Hyundai Heavy has been taking the lead in developing technologies for LNG carriers such as building Korea's first LNG ship in 1996, Korea's first DFDE-type LNG carriers in 2007, and the world's first new LNG-floating storage regasification unit in June 2011. Moreover, Hyundai Heavy has been developing a special welding system that can work on the thick aluminum plates used for the LNG tanks since 2010. The Ulsan, South-Korea based company has won eight LNG carriers (including 2 LNG ships its affiliated company Hyundai Samho Heavy Industries received) and two LNG-FSRU this year. **Source: Hyundai Heavy Industries**

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The 2000 built Shanghai Salvage tug **DE HONG** seen arriving in Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

MISC scraps Far East calls on its intra-Asia Halal Express

MALAYSIAN shipping line MISC is scrapping the East Asia leg of its East Asia-Middle East-India Halal Express (HE) service, which will turn at Singapore, and is revising its Malaysia-East Asia service (MES) to maintain its southeast Asia-China coverage. Revisions come as the carrier struggles to keep its head above water and stay profitable in this niche container shipping market.

A report by Alphaliner said the revamped Halal Express service will have a port rotation of Singapore, Jebel Ali, Dammam, Mundra, Colombo, Port Kelang, returning to Singapore. The service is to be operated by four chartered 4,500-TEU vessels that have been kept from the original loop that used to employ six ships. It said the former East Asia leg of the Halal Express that called at Port Kelang, Singapore, Shanghai, Busan, Qingdao, Singapore will instead be covered by the port rotation of the MES. Port calls at Busan and Qingdao are added to the MES service, while port calls at Manila and Laem Chabang will be halted. The port rotation for the amended MES service is Singapore, Port Kelang (Northport), Shanghai, Busan, Qingdao, and back to Singapore, starting from September 26. The service will continue to use three 1,725-TEU vessels.

NEW CONTRACT UNION WRESTLER IN ANGOLA



Above seen the **UNION WRESTLER** which started operations in ANGOLA by OCTOMAR for TOTAL on the new **PAZFLO** field offshore Angola. The **UNION WRESTLER** is joining her sister **UNION WARRIOR** which is already sailing for TOTAL in ANGOLA for the last 1.5 year. **Photo : Robert Smits – OCTOMAR ©**

AET earmarks latest delivery for MCV conversion

Eagle Texas, the 61st Aframax to be delivered into AET's rapidly growing fleet, will be the company's second tanker to take up duties as a modular capture vessel (MCV). AET was recently awarded a 20-year contract with Marine Well Containment Company (MWCC) to supply two MCVs to provide hydrocarbon capture and containment services for containing a potential future underwater well control incident in the US Gulf of Mexico.

Eagle Texas (107,000dwt) was delivered earlier this month (9 September 2011) from Tsuneishi Shipbuilding and will shortly undergo extensive conversion and modification, at a yard to be announced, before taking up duties in the US

Gulf. The Aframax will be fitted out with dynamic positioning technology as well as processing equipment, additional accommodation and other facilities to enable it to take on its containment role, if required. The vessel will remain on standby in the US Gulf region for the duration of the contract but will continue to trade as a standard Aframax tanker when not required for containment duties. MWCC has 10 members: ExxonMobil, Chevron, ConocoPhillips Shell BP, Apache, Anadarko, BHP Billiton, Statoil and Hess. The guest of honour at the naming ceremony was Marty Massey, CEO of MWCC. His wife, Pam Massey, took on the role of Lady Sponsor for [Eagle Texas](#). Presiding over the ceremony, AET President & CEO, Hor Weng Yew remarked: "MWCC is currently developing an expanded containment response system to capture and contain oil in the event of a potential future underwater well control incident in the deepwater Gulf of Mexico. Shortly, Eagle Texas and her sister ship, Eagle Louisiana, will undergo conversion to incorporate specially designed equipment that will allow her to serve as a modular capture vessel in the expanded containment response system. It is with a great deal of pride that we commit both vessels to this valuable venture and we would like to thank Mr Massey and his colleagues at MWCC for this opportunity to partner on this important activity." **Source: AET**

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The [TAKACHIHO II](#) seen eastbound in the Singapore Straits last Wednesday afternoon – **Photo : Piet Sinke ©**

Hanjin Shipping plans to sell off two bulk carriers

[Hanjin Shipping](#) is looking to sell off two bulk carriers, according to recent broker reports, [Seatrade Asia Online](#) reports. The South Korean shipowner placed both the 150,000-dwt [Hanjin Madras](#) (built 1990) and the 33,700-dwt

Great Leader (built 2004) on the market. The pending sale of the handysize, for an expected \$12m, comes with Hanjin ready to take up a purchase option on a vessel it has had on charter from Cido.

REFLEX MARINE LAUNCHES FIRST ACCREDITED SERVICE CENTRE



Expert in marine personnel transfer Reflex Marine has launched a global accredited service centre programme, for its FROG and TORO devices, to ensure uniformly high standards of maintenance and safety for its clients. The first of the accredited service centres has been established in Dubai and will significantly increase the level of support given to new and existing clients in the Middle East. Enermech FZE has been appointed as the first accredited service centre and distributor for the FROG and TORO in the region.

The accredited service centre will provide operators who use the devices with a regional focal point and will improve the local availability of parts, and approved trainers and services. The Enermech FZE centre is the first of its type, but underlining Reflex Marine's increased customer support on a global basis, the company has plans to establish a further seven accredited services centres in the UAE, Canada, the Caspian region, Norway, Singapore, the US and Brazil.

Reflex Marine Middle East sales manager, Grant Wintle said: "The Middle East is a key region for Reflex Marine. Safety standards are improving which is leading to an increase in demand for our products. Enermech's experience in the crane and lifting arena means that the two businesses are very well aligned."

Enermech say they are proud to be associated with Reflex Marine and their Frog and Toro units. Charlie Topp, regional director, Enermech Middle East & Caspian Region, said "We are delighted to be the first Accredited Service Centre for the

Reflex Marine product lines and to share our experience in the cranes and lifting business. "Our Dubai base is what we hope will be the first of many Accredited Service Centres providing units, service, maintenance, training and customer support. Reflex Marine provides a new standard in man riding products and we are delighted to be associated with them. Together we will strive towards providing the highest standard of safety and service to our valued customers." Reflex Marine operations director, David Brittan adds: "The safety of personnel during transfer is paramount and, as an industry, we must remain fully focused on minimising the risk to our workforce. We view providing high-quality service capabilities, for critical lifting items, as a key pillar in our efforts to drive up global standards." This announcement of the accredited service centre programme is the latest development in Reflex Marine's continuing drive to improve global health and safety in the marine personnel transfer sector.



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The **AARON S McCALL** seen loaded onboard Dockwise **YACHT EXPRESS** in the US prior to departing for Genoa Italy. Photo : courtesy of Capt Derrick Edwards (Seacor Marine)

Business thriving at Ngqura Port

South Africa's Port of Ngqura in Port Elizabeth in the Eastern Cape is booming, with a more than 400% increase in vessel arrivals since it opened in October 2009. Originally intended as a deep-water bulk port to handle manganese and other ore exports, the focus at Ngqura has shifted to container-handling. A container terminal has now been added for that purpose.

The mandate of the original Port Elizabeth harbour still revolves around manganese and other bulk ore. Transnet Port Terminals (TPT) chief executive Tao Morwe shared the organisation's vision with the Port Elizabeth business community at a business networking session earlier in September 2011. He said the country has the opportunity to develop a strong maritime industry. "We want to create a port authority which is recognised for the primary role it can play in bringing about positive economic development," Morwe said. TPT handles all terminal operations at South African ports. In the 2009/10 financial year the new 18m-deep port received 85 vessels, which increased to 358 in 2010/11. "The container terminal has a capacity of 65 to 80 tons and is looking at doing 25 to 30 container moves per hour," said Captain Neil Chetty, acting port manager and harbour master. "The future of this port lies in it becoming a transshipment hub," he added. However, manganese ore exports may still be transferred from the Port Elizabeth harbour to Ngqura in the future.

Dredging of the basin has been completed, enabling two 300m ships to berth at the same time. Nearby rail and road transport infrastructure has also been completed, including links to the port, to the 12 000ha Coega Industrial Development Zone (IDZ), to the existing Port Elizabeth-Gauteng main railway line, as well as to the existing N2 highway. Future developments include the possibility of moving the bulk liquid terminal from the Port Elizabeth harbour to Ngqura and talks are under way with the preferred bidder. The bulk liquid terminal in Port Elizabeth will be closed in 2014. Chetty said that the intention is to develop the port further up the Coega River Valley and southwest along the coast. On completion, the port will have a total of 32 berths. Also on the cards is the Kalagadi Manganese Smelter earmarked for zone six at the Coega IDZ and the environmental impact assessment has begun. The smelter will have a capacity of 320 000 tons of high carbon ferromanganese per year.

"The Port Elizabeth port is strategically well positioned to the deep water Port of Ngqura and will play its part as a gentle cargo port," said port manager Rajesh Dana. It will continue to deal in moving cargo such as motor cars and related automobile components as well as fresh produce. The port continues to be regarded as the "Detroit of Africa"

with its 5 000 parking bay capacity and 159 units per hour being handled. Through its bulk terminal, the harbour moved 4.2-million tons of manganese ore in 2010. "Port Elizabeth has a vessel turnaround time of just 26 hours," added Dana. Although the Port Elizabeth harbour is South Africa's fifth largest port in terms of tonnage handled, it has seen a reduction in container movement since the establishment of Ngqura. This was exacerbated by the international economic crisis. But Dana feels the port will play a complementary role to Ngqura in the future. With a growing fishing industry in the area, the Port Elizabeth port will revitalise the 40 ton slipway and improve general road and rail infrastructure. Dana said tourism will also play a more important role in the port's future identity, with the possibility of increased cruise-ship berthing and the development of the Port Elizabeth waterfront. **Source: Media Club South Africa**



The Singapore flagged **VARADA BUZIOS** seen in Cape Town. – **Photo : Aad Noorland ©**





The **ELLY MAERSK** seen passing Suez in the Suez canal – Photo : **Piero Corona** ©

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Diana Shipping Inc. Announces Time Charter Contracts for M/V Los Angeles and M/V Philadelphia

Diana Shipping Inc., a global shipping company specializing in the transportation of dry bulk cargoes, today announced that it has entered into two time charter contracts with EDF Trading Limited, London, for its two Newcastlemax dry bulk carriers, the m/v **Los Angeles** and the m/v **Philadelphia**, which are currently under construction. Both charters will be at a gross rate of US\$18,000 per day, minus a 5% commission paid to third parties, for a minimum forty-six (46) to a maximum fifty (50) month period for the Los Angeles and a minimum forty-four (44) to a maximum fifty (50) month period for the Philadelphia.

As previously announced, the above mentioned vessels are Newcastlemax dry bulk carriers of approximately 206,000 dwt each that were contracted in April 2010. The charters are expected to commence upon delivery of the Los Angeles and the Philadelphia to the Company from the shipbuilding yard, which is expected to occur in February 2012 and in April 2012, respectively.

The time charter contracts of the two vessels are expected to generate approximately US\$48.6 million of gross revenues for the minimum scheduled period of the charters. Separately, the Company also announced today that it has completed the drawdown of US\$15 million from a loan facility with Emporiki Bank of Greece S.A. through a wholly owned subsidiary. The purpose of this facility is to partly finance the acquisition cost of the m/v **Arethusa** which was delivered to the Company on July 7, 2011. **Source : Diana Shipping**

MARITIME SECTOR READY TO MEET GOVT PLAN FOR JOB CREATION

21st September 2011 **South African Maritime Safety Authority (SAMSA)** officially launches its Maritime Skills Development Study. This critical initiative by SAMSA done in partnership with the Human Resource Development

Council South Africa (HRDCSA) and supported by the Department of Transport (DoT), will be key in the process of skills development and empowerment.

The ongoing issue of unemployment and skills shortage in South Africa has prompted the urgent attention of both public and private sector entities. This study is therefore SAMSA's undertaking to help with highlighting the skills gap within the broader Maritime Sector and to provide further insights on pivotal interventions needed by the industry. The study was conducted with the expert help from audit firm Deloitte who provided the technical expertise to investigate the economic influence of the Maritime Sector, where extensive research was conducted in investigating skills shortages within the Maritime Sector; and a framework to harness the job creation potential within this industry was provided. The study calls upon training institutions, the government and the private sector to work together in ensuring that South Africans are armed with skills to be able to participate in the Maritime Sector thereby ensuring the bridging of the existing skills gap. "We value the partnerships forged with private international companies to assist with Cadets deployment but we also need to remind the South Africans about the economic value that will be brought should we have our very own Human Capital to quantify for the employment opportunities on the business shore." Says SAMSA CEO Commmander Tsietsi Mokhele

The study provides for measures that will be put in place to promote growth and development in the 5 sub-sectors in the Maritime industry: Ports and Ships of the industry i.e. Shipping, Marine Resources, Marine Tourism and Leisure, Marine Manufacturing and Construction, Commercial Support and Business Services and Public Interests. Furthermore, measures will need to be set in place for the protection of current jobs and over and above this a catalyst be provided to promote growth and development in the 5 sub-sectors in the Maritime industry: Ports and Ships of the industry i.e. Shipping; Marine Resources; Marine Tourism and Leisure; Marine Manufacturing and Construction; Commercial Support and Business Services and Public Interests. Currently in South Africa the Ports and Shipping sub-sectors are the biggest employers in the sector but this is to the exclusion of the other sectors that have been identified by the study. The Marine Resources sector of which fisheries bring a GDP of approximately USD 323 million (2008). Maritime Tourism and Leisure, which is broken down into boating and cruising; sports and recreation; as well as leisure.

Part of the Operational Support Services, which includes Manufacturing / Construction, Business Services and the Public Interest Cluster. Manufacturing / Construction has an important boat building industry with a strong export component comprising 85% of production. The annual boat building turnover is in the region of R1,2 billion and the industry employees approximately 4500 people. Business Services, which looks at banking and consulting maritime specialised services; and the Public Interest Cluster, which considers maritime regulatory and naval defence, encompasses Training and Education to assist diversify the academic curriculum space in SA's education system. The strategic plans in place will have measurable outtakes by 2013.

Compagnie du Ponant Orders New Luxury Mega-Yacht - Third in Four Years

Euro 100M Vessel is Slated to Launch by June 2013

The world's only French-flagged cruise line and "Five-star Expedition" specialist Compagnie du Ponant has ordered another "latest generation" yacht with 132 staterooms and suites from the Italian Fincantieri shipyard. The yet-to-be-named new ship will be joining sister ships **Le Boreal** and **L'Austral**, launched in May 2010 and April 2011 respectively, and will also comply with the "Cleanship" label enjoyed by **Le Boreal** and **L'Austral**. The new vessel is expected to join the fleet by June 2013. The fleet currently comprises five French-flagged yachts: **Le Ponant**, 32 staterooms; **Le Levant**, 45 staterooms; **Le Diamant**, 113 staterooms and suites; and **Le Boreal** and **L'Austral**, both with 132 staterooms and suites.

The order continues the growth of Compagnie du Ponant as a leader in luxury cruising, confirming its investment strategy, exclusive positioning, development on the international scene and the strength of its presence on the world cruise market. By the end of 2011, Compagnie du Ponant expects its growth to exceed the 20,000 passenger per year threshold, with turnover estimated at euro 80 M.

The recent addition of the two cruise yachts to the fleet, **Le Boreal** and **L'Austral**, clearly represent Compagnie du Ponant's dual focus on luxury travel and environmental consciousness while still allowing for a multitude of top-of-the-line amenities. The "clean ship" label was awarded based on the numerous eco-friendly features: dynamic-positioning, advanced waste water treatment, reduced fuel consumption and emissions, and underwater detection system. This dual focus business model has won over loyal clients as well as attracting many new ones as one in two guests in 2011 is a new customer for Compagnie du Ponant, while one in four is going on a cruise holiday for the first time. Customer

satisfaction levels (4.5 out of 5) and the high rate of positive recommendations to friends and family (97% of passengers), recognizes the hard work by the company's enthusiastic personnel. "For Compagnie du Ponant this order is another step towards the future that validates an effective business model, a good and successful bet," says Chief Executive Officer, Jean-Emmanuel Sauvee.

Compagnie du Ponant's shareholders share this enthusiasm and are showing ongoing confidence in the company's successful business model and the crews and land-based teams by investing in this new ship. Having led the project to build the two previous yachts with such flair, the Fincantieri shipyard has again been entrusted with the third ship. French designer Jean-Philippe Nuel will be responsible for the sophisticated modern interior which has contributed so much to the success of **Le Boreal** and **L'Austral**.

"In keeping with our concept of cruising, we are again favoring the intimate, friendly environment of a well-designed mega-yacht sized ship, ensuring our passengers receive individual attention and personalized "tailor-made" service in an outstanding environment," concludes Veronique Saade, Deputy Executive Vice-President.

- Investment: euro 100 M - Delivery date: June 2013
- 142 m in length - 18 m beam - 6 decks (including 1 sun deck) - 4.7 meter draft
- 132 staterooms and suites (95% with balcony) - Ice certification: 1C
- 264 passengers - 140 members of crew - 16 knots (cruising speed)

OLDIE – FROM THE SHOEBOX



The 1968 built 508 DWT platform supply vessel **UNI-8** awaiting her faith in Miri (Malaysia), the 51.8 mtr vessel is built at the **Burton Shipyard** in Port Arthur under yard number 432 as the **PETRO SERVICE** under which names she served until 1996 when she was renamed in **RENEGADE** and sailed under the Philippine flag, in 2007 she was purchased by Uni-Star Shipping and renamed **UNI-8** - Photo : **Capt. Jelle de Vries** ©

BOOK REVIEW

By : Frank NEYTS

“Shipping of the Bosphorus”.

Coastal Shipping recently published “**Shipping of the Bosphorus**” by Chris Brooks and Simon Smith. Istanbul and the Bosphorus provides many vantage points and opportunities to photograph and observe a large number of vessels of all types at close quarters and underway. The purpose of this book is to give the reader an overall view of shipping in the area. The book is organized on a graphic basis, starting at the southern extremities of the Bosphorus, looking at vessels in the nearby harbour of Tuzla and its shipyards and anchorage. Moving on westwards from Tuzla is Pendik Harbour and anchorage at Kartal. Next is Istanbul anchorage which is situated to the south. Before proceeding northwards through the Bosphorus, Haydarpasa Harbour situated on the Asian side of the Bosphorus is visited. Vessels at Istanbul cruise terminal on the European side of the Bosphorus are also viewed. The journey northbound through the Bosphorus visits several locations where passing shipping can be photographed. Locations include Kandilli and Kanlica on the Asian side of the waterway. On the European shore Rumeli Hisari and Rumeli Kavegi are visited. This book will appeal to all ship lovers. Strongly recommended!

“**Shipping of the Bosphorus**” (ISBN 978-1-902953-53-3) is a hardback book of 80 pages. The price is £16.00, exclusive P&P. Ordering via the bookshop, or directly via the publisher, Coastal Shipping, 400 Nore Road, Portishead, Bristol BS20 8EZ, UK. Tel/Fax: +44(0)1275.846178, www.coastalshipping.co.uk.

.... PHOTO OF THE DAY



The **GEO CASPIAN** seen in IJmuiden - Photo : Marcel Coster ©

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