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In and around Maassluis the last weekend the 31st FURIADE was held which attracted, due to the excellent weather, a lot of spectators around the port where all kind of vessel where moored and open for the public , also see below for the photos of this yearly event, this year with the theme “ Langs vlieten en haven ”

Photo : Leen van der Meijden (c)

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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EVENTS, INCIDENTS & OPERATIONS



New superstructure for a tanker under construction at the [DSME shipyard](#) in Geoje (South Korea)

Photo : Thom Jaspers (c)

Upgraded shipping service will help boost African trade

Safmarine says the addition of Beira and an eastbound Toamasina call on its weekly shipping service between Southern Africa and Asia (the Safari 3 service) will help boost trade between southern Africa and Asia. According to Alan Mileham, Safmarine's Far East – South Africa trade manager: "Until now the majority of eastbound cargo shipped from central and northern Mozambique and neighbouring countries (Zimbabwe, Zambia and Malawi) via Beira has had to move via feeder vessel to Durban, from where it was shipped on the Safari 1 service to the Far East. "By adding a direct call at Beira and an export Toamasina call on Safari 3, cargo from these regions can now move directly through local ports to the Far East, allowing for quicker access to markets and added convenience for shippers." Mileham says the upgraded service, which is set to benefit, in particular, the mining and agricultural commodity sectors in these regions, is being introduced in response to customer demand. "In recent years we've seen volumes of cargo shipped via Beira grow by more than 30 percent per annum. The growth can, in part, be largely attributed to the increased demand in the Far East for southern African agricultural products and minerals, as well as infrastructural and commercial investments in countries such as Zambia." Mileham says all Safmarine's Beira imports/exports will move, as of mid October this year, on the upgraded Safari 3 service, which will have the following port rotation: Tanjung Pelepas - Port Louis - Port Reunion – Toamasina - Maputo - Beira- Toamasina - Tanjung Pelepas. A sixth vessel has been added to accommodate the extra direct port calls on the Safari 3 service, which is operated by Safmarine and sister company Maersk Line. **Source: HeavyLift**



mv **Marcalabria** has been renamed **Feliz L** in the port of Hamburg. - **Photo : Maik Ebel ©**

Global shipping trade suffers \$9 bn per annum due to piracy


The scourge of piracy is costing the global merchant vessel industry up to nine billion dollars per year, an Indian Shipowners' Association has claimed and demanded creation of a specialised force under the ambit of UN which could be deployed on vessels at high seas. Citing growing concerns in view of repeated pirate attacks, the Indian National Shipowners' Association (INSA) has written to the External Affairs Ministry for taking up the matter forcefully at the United Nations for creation of a UN Force of military guards. It has also approached the Ministry of Defence, Ministry of Shipping, National Maritime Foundation and the Chief of Naval Staff to support the move.

"The seafarers are increasingly anxious about sailing through the expanding pirate-prone areas...The Indian Shipping Industry is of the firm view that the situation can only be resolved with a bold approach that targets the problem in evolving initiatives so as to achieve effective control on piracy at sea," said the letter sent to MEA and copies to other ministries. One important element in this approach, it said, will be the establishment of a UN Force of military guards that can be deployed on board merchant ships.

"This can be an innovative force in terms of UN Peacekeeping activity, but it would do much to stabilise the situation, to restrict the growth of unregulated, privately-contracted armed security personnel and to allow those UN member states lacking maritime forces," it said. When contacted, INSA CEO Anil Devli told PTI that as per estimates piracy costs the global shipping industry up to USD nine billion annually. **Source : Indianexpress**



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

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The growth of Somali piracy

After the hijacking of the Bangladeshi flag vessel **MV Jahan Moni** with 23 Bangladeshi nationals, people of Bangladesh came to know about modern day hijacking in the open sea by Somali pirates and their activities. Piracy off Somali coast has been a threat to international shipping since the second phase of the Somali Civil War early this century. Since 2005, many international organisations, including the International Maritime Organisation and the World Food Programme, have expressed concern over the rise in acts of piracy. Piracy has contributed to an increase in shipping costs and impeded the delivery of food aid shipments. Ninety per cent of the WFP's shipments arrive by sea, and ships into this area now require a military escort. A United Nations report and several news sources have suggested that piracy off the coast of Somalia is caused in part by illegal fishing and the dumping of toxic waste in Somali waters by foreign vessels that have, according to Somali fishermen, severely constrained the ability of locals to earn a living and forced many to turn to piracy instead. Other articles allege that many coastline villagers given the choice between foreign-vessel collection of Somali sea life and the actions of the pirates, they support the pirates. Some pirates have suggested that, in the absence of an effective national coastguard following the outbreak of the Somali Civil War and the subsequent disintegration of the Armed Forces, they became pirates in order to protect their territorial waters. This belief is also reflected in the names taken on by some of the pirate networks, such as the National Volunteer Coast Guard (NVCG). The UK's Department for International Development (DFID) issued a report

in 2005 stating that between 2003-2004, Somalia lost about US\$100 million in revenue due to illegal tuna and shrimp fishing in the country's exclusive economic zone by foreign trawlers. During the Siad Barre regime, Somalia received aid from Denmark, UK, Iraq, Japan, Sweden, USSR and West Germany to develop its fishing industry. Cooperatives had fixed prices for their catch, which was often exported due to the low demand for seafood in Somalia. Aid money improved the ships and supported the construction of maintenance facilities. After the fall of the Barre regime, the income from fishing decreased due to the Somali Civil War. Also, there was no coast guard to prevent illegal fishing by trawlers from other countries and big companies dumping waste which killed fish in Somali waters. This led to the erosion of the fish stock. Local fishermen started to band together to protect their resources. Due to the clan-based society in Somalia, the lack of a central government, and the country's strategic location in the Horn of Africa, conditions were ripe for the growth of piracy in the early 1990s. Precise data on the current economic situation in Somalia is scarce, but with an estimated per capita GDP of \$600 per year, it remains one of the world's poorest countries. Millions of Somalis depend on food aid and in 2008, according to the World Bank, as much as 73 per cent of the population lived on a daily income below \$2.0. These factors and the lucrative success of many hijacking operations have drawn a number of young men toward the gangs of pirates, whose wealth and strength often make them part of the local social and economic elite. Abdi Farah Juha who lives in Garoowe (100 miles from the sea) told the BBC, "They have money; they have power and they are getting stronger by the day. They wed the most beautiful girls; they are building big houses; they have new cars; new guns." Some pirates are former fishermen, whose livelihoods were hurt by foreign ships illegally fishing in Somali waters. After seeing the profitability of piracy, since ransoms are usually paid, warlords began to facilitate pirate activities, splitting the profits with the pirates. In most of the hijackings, the bandits have not harmed their prisoners. The Transitional Federal Government has made some efforts to combat piracy, occasionally allowing foreign naval vessels into Somali territorial waters. However, more often than not, foreign naval vessels chasing pirates were forced to break off when the pirates entered Somali territorial waters. The government of the break-away region of Puntland has made more progress in combating piracy, evident in recent interventions.



The **PACIFIC EXPRESS** seen in Mombasa, the superstructure is seen heavily damaged after an attack by pirates in the Indian Ocean - **Photo : Hannes o/b Volvox Delta (c)**

Pirates profile: A collage of pirates armed with AKM assault rifles, RPG-7 rocket-propelled grenade launchers and semi-automatic pistols. Most pirates are 20-35 years old and come from the region of Puntland, in north-eastern Somalia. The East African Seafarers' Association estimates that there are at least five pirate gangs and a total of 1,000 armed men. According to a BBC report, the pirates can be divided into three main categories: Local Somali fishermen, considered the brains of the pirates' operations due to their skill and knowledge of the sea. Most think that foreign boats have no right to cruise next to the shore and destroy their boats. Ex-militiamen, who previously fought for the local clan warlords, or ex-military from the former Barre government used as the muscle. Technical experts, who operate equipment such as GPS devices. According to Globalsecurity.org, there are four main groups operating off the

Somali coast. The National Volunteer Coast Guard (NVCG), commanded by Garaad Mohamed, is said to specialise in intercepting small boats and fishing vessels around Kismayo on the southern coast. The Marka group, under the command of Yusuf Mohammed Siad Inda'ade, is made up of several scattered and less organised groups operating around the town of Marka. The third significant pirate group is composed of traditional Somali fishermen operating around Puntland and referred to as the Puntland Group. The last set are the Somali Marines, reputed to be the most powerful and sophisticated of the pirate groups with a military structure, a fleet admiral, admiral, vice-admiral and a head of financial operations. **Source: The Financial Express**



Above seen the bulk carrier **BANTRY** loading salt at Cape Cuvier, Western Australia - No wharf, No Dolphins just six moorings holding her! - **Photo : Carl Jernert (c)**

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Shipping ministry to regulate old ships

Minister of shipping GK Vasan announced that the union shipping ministry would regulate the movements of ships that are more than 25 years old, in Mumbai on Saturday. Vasan, in his speech at the valedictory function of the golden jubilee celebration of the Shipping Corporation of India Ltd in Mumbai, said that the notification was to ensure a cleaner and safer coastline. Director general of shipping, Satish Agnihotri told DNA, "After the oil spill from **MV Chitra**, and instances of **MV Pavit** and **Wisdom** running aground near the Mumbai shore, we decided to regulate the movements of the old ships. The ships sailing in the Indian seas will need the classification certified from the International Association of Classification of Societies and should comply with the insurance norms," he said. Agnihotri said that **Wisdom**, **MV Rak**, **Khalija**, **Chitra** were older ships, and newer ships were found to comply with all the norms related to classification and insurance. Vasan said that incidents of piracy off the coast of Somalia are one of the biggest challenge the shipping sector is facing. "Our ministry is working closely with the ministry of external affairs, the Indian Navy and other international agencies to tackle the menace. We have also issued guidelines for engaging armed guards from private security agencies on-board Indian flagships," he said. Prime Minister Manmohan Singh too expressed concern. "Any industry can thrive only in an atmosphere of safety and security. Incidents of piracy and

armed robbery against ships pose a serious threat to India's seaborne trade, besides putting at risk a large number of Indian seafarers



The **Solvik Supplier** during Seatrails outside of St Petersburg (in September 2011) The vessel is built at Severnaya Verf and shall be delivered in end of October 2011 - **Photo : Kenneth Lande ©**

Breakwater bridge operation aborted



An operation to place over the St Elmo Breakwater a single-span steel bridge was embarked upon Sunday morning but had to be put off due to bad weather. Transport Malta said the operation was aborted by the captain of **MV Storman Asia** at 1.35 p.m. because of strong winds and an increase in the sea swell.

The operation started at 6 a.m. with the mobilisation on site of the vessel carrying the bridge and the mobilisation of key personnel involved in the operation. Another attempt to install the bridge will take place when the weather conditions are favourable.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com

The 70-metre bridge, which weighs 190 tons, arrived on the **Storman Asia** from Spain last Monday. The project was unveiled in 2009, when Infrastructure Minister Austin Gatt said it was projected to cost €2.8 million. The new bridge will replace the two-span bridge which was partly demolished in an Italian attack in 1941 and subsequently removed.

The government's original plan was to rebuild a replica of the Victorian bridge but the proposal was found to require a lot of steel and was not deemed cost-effective. As a result, a simpler design was drawn up, incorporating a steel arch, a timber deck and an observation area. The tender conditions specified that the bridge must have a lifespan of 120 years. 12 bids were submitted for the project. The steel bridge is one of the government's projects for the regeneration of Grand Harbour, which also includes the panoramic lift linking Lascaris Wharf to Upper Barrakka, and the removal of the tank-cleaning facility. **Source : Times of Malta**

NEDERLANDSE MARITIEME LUNCH IN SINGAPORE

Via deze weg willen wij de "Maritieme" Nederlanders uitnodigen voor deze lunch, wat tevens een uitstekende plaats is om te netwerken, en kennis te maken met andere Nederlanders uit de industrie



De gastheren voor deze lunch [Jan Polderman](#) en [Bas Wiebe](#) van [Svitzer Salvage](#)

deze lunch word deze keer gesponsord door :

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Above seen a very nice scale model of the (original 1985 Giessen-De Noord built) **TINEKE** (scale 1:100) seen sailing at the Vlaardingse Vaart during a nice sunny last Saturday, please visit the Hyves site <http://bananenvaart.hyves.nl>
A special site where ex shipscrews of **Dammers & v/d Heide's** are exchanging memories of the past =
Photo : Zoltan Nagy (c)



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Above seen the **Acergy Falcon**, busy with her last project for Subsea7. Location: Dutch sector, alongside the "**De Ruyter Platform**". Picture taken from the bridge of the **Seven Pelican**, during helicopter ops, by **Johannes van den Bos** (former medic on the **Acergy Falcon** and now medic on the **7Pelican**)

31ST FURIADE MAASSLUIS



The **PIET HEIN** seen arriving in the port of Maassluis for the Furiade - Photo top : Gunther Spruit ©



Photo's : Marijn van Hoorn ©





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NAVY NEWS



Above seen the **LCC 20 MOUNT WHITNEY** in drydock at the **Viktor Lenac shipyard** in Rijeka (Croatia) October 2nd
Photo : Svetozar Catovic RRM (c)

The **USS Mount Whitney (LCC/JCC 20)** is a **Blue Ridge class** command ship of the US Navy; it is the flagship of the Sixth Fleet. She is also the command and control ship for the Commander Joint Command Lisbon and the Commander Striking Force NATO. She had previously served for years as the COMSTRIKFLTANT(NATO Designation) / Second Fleet's command ship. She was classified as the LCC-20 on 1 January 1969, and she was laid down on 8 January by Newport News Shipbuilding & Drydock Company, Newport News, Virginia. Considered by some to be the most sophisticated Command, Control, Communications, Computer, and Intelligence (C4I) ship ever commissioned, Mount Whitney incorporates various elements of the most advanced C4I equipment and gives the embarked Joint Task Force Commander the capability to effectively command all units under his or her command.

The **Mount Whitney** can transmit and receive large amounts of secure data to and from any point on earth through HF, UHF, VHF, and SHF (satellite communications) communications channels. This electronic technology enables the Joint Intelligence Center and Joint Operations Center to provide the most timely intelligence and operational support

available in the Navy. Beginning March 19, 2011, [Mount Whitney](#) served in the Mediterranean as the main command vessel for the enforcement of United Nations Security Council Resolution 1973 against Libya, flagship for Admiral Samuel J. Locklear, who has tactical command of the Operation Odyssey Dawn joint taskforce. Command is expected to be transferred to a coalition commander in time though confusion within the coalition was evidenced in early days. The vessel is serving as a command-and-control vessel for the United States' involvement in the coalition campaign aimed to enforce a Libya no-fly zone and to stop Muammar Gaddafi's forces from destroying the rebel stronghold of Benghazi.

INS Shakti inducted into the Indian navy



Navy Chief Admiral Nirmal Verma commissioned a fleet tanker named [INS Shakti](#) in Andhra Pradesh's Visakhapatnam city on Saturday. Speaking on the occasion, Verma emphasising the importance of Naval air power said that India would acquire a total of 45 MiG-29K. Naval aviation is an area which has got most attention over the past few years.

And, in terms of the new inductions that we are acquiring, one is with respect to the fighter aircraft. As you are aware there are 16 MiG-29 aircraft, Mig-29K of which 12 are combat fighters, 4 are trainers. This contract was signed in 2004," said Admiral Verma. "The delivery is almost completed. We have

also gone for a second contract of 29 more fighters. So all in all you can say there are 45 MiG-29 fighters which would come into our service," he added.

Admiral Verma also spoke about acquiring maritime reconnaissance aircraft P8I, which is being customized and built specially for the Indian Navy by Boeing. "Similarly the other major acquisition which is going on very well is the induction of the P8I maritime reconnaissance aircraft which is being built by Boeing. And, the first flight has already been completed," said Admiral Verma.

"What is good to see is that the ship was delivered a week before the contracted period. It seems that even the P8I programme is slightly ahead of schedule. And these would be very very capable aircrafts. As you are aware there was a contract for 8 which was signed and there is an option clause being exercised for 4," he added. [INS Shakti](#) is the second of two fleet tankers built by the [Fincantieri Shipyard](#) of Italy for the Indian Navy.

The vessel is easily one of the largest in the Indian Navy with 175 metres in length and 32 metres in width. The ship has a displacement of 27,000 tons and is capable of carrying 15,000 tons of cargo including fuel for ships and fighter aircraft. Source : NewsTrack India

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SHIPYARD NEWS



Two sisters, the 317.000 DWT **SUWAIO** and **HABRUT**, seen moored at **DSME**, Geoje, South Korea, ready for delivery to the owner, Oman shipping company. - Photo : Thom Jaspers ©

Akdeniz Shipyard Starts Sea Trials for Pallas Shipping's New Tanker MT Pallas

New tanker **MT PALLAS** started sea trials, Pallas Shipping's new tanker **MT Pallas** that was ordered at Akdeniz Shipyard was launched to everyone's delight on August 29. The vessel was then towed to the yard berth where the final adjustments, etc. will be implemented before the test drive takes place.

Delivery will take place October 5. Then begin the **M/T Pallas** its maiden voyage from Turkey to Sweden where she should go into charter for the oil company Topoil AB. **Akdeniz shipyard** in the Mediterranean, south of Turkey Ceyhan-Yumurtalik total area of 175,000 m², the shipbuilding and repair / maintenance services was established in 2007 to give. As of the moment capacity of the private sector in Turkey and the Eastern Mediterranean area and the project is the largest shipyard. Ships and maritime labor and 35 years of experience in the field of wind AkbaşıoğluGroup Shipyard sails the Mediterranean region has led towards the goal of leadership in the shipbuilding industry. Source: Akdeniz Shipyard

Yuexin Shipbuilding Signs Contract for Construction of Four New Tugs

On Sep.20, Yuexin signed a new contract of three units of Tug with a company from Southeast Asia, two of which are ASD TUGs and one of which is Multiple ASD TUG. All of the three TUGs measures 37m in length with a moulded breadth of 10.6m and a moulded depth of 4.8m. The moulded draft is 3.5m. The designed ahead bollard pull reaches 62T and the astern reaches 56T. And generated by two generator sets each rate 136KVA, the vessel is equipped with two Yanmar 2500PS Main Engine and propelled by Schottel Amuzith thruster. Meanwhile, each of the ASD tug can carry 12 men and the Multiple ASD TUG can carry 10men. Moreover, with slightly different superstructure, the multiple ASD tugs should perform the function of oil recycling so as to protect offshore environment.

Other than a new contract of three units of Tug with South Asian Crude Oil Pipeline Co.ltd, Yuexin also signed a contract with a South America customer of 32m ASD TUG-YX3132, which finished launching. Applying the design of ROBERT ALLAN LTD, YX3132 measures 32m in length with a moulded breath of 11.6m and a moulded depth of 5.36m. The moulded draft is 4.30m. It can carry 205m³ fuel oil, 37m³ fresh water, 113m³ drill water. The designed ahead bollard pull reaches 70T and the astern pull reaches 60T as well as the designed speed reaches 12 knots.

During the post financial crisis, shipbuilding industry is still in the period of depression. Facing more and more fierce competition, the leaders of Yuexin are exploring a new ways actively of development, not only taking the aim at domestic market but also focusing on developing Tug and high house power offshore vessel. So far, Yuexin Shipbuilding Company has concluded contacts of 22 units of offshore vessel and 24 units of barge. **Source:** Yuexinship

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Above seen the stowaway and in the mean time promoted to **look-out** in the foremast of the **AHTS SALVICEROY**
Photo : Capt. Dieter Mueschen – Master Salviceroy (c)

Bumi Armada Signs FPSO Contract with Apache

Malaysia-based international company, **Bumi Armada Berhad**, signed today a contract to supply and operate an FPSO for **Apache Energy Ltd (Apache)**, to be located in block. WA-49-L of the Balnaves Field, north-west Australia. The contract is for an initial 4 years fixed term time charter with an option of a further four year annual extension period thereafter.

The contract, valued at approximately RM1.46 bil is expected to contribute positively to the revenue and earnings of **Bumi Armada** for the financial year ending 31 December 2011. Bumi Armada's Executive Director and CEO, Mr. Hassan Basma, said, "We are delighted **Apache Energy** chose to award us with this contract for their second operated FPSO (floating, production, storage and offloading vessel). This award yet again underscores Bumi Armada's strong engineering capabilities and rising reputation for "on time, on budget, to high quality" delivery of major projects. It

signals our entry into the exciting but demanding Australian market and ushers in yet another growth period for the company. The contract increases the Bumi Armada order backlog to more than RM 7 billion. "We are grateful to Apache Energy for this opportunity to work together on this project and look forward to building the relationship with Apache with this new project. "It has been an exciting six months of collaboration between our two companies on engineering and project definition and I believe this trust and partnership will strengthen as we move forward." Work has already begun with refurbishing an existing FPSO (the former [Armada Prima](#)) for this project with the objective of delivering the FPSO for First Oil in Q1 of 2014. The long schedule is to synchronize the arrival of the FPSO with subsea installation and cyclone season.

The FPSO, named Armada Claire, has been designed with a disconnectable riser turret mooring system for cyclonic weather in 135m water depth. Bumi Armada owns this technology which allows it to work in cyclone and hurricane-prone areas like South East Asia, Australia, India and Gulf of Mexico.

The purpose-built double hull disconnectable FPSO has oil processing capacity of 80,000 barrels (bbls) per day, produced water handling capacity of 30,000 bbls per day, water injection capacity of 60,000 bbls per day, gas re-injection capacity of 53 mmscfd and storage capacity of 750,000 bbls. The riser turret mooring is designed for four risers. The transport and installation of the riser turret mooring is the subject of another tender yet to be launched and for which Bumi Armada is a qualified bidder.

"Apache Energy is major Australian oil and gas producer, and welcomes the engagement of Bumi Armada in our growing operations and development portfolio," said Mr. Thomas M. Maher, Apache's region vice president and managing director in Australia. **Source: Bumi Armada**



The [SCF PACIFICA](#) (ex. [Megacore Pacifica](#)) seen enroute Amsterdam – **Photo : Marcel Coster ©**

Port Otago looking to shed workers

Up to 12 jobs may be lost at Port Otago as the company looks to reduce its workforce to meet an expected drop in the container trade. It is a proposal that has been "condemned" by the two main waterfront unions, which called for Port Otago to stop using workers as pawns in a situation where the workforce was productive and the company was performing well.

Port Otago chief executive Geoff Plunket said it was well documented that the port would lose 10% of its container trade in the coming export season. "So we are having to look at rebalancing our workforce. It is regrettable." Unfortunately, that meant reducing the port's workforce of 300 by 12 but it was expected those positions would be lost through voluntary severance if the proposal was accepted, he said.

"We do not expect any compulsory redundancies." The unions had been advised of the proposal on Monday and a two-week consultation phase was under way in which the company would listen to and consider any suggestions from workers, Mr Plunket said. That the company had delivered a record \$12.5 million dividend to its owner, the Otago Regional Council, was "irrelevant". "We need to make sure Port Otago continues to operate successfully." Rail and Maritime Transport Union national secretary Wayne Butson said management talked about a decline in container numbers but remained upbeat about the future. "That a publicly-owned company can consider throwing people out of

work in these circumstances is completely unacceptable. Those workers created the wealth that was paid out to the regional council as a dividend and that is the thanks they get." Maritime Union of New Zealand general secretary Joe Fleetwood said the plan was flawed as trade was growing in some areas of the business. The port company had to accept the peaks and troughs in shipping as part of the industry and stop using workers as pawns, he said. The combined unions would do what they could to turn the proposal around and would be holding a joint meeting of their members next week to decide on how to do that."

Labour's Dunedin South MP Clare Curran said the cuts were another "body blow" to the region. "Dunedin and Otago urgently need an economic strategy that the whole city can buy into and get behind."



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Scottish Marine Services Company opens branch in The Netherlands



Photo : Jan Steehouwer (c)

The **Scottish Marine Services Company, Gareloch Support Services (GSS)** from Helensburgh, has opened a branch office in Maassluis (The Netherlands). The Dutch office will soon have two work boats available which are presently under construction at the **Neptune Shipyard** in Aalst. With her fleet the **Scottish Marine Services Company** performs regular work for the British Ministry of Defense (MOD). Also, the company is particularly active in Scotland as a contractor in the construction of quays and jetties. The work boats, called multicats, and the tug **SMS**

Shoalbuster are also rented to other types of businesses. At the moment in Europe GSS vessels are operating in England, Spain and Ireland and in Africa in Sierra Leone, Nigeria and Angola.

The latest fleet addition, the Euro Carrier 2409 "**Iona M**", was delivered by Neptune Shipyard at the end of September. Together with the Euro Carrier 2611 "**Fiona F**", this new work boat will depart for Papua New Guinea to be deployed on a port project. For the Dutch branch, headed by **Jan Peute**, **Neptune Shipyard** currently has two European carriers in the pipeline. These are the Euro Carrier 2611 "**Mena C**" which will be delivered in December and the Euro Carrier 2409 "**Sandy L**" scheduled for delivery March 2012. Modern work boats with cranes and winches. The branch of GSS in The Netherlands will focus on companies active worldwide in the marine contractor and the offshore oil & gas and wind energy sectors. GSS will also aim to continue acting as an agent for companies working with guard boats and crew tenders. **Source : PAS Publicaties**



The **MAPLE 3** seen enroute Shell Moerdijk (The Netherlands) – **Photo: Daniëlla Vermeer (c)**



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Yuzhny's ship comes in

After a long wait, **Yuzhny's Transinvestservice (TIS)** is to see its first container vessel; what's more it's a direct call from Latin America, and it's a fair bet is that plenty more will follow. Maersk's brand-new ECUMED service is arriving directly from Ecuador, but it has been a long time coming, held back by the fluctuating fortunes of the region which has seen the Ukraine's container volumes drop twice. Andrii Kuzmenko of TIS tells Port Strategy that TIS has been flexing its muscles with bulk cargo, handling inbound bulk cargoes such as coal, and outbound pig iron and steel, while it has been waiting for the first box ship to arrive. TIS operates eight 15m-deep berths with a total length of 2,380m and the company has invested more than \$350m in port infrastructure so far. Further, there is still plenty of room for expansion, as there is a 1,300 metre quay yet to be developed. Steve Wray of OSC (part of the **Royal Haskoning** Group) adds that Yuzhny remains an attractive alternative, "considering the length of quay and depth of water". This is of interest, he says, not just for some main arterial services, but also for secondary trades as recent newbuild orders means larger tonnage will start to fall from the main east-west routes in 2012. He adds, "This cascade effect, coupled with signs of recovery in the region, is once again likely to result in more direct calls into the Black Sea

by the main shipping lines." Two other development projects are also in the pipeline at Yuzhny. One is a 20,000 m2 cold storage facility and the other is a 4km2 industrial park, both of which will be situated right next to the container terminal. **Source: Port Strategy**

Nam Cheong sells three offshore vessels

Offshore support vessels shipbuilder Nam Cheong won contracts worth \$51.5m to sell two platform supply vessels (PSVs) and one anchor handling towing supply (AHTS) vessel, Seatrade Asia reported. The PSVs are sold to Bumi Armada Navigation and the AHTS vessel is sold to Gulf Glory Marine Services. The two PSVs and the AHTS are being built as part of the company's built-to-stock series in one of its subcontracted yards in China. The PSVs are scheduled to be delivered between end-2011 and mid-2012 while the AHTS vessel is slated for delivery in mid-2012. The latest contracts boost the Malaysia-based company's order wins this year to 12 vessels at a total value of RM673m (\$209.8m) Leong Seng Keat, Nam Cheong's executive director, said investment in oil exploration and production activities will continue as oil prices remain high. "Anything above \$50 a barrel in oil prices is very comfortable for oil majors to continue to deploy assets in shallow water. That's why we continue to see demand for smaller AHTS vessels that is driven by shallow water oil and gas activities," Leong said. **Source : Portnews**



The megayacht **OCTOPUS** seen in Pemba - Mozambique during a short visit.

Photo : Capt. Christian Schmidt – AfriShore (c)

Shell Singapore plant resumes tanker berthing operations

Royal Dutch Shell resumed tanker berthing operations at its Singapore refinery this morning more than 48 hours after putting out a fire at the plant, a shipping source said on Sunday, Reuters reports. The 500,000-barrels-per-day (bpd) refinery, Shell's largest processing plant globally, is expected to be shut for at least a month, industry sources had said. "We started (berthing) this morning," said the source familiar with operations at the Shell terminal. On Friday, at least two buyers said they had received a notice from the oil major that it was declaring force majeure on all its nominated sales for cargoes to be lifted from the Singapore Bukom refinery. The note titled 'Notice of Force Majeure' said: "In the circumstances we have no alternative but to formally declare that our ability to supply the product under the contract has been adversely affected by an event beyond our control."

Shell was not immediately available for comment but in a statement issued on Oct 1, the company said: "Efforts are proceeding to further secure the site of the fire to allow investigations to commence safely and bring the situation back to normal at the refinery." "Discussions are ongoing with customers to address the supply of products and to minimise any potential impact to them."



The **STOLT AQUAMARINE** seen enroute Rotterdam – Photo : Ria Maat (c)



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.... PHOTO OF THE DAY



The **PRIDE OF ROTTERDAM** and in the background the **STENA CARRIER** seen moored in Rotterdam-Benelux harbour - **Photo : Henk Wadman (c)**