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Seen operating in Gladstone Australia, multi cat **DMS Heron** on 23-10-2011

Photo : **Andrew Mackinnon** – www.aquamanships.com ©

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NIEUWE REDDINGBOOT VOOR NEELTJE JANS



Het reddingstation Neeltje Jans van de [Koninklijke Nederlands Redding Maatschappij \(KNRM\)](#) heeft sinds kort de beschikking over een nieuwe reddingboot. Deze is van het type [Nikolaas](#). De bouw van de reddingboot werd bekostigd uit een schenking van het [Fred Plesman Fonds](#).



De kleindochter van de heer Plesman, mevrouw Groot, heeft de doopplechtigheid verricht. Het Fred Plesman Fonds is opgericht na liquidatie van de Pronto Stichting. Deze stichting schonk eerder de reddingboot [Uly](#) van Westkapelle. De nieuwe reddingboot ligt aan de binnenkant van de Oosterschelde kering en vervangt de oude reddingboot [Harder](#) die daar sinds 1987 in dienst was.



Achtergrondinformatie :



De reddingboot voor Neeltje Jans is na Huizen, Dordrecht, Elburg en Veere de vijfde reddingboot van de **Nikolaas-klasse**. Deze 9-meter boten, gebouwd door Mare Safety AS uit Ulsteinvik in Noorwegen, zijn specifiek bestemd voor hulpverlening en redden op het binnenwater. In tegenstelling tot andere locaties is de nieuwe reddingboot voorzien van twee motoren in plaats van één, omdat het werk plaatsvindt in zeersterke stroming waardoor twee motoren meer veiligheid bieden in geval van een storing. Daarnaast is er een aantal aanpassingen gemaakt ten opzichte van de andere Nikolaas-boten. Zo is er een extra bolder, een kantezak en zijn er ander stoelen geplaatst om meer dekruimte te creëren. Beroepsschipper **Johannes Post** is nauw betrokken geweest bij het bouwproces. "Ik ben zelf op de werf geweest en kreeg bijna elke week foto's van het bouwproces. Het is mooi om het schip nu echt af te zien".

Het reddingstation Neeltje Jans heeft twee vestigingen. Aan de buitenkant ligt reddingboot **Koopmansdank** langzij het unieke drijvende bemanningsverblijf **Wim Klem**. Aan de binnenkant lag de **Harder** in het drijvende boothuisje **L.L. Bergsma**. Het boothuis aan de binnenkant werd al eerder aangepast aan de nieuwe reddingboot. De totale bezetting van het reddingstation bestaat uit 26 vrijwilligers en een beroepsschipper **Johannes Post**. De reddingboten van Neeltje Jans komen gemiddeld ongeveer 100 keer per jaar in actie en daarmee is het reddingstation één van de drukste stations van de KNRM. **Photo's : Jan de Koning ©**



The TSHD **OSTSEE** seen in IJmuiden – **Photo : Hans Blomvliet ©**



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The **DANZIGERGRACHT** seen enroute Rotterdam – Photo : Jan van der Klooster ©

First section of newly excavated lanes in Panama Canal flooded for first time

On 19 October 2011 a major milestone in the construction of the new locks on the Panama Canal was reached when the Administración del Canal de Panama (ACP) flooded the first section of the newly excavated lock lanes on the Pacific Side.

The excavation works close to the Centenario Bridge are being executed by Jan De Nul Group and are 4.5 months ahead of contractual schedule. In the presence of Alberto Aleman, Canal Administrator, and J P J De Nul, CEO of Jan De Nul Group, the Panamanian President Ricardo Martinelli had the honour of starting the flooding process by literally "turning the tap on." In Phase 1 of the project, the dry excavation works, 2.4 million m³ of rock has been excavated in what Jan de Nul described as "a record time." This represents 60 per cent of the total volume to be excavated. The dry excavation works will continue until end January 2012.

Jan De Nul Group mobilised its largest earthmoving equipment for the dry excavation, including 21 A40 Volvo articulated dump trucks and Hitachi EX1200 excavators. Phase 2 of the project consists primarily of dredging works. After the flooding of this first section, and once the water reached the same height of the water level in the existing Panama Canal, Jan De Nul Group will start the dredging works by mobilizing its large cutter suction dredger Marco Polo and backhoe dredger Il Principe.

Completion of the project is expected in March 2012.

The 'PENAC' project or the Pacific Entrance North Access Channel dredging project requires the excavation of the future access channel to the new third set of locks. This contract is part of an ambitious expansion programme to enable post-Panamax vessels to use the canal by 2014, 100 years after its opening. Jan De Nul Group was awarded the contract on 16 August 2010. Work started in mid-November 2010 and will be completed by the end of March 2012, 7.5 months before the contractual end date.

In order to create the new access channel, 4,000,000 m³ of material, of which 2,000,000 m³ is rock, will be excavated. The rock needs to be blasted before excavation. The PENAC contract is employing 180 people, of whom 167 are Panamanians. Source : dredging news online

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On October 22nd de **H-851** left the Yiu Lian yard in Shekou, China after 387 days of conversions and outfitting from a launch barge into a launch and float-over barge. Near Hong Kong Heerema's **Husky** connected for the offshore tow to Ulsan, Korea.
Photo : Willem van Woercom ©

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The **OCEANA** seen in Southampton – **Photo : Peter Hollands ©**

Domestic seafarers seen to benefit from new maritime labor standards

An estimated 40,000 domestic seafarers onboard Philippine registered ships are expected to benefit from the government's program to ensure decent work and labor standards in the local maritime industry. During the fourth

plenary Maritime Industry Tripartite Council (MITC) meeting, Labor and Employment Secretary Rosalinda Baldoz said the necessary measures would ensure the proper decent work standards for all local maritime workers on board local vessels.

The tripartite body composed of the labor, management and government partners of the country's maritime industry, has endorsed two MITC resolutions -- the issuance of an appropriate Department of Labor and Employment department order (DO) for the rules and regulations governing the employment and working conditions of domestic seafarers and the Philippines' ratification of the International Labor Organization's (ILO) Maritime Labor Convention 2006 (MLC). Baldoz stressed all these efforts are consistent with the 22-point labor and employment agenda of President Benigno S. Aquino III, to "invest in human resource and make us more competitive and employable while promoting industrial peace based on social justice and strengthen the welfare and protection of all Filipino workers including the country's seafarers." The MITC's plenary meeting would be a full-force event to be attended by the social partners of the Philippines' maritime industry, alongside both local and international stakeholders, and other observers. During the MITC plenary, ILO International Labor Standards Department director Cleopatra Doumbia-Henry from the International Labor Office-Geneva discussed an overview and updates on the MLC 2006. Baldoz emphasized that for the Philippines, the work towards ratifying the MLC affirms the country's standing as the manning capital of the world with its 250,000 overseas Filipino seafarers, who comprise 25 – 30 percent of global shipping fleet's manning complement, and are thus the driving force behind the ships that handle the world's trade. Stressing that the overseas Filipino seafarers are covered by the primary conventions of the International Maritime Organization (IMO) namely the International Convention for Safety of Life at Sea (SOLAS), the Convention on Standards of Training, Certification and Watchkeeping (STCW), and the International Convention for the Prevention of Pollution from Ships (MARPOL), the ratification of MLC 2006 would provide the necessary foundations for decent work benefiting the employment, welfare, and protection of the estimated 40,000 seafarers who are not abroad but are manning our numerous inter-island ships. **Source: Manila Bulletin**



Above seen the 2002 built MLT flag crude oil tanker **EBN BATUTA** anchored offshore Malta on Friday 21st October, 2011 of which she left to Farwa, Libya on Saturday 22nd October after arriving OPL Malta on the 29th March 2011. She's owned by the General National Maritime Transport Company (G.N.M.T.C.), Libya.

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

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BOEM approves first offshore exploration plan since Deepwater Horizon incident

The Bureau of Ocean Energy Management (BOEM) has approved a supplemental Exploration Plan (EP) submitted by BP for deepwater oil and gas activities. BOEM conducted a site-specific Environmental Assessment (EA) of the activities described in the plan. This is the 44th plan that has been approved following the completion of a site-specific EA since stronger regulations were implemented in June 2010.

Prior to any drilling under the plan, BP must obtain drilling permits from the Bureau of Safety and Environmental Enforcement (BSEE), which will continue to assess the information that is necessary to allow specific activities.

This is the first EP that BP has had approved since the 2010 **Deepwater Horizon** explosion and subsequent oil spill. Before approving this EP, BOEM confirmed BP's compliance with the bureau's rigorous, heightened standards established following the **Deepwater Horizon** tragedy. In July 2011, BP announced additional safety enhancements and performance standards they would voluntarily implement in connection with its deepwater drilling operations in the Gulf of Mexico. BOEM has verified that BP has met the relevant voluntary performance standards.

"BOEM is dedicated to ensuring that the development of the nation's energy resources is conducted in a safe and environmentally responsible manner," said BOEM Director Tommy Beaudreau. "Our review of BP's plan included verification of BP's compliance with the heightened standards that all deepwater activities must meet." The supplemental EP proposes to drill up to four wells in the Gulf of Mexico's Keathley Canyon Blocks 292 and 396, which BP acquired in lease sales in 1997 and 2003. An EP describes all exploration activities planned by an operator on a specific lease or leases, including the anticipated timing of these activities, information concerning drilling vessels, the location of each planned well, and other relevant information. The water depth at the proposed well sites range from 6,019 to 6,034 ft and are located 192 miles from the nearest Louisiana shoreline.



The **YORKTOWN EXPRESS** seen at Westerscheldt River – Photo : Willem Kruit ©

Ship sinks off Iran: Indian divers found dead

The bodies of six Indian divers were recovered from their diving chamber, three days after their support vessel went down in the Persian Gulf, trapping them with limited oxygen supply. The Iranian rescue team looking for the missing crew members had hoped to find the divers alive but their efforts ended in tragedy as they found the six Indians dead.

However, search is still on for the remaining seven crew members of the ship that sank in stormy seas on Thursday with 73 people onboard. The other 60 had been rescued earlier. The Director-General of the Port and Maritime Organisation of Bushehr province, Mohammad Rastad said the bodies of six Indian divers have been transferred to tug-boat.

"Rescue team could find the bodies of six Indian divers Sunday at 5 confined in oxygen room of the ship (that) sank Thursday," he was quoted as saying by ISNA news agency. The search went on for the entire night following which the rescuers found the bodies this morning. "Unluckily all the six people are dead. Transferring their bodies to tug-boat from the 72 metre depth of the sea is underway so that the bodies would be handed to the related authorities," he

said. Among the 13 crew members onboard the ship, eight were foreigners. The divers were installing an underwater oil pipeline and were inside a pressurised diving chamber when their **Koosha-1** ship sank in the Persian Gulf in stormy seas. The ship left the offshore oil rigs in the Persian Gulf and was heading towards Iran's southern Assaloyeh Port when it suddenly sank 15 miles away from Assaloyeh. Some reports attributed a cargo overload for the sinking of the ship. **Source : DNA India**



The **NTEBON** seen departing from Amsterdam assisted by 2 Iskes tugs from the OBA in Amsterdam.

Photo : Lourens Visser ©

Back to the Future of the Orderbook

Between 2006 and 2008, 12,584 vessels were contracted, of which 10,909 were scheduled to be delivered before the end of 2011. However, only 76% of those 10,909 vessels have actually been delivered as of today. The majority of these undelivered vessels remain on the orderbook. This month's Shipbuilding Focus investigates the extent to which pre-recession contracting is still impacting upon today's orderbook.

As shown by the Graph of the Month, 45% of the current orderbook scheduled for 2012 delivery was contracted prior the recession in 2009, and focusing even further ahead this figure is 21% for 2013. This increases to 24% in 2014, although the orderbook for delivery in this year is much smaller. This difference is in part due to just 13% of contracts placed in the year to date having delivery scheduled for 2014, against 51% for 2013. Part of the reason for the large number of pre-recession contracts remaining on the orderbook is slippage in from previous years. In 2009, 35% of expected deliveries in that year did not take place on schedule, and this figure increased to 36% in 2010. Of these, 7% of 2009 and 13% of 2010 non-delivered vessels were cancelled, but the majority slipped. Many of these are still amongst the 2,245 vessels listed for delivery in the remainder of this year, a figure 19% larger than total deliveries in the first three quarters of 2011 combined. It is likely that a significant proportion of these vessels will not be delivered on time, and will slip back to later delivery dates. Furthermore, contracting levels between 2009 and today were 66% lower than 2006-08. This means that slipped vessels contribute a relatively larger proportion of today's orderbook than was the case in 2009.

Nevertheless, it is also important to note that the scale of pre-recession contracting caused the time between when orders were placed and when they were scheduled for delivery (lead-time) to increase. Somewhere between one third and half of the orderbook contracted before 2009 was originally scheduled for points which are still in the future, assuming that initially reported delivery dates were correct. This is especially true in Japan, where contracts placed immediately before the downturn had lead-times averaging four years. This partly explains why Japan has by far the largest pre-2009 contract percentage on its orderbook of the major builder countries, with 78% of all scheduled 2012 deliveries signed before 2009. In summary, although a significant number of vessels have been contracted since the recession, pre-2009 orders still account for 48% of the current orderbook. A relatively large volume of these are

vessels ordered towards the end of the boom, where owners had to accept very long lead-times. However, many of the remaining pre-2009 orders are non-delivered vessels originally scheduled for prior years, emphasising why slippage and cancellation are still extremely important factors in understanding new vessel supply growth. **Source: Clarksons**



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NAVY NEWS



The Russian **Admiral Gorshkov** seen under construction / fitting out, The **Admiral Sergey Gorshkov** class frigate, also known as Project 22350, is the latest Russian Navy frigate designed by Severnoye Design Bureau, Saint Petersburg, the frigate was laid down in Feb 2006, launched Oct 2010 and is expected to join the fleet in 2012.

Germany Raps French Warship Deal With Greece

German industry and politicians have attacked a proposed French warship deal with the near-bankrupt Greek government, according to the magazine Spiegel. State-owned French naval shipyard DCNS is offering to deliver up to four new stealth frigates to the Greek Navy but defer the 300 million euro (\$412 million) payments for five years and even allow the Greeks to hand the warships back, the German magazine reported Oct. 17. Under the deal, Greece will have the option of paying up after five years with a 100 million-euro discount, or even returning the warships to be used by the French Navy, the magazine says. According to Spiegel, the rival German ThyssenKrupp group, which is also competing for the deal, has complained to the German government that the vessel purchase, in effect, will be co-

financed by German taxpayers who are mainly footing the bill for restructuring Greece's huge national debts. "While German naval shipyards aren't getting any orders, DCNS and Greek shipyards are being subsidized and kept alive, probably with German money in the end," a ThyssenKrupp executive wrote in a letter to the German government, the magazine said.

ThyssenKrupp and DCNS spokesman declined to comment to Defense News. The German Department of Commerce also said it was not able to comment. German politicians from all parties are pressuring the government to clarify the matter before the upcoming European Union summit. **Source : Defense News**



The **P 841 ZEELAND**, (2nd unit of the Holland class) seen departing from the builders Damen-De Schelde Naval Shipbuilding in Vlissingen, for yard trials, the vessel visited Den Helder naval base September 5th for the first time.

Photo : Jan Schut ©



Royal Navy unveils new warfare training facility

The Royal Navy has unveiled its new state-of-the-art warfare training facility which will ensure its next generation of sailors are among the best prepared in the world. Representing the most radical change to its training for over 40 years, the Maritime Composite Training System (MCTS) provides shore-based training for Warfare teams. It allows crews to prepare for service on the latest Type 45 Destroyers, as well as Type 23 frigates, Type 42 Destroyers, Assault ships and Carriers. Based across two sites at Fareham and Plymouth, the MCTS features banks of flat panel LCD screens faithfully replicating equipment used at sea. The system will be used by around 1,000 new trainees a year and will allow existing personnel to maintain their warfare skills.

Peter Luff, Minister for Defence Equipment, Support and Technology, said: "This new £108 million training system represents a ground-breaking move for the Royal Navy that will enhance its training capability for the future. "It will enable personnel to train to the highest standard, utilising the latest technological developments. "With this system, the UK's sailors will be some of the best prepared in the world, ready to take on the challenges of the future." Chief of Defence Materiel, Bernard Gray, said: "This state-of-the-art system will greatly increase the effectiveness of surface ship warfare training. "It represents the MOD's commitment to delivering the best equipment for training and simulation required by the modern Royal Navy. "With its ability to replicate all the current Destroyers, Frigates and Capital ships in the Fleet the Maritime Composite Training System provides great flexibility." MCTS was procured by the Training, Stores and Boats team at the MOD's Defence, Equipment and Support organisation and replaces earlier

training facilities. The two MCTS sites are nearly 200 miles apart but are connected by a fibre optic link. At HMS Collingwood in Fareham, Hampshire there are three reconfigurable Warfare Team Trainers (WTT) and eight Electronic Classroom Trainers (ECT) with a similar facility at Devonport in Plymouth consisting of two WTTs and one ECT. Source: MOD.

Vermiste onderzeeboot K XVI na 70 jaar gevonden

De **Hr.Ms. K XVI**, sinds 1941 met een 36-koppige bemanning vermist, is gevonden. Na een tip van een lokale visser begin deze maand dat hij een wrak had gesignaleerd, heeft een Australisch-Singaporees team van sportduikers de Nederlandse onderzeeboot in de wateren boven het eiland Borneo ontdekt. Marine-experts bestudeerden fotobeelden van het duikteam en zagen duidelijke kenmerken die uitsluitend op Nederlandse onderzeeboten zijn te vinden. Aan de hand van onder meer deze informatie viel vast te stellen dat het om de **K XVI** ging. Een lange periode van onzekerheid bij de nabestaanden is hiermee te einde. Commandant Zeestrijdkrachten vice-admiraal Matthieu Borsboom bracht hen op de hoogte.

Hr.Ms. K XVI maakte deel uit van de geallieerde strijdmacht die de Japanse invasie van het toenmalig Nederlands-Indië moest verhinderen. Nadat de onderzeeboot van 1000 ton de Japanse onderzeebootjager Sagiri in de nacht van



24 op 25 december 1941 tot zinken wist te brengen, ging het marinevaartuig de volgende ochtend zelf ten onder na een torpedoaanval van de Japanse onderzeeboot **I-66** in de Zuid-Chinese Zee. Katja Boonstra-Blom, dochter van één van de opvarenden van **Hr.Ms. K XVI** en bestuurslid van de stichting Comité Nabestaanden Onderzeeboten 1940-1945: "We zijn ontzettend blij en dankbaar voor alle steun van iedereen die heeft bijgedragen aan het vinden van de **K XVI**. We zijn de bemanningsleden in al die jaren van vermissing nooit vergeten".

Photo : Ross Coleman

Alleen Hr.Ms. O 13 nog zoek

In de Tweede Wereldoorlog gingen 7 onderzeeboten van de Koninklijke Marine door vijandelijkheden verloren, 6 tijdens

oorlogspatrouilles en één na te zijn gebombardeerd in de haven van Soerabaja. Het zestal was lange tijd vermist, tot 1982. Sinds die tijd zijn 4 boten gelokaliseerd en geïdentificeerd. Dat gebeurde vooral dankzij inspanningen van naaste familieleden van gesneuvelde opvarenden en door de inzet van de stichting Comité Nabestaanden Onderzeeboten 1940-1945. Met het terugvinden van **Hr.Ms. K XVI**, waarvan 6 Indonesische schepelingen deel uitmaakten van de 36-koppige bemanning, is alleen de **Hr.Ms. O 13** nog niet gelokaliseerd. Deze onderzeeboot ging ten onder in de Noordzee.

Hr.Ms. K XVI wordt aangemerkt als zeemansgraf. Reden de exacte positie niet bekend te maken. Duikers is gevraagd het wrak ongemoeid te laten, uit respect voor de gesneuvelde bemanning en hun nabestaanden. In overleg met hen wordt bekeken hoe de laatste eer wordt bewezen. Bron : defensie NL

SAILOR DIES ON BOARD HMAS TOOWOOMBA

A Royal Australian Navy sailor serving in **HMAS Toowoomba** has died while the ship was conducting a port visit to Mumbai, India. Circumstances surrounding the death are currently under investigation by Defence and Embassy officials. The Defence Community Organisation and Navy is providing support to the sailor's family and counselling is being offered to the sailor's crew mates. The Chief of Navy and all members of the Navy family are saddened by this loss and offer their condolences to the family. **HMAS Toowoomba** is conducting a port visit to Mumbai, on return from Operation Slipper duties in the Middle East Area of Operations. Source : Garry Luxton



USS Philippine Sea (CG-58) visits Sevastopol.

SHIPYARD NEWS



Above seen the cutter dredger **TAURUS II** in the Temasek dock (Keppel shipyard) in Singapore where the **TAURUS II** is under refit – Photo : Capt. Jan van der Kwast - Taurus II ©

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The **ALPHA AFOVOS** seen enroute Rotterdam – Photo : Ria Maat ©

Vietnam port problems laid bare

Port Strategy reports that the Vietnam Ports Association has spoken out to warn of substantial problems in the country's port sector. "One of the key issues is the lack of dredging," said Port Strategy. "The water passage to Hai Phong port, one of Vietnam's busiest, has lacked regular dredging for many years, the VPA said in a statement adding there were similar problems at Can Tho which made the ports much less effective than they should be."

This is worsened by poor landside connections. Railway links have not been upgraded "for the last tens of years", said the association. "Bad roads", as it termed them, at Tien Sa port in Da Nang, Cat Lai port (among others) in the Ho Chi Minh city region and to the Ben Nghe and Thi Vai-Cai Mep port complex in Ba Ria- Vung Tau "have been hindering the development of the ports", it added. It is unusual in communist Vietnam for trade bodies to publically express their worries except behind closed door. "We raised the issue of land access and deepwater access," said Ho Kim Lan, secretary general of the VPA in a phone interview with Port Strategy. More sensitive still is the issue of over-development as too many small ports drive down rates and make viability more difficult. Unusually, the VPA has called upon the Hanoi government to set up a strategic ports authority to regulate against duplication. "There is no proper port authority in Vietnam and that is the issue," said Mr Ho, who conceded establishing one would be time-consuming.

Source : Dredging News Online



Above seen October 22nd, the arrival in the port of Harlingen the tug **STATUM**, (Rederij Engelsman from Makkum) with in tow the newbuilding hull **CABALLO XANTHUS** (assisting tug at the stern the **ANITA** (Sleepbedrijf Tuinman Harlingen), built at the Shipyard De Hoop BV Lobith under yard number 432 under construction for Oceanografia SA de CV Mexico, The vessel was christened 17-10-2011 and is the third platform supply vessel according to the new KISS design. At the Shipdock yard in Harlingen the **CABALLO XANTHUS** will be completed, which is including a beam extension of 4 mtrs, from 12.80 m towards 17.00 meter giving the vessel the new dimensions of 67.00 m x 17.00 m

Photo : Sake van der Sluis ©

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Yildirim vetoes CMA CGM plan for new containerships

A proposed order by CMA CGM for up to 20 10,000teu containerships has been vetoed by Turkish businessman Robert Yildirim, who exerted his group's voting rights on the French shipping line's board, ifw-net reports. The initial order was to have been for 10 vessels, to be followed by a second series of 10, built by Chinese yards and chartered to CMA CGM for 10 years. "This effectively meant the operator would be buying the ships," Yildirim said.

In July, CMA CGM revealed it was in talks with Chinese interests about new ships to serve emerging markets, such as South America. But Yildirim Group, instrumental in the financial rescue of the French carrier by investing \$500 million for a 20% stake, has a veto over major decisions through voting rights acquired as part of the rescue deal. "CMA CGM cannot make major decisions without our approval," Yildirim said.

"Our aim is to see CMA CGM emerge more strongly, and such an order at this time would not be in the interests of the company or the container market." Yildirim was also highly critical of recent investments by other container lines in new ships in the face of current market conditions. He told IFW's sister publication, Lloyd's List: "Coming from a trading background I still regard myself as an outsider in shipping. What I see in shipping is the role of ego in driving orders to keep up with the competition. This is very dangerous.

"The container industry has made some big mistakes in ordering tonnage and competing for market share." Yildirim suggested Maersk Line's recent order for a fleet of 18,000teu mega-ships and new daily service from Asia to Europe was more about beating the competition than reflecting the market. "It is not good for the industry," he said. "The

liner sector needs more co-operation to achieve rationalisation and consolidation.” Yildirim confirmed that although he was happy with how CMA CGM was performing, the investment was accompanied by an agreement with banks that, should CMA CGM go bankrupt, Yildirim would effectively take control, putting in further investment but then splitting the group. He said he was encouraged that CMA CGM moved back into profit last year and the early part of this year. But, like other container lines it is now making losses again. “The company is making progress, but if the market does not recover, other actions might be necessary,” he said. **Source : PortNews**



Seen moored in Willemstad (Curacao) the 2008 China built Chemical Tanker **TRADEWIND PASSION**

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

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Tanjung Langsat Port to handle containers?

Plans are underway to turn Tanjung Langsat Port (TLP) in Pasir Gudang into a containerised cargo port thus giving port users another alternative port of choice. A source familiar with the port operations in Johor said with the former Johor Port chief executive officer Abdul Khalid Lal Khan now helming TLP, the plan to convert the port into a containerised port would soon be realised. Johor Corp, the parent company of Tanjung Langsat Port Sdn Bhd, which operates TLP, had turned down a proposal by Abdul Khalil early this year, to turn TLP into a containerised port.

“However, Johor Corp has recently received a directive from a third party to accept Abdul Khalil’s proposal,” added the source. The source told StarBiz that with the support of a “strong influential third party,” it is likely that TLP would be getting a licence to handle the containerised cargo operation. The Johor Port Authority (JPA) is mandated with the issuance of licences for all privatised ports in Johor but the source said TLP would likely get its licence straight from the Transport Ministry.

The JPA is the regulatory body for the privatised port operations in Johor and any decision to build a new port or issuance a new license would only be made by the Federal Government. In June, the JPA said that TLP would not be turned into a containerised cargo port to reduce congestions at Johor Port as the two ports are close to each other. TLP is located about 15km from Johor Port in Pasir Gudang and the former currently handles liquid petroleum and hazardous cargo.

Many parties, especially port users, exporters and manufacturers based in Pasir Gudang, had suggested turning TLP into a containerised cargo port following the congestion in Johor Port. “Unlike TLP, Johor Port has no more room to

expand its facilities due to limited land area," added the source. MMC Corp Bhd, which controls both Johor Port and Port of Tanjung Pelepas (PTP), had in 2009, proposed to consolidate and rationalise the operations of the two ports.

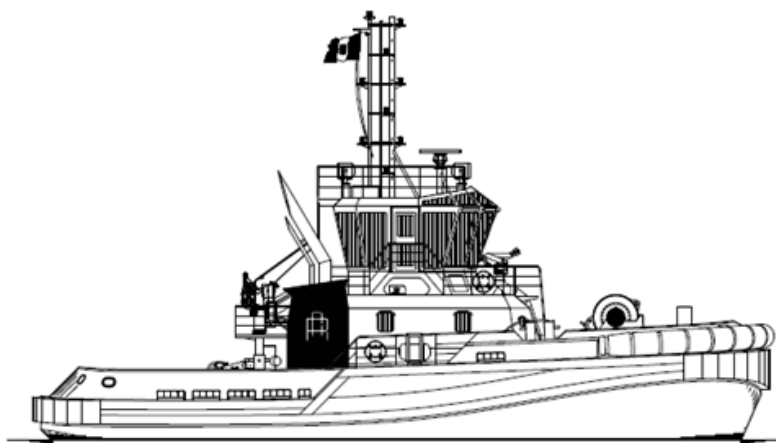
Source : The Star

Norvegia and Spagna: New RAmports 2500W Class Tugs for Genoa (Italy)



In August the RAmports 2500W tug **Norvegia** was delivered by Astilleros Armon of Navia, Spain to owners,

Rimorchiatori Riuniti in Genoa, Italy. Shortly afterward in early September, the second vessel of Rimorchiatori Riuniti's two boat order, the **Spagna**, was delivered. The RAmports 2500W is a new variation on Robert Allan Ltd's standard RAmports 2500 design. It was developed in collaboration with **Rimorchiatori Riuniti** who were looking for a compact, yet powerful shipdocking tug for their operations in the historic and busy port of Genoa. The result is a compact tug designed to provide excellent all round visibility. The design features a much wider beam than the standard RAmports 2500 design, with an aft- biased deckhouse and wheelhouse for working under the extreme flare



of modern vessels. It has a large forward working deck, and relatively low draft. Astilleros Armon performed an admirable job constructing the vessels true to the design drawings and the quality is evident in the finished product. The tugs are built to RINA Classification requirements, with the notation C, HULL, MACH, Tug, AUT-UMS, "Unrestricted Navigation". The **Norvegia** and **Spagna** are configured with crew accommodations for 6. The wheelhouse is sized to accommodate all the control functions with maximum visibility for the operator. The main deck accommodates two officer cabins, a mess and a galley. The lower accommodation deck, which remains above the deepest load waterline in all load conditions, features two crew cabins, WC and shower, a laundry, and a generous stores room.

Main Particulars

Length, o.a. 24.4 m - Breadth, molded 11.25 m - Depth, molded 5.1 m - Load Draft, max. 5.08 m
Fuel Oil 84,300 l - Potable water 10,100 l - Water Ballast 44,600 l - Reserve Potable Water 44,600 l
Main engines Caterpillar 3516C - Power 1920 kW at 1600 rpm - Z-Drive Rolls Royce US 205FP
Bollard pull 70 tons - Speed 13.3 knots

Source : MarineLink



The fairly new chemical tanker "**MRC HATICE ANA**" seen moored in the Caland Canal (Rotterdam)

Photo : Anton de Krieger ©

Rickmers-Linie to Deliver Airbus Fuselage

Rickmers-Linie, the Hamburg based operator of heavy lift and project liner services, has been selected by Spirit AeroSystems as its partner for the transportation of fuselage sections for Airbus from Morehead City, North Carolina (NC), to Montoir (Port of Nantes St. Nazaire) in Northern France. The contract covers the transportation of fuselage sections and will run over a period of several years. The fuselage sections are designed for the Airbus A350 XWB series. After a trial shipment was carried out successfully earlier this year, the contract was signed in a small ceremony on 14 July 2011 in Hamburg. "We are looking forward to this cooperation with Spirit," said Gerhard Janssen, Director Marketing & Sales at Rickmers-Linie. "We are proud to become part of the supply chain for Spirit in its deliveries to Airbus. This contract shows once again that our liner concept for heavy lifts and project cargoes with regular schedules and reliable service is sought after by our customers." Source : MarineLink



The **SMIT DANE** seen anchored off Rio de Janeiro – Photo : Capt Neil Johnston – Master Salvanguard ©



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The **RATNA SHALINI** seen outbound from Rotterdam – Photo : Kees Torn ©

Imtech selected as technology partner in major Canadian shipbuilding programme

Imtech N.V. (technical services provider in Europe and in the global marine market) announces that Imtech Marine will be involved in the realisation of the Canadian government's National Shipbuilding Procurement Strategy (NSPS) programme as a technology partner of Seaspan Vancouver Shipyards. This programme involves the construction of a large number of navy, coast guard and research vessels. Imtech will be involved in the programme's 'non-combat' section and expects to work on a total of eight vessels. Investment in this part of the programme amounts to some 8 billion euro. Imtech is Seaspan's intended partner for the supply of the ships' platform automation, electrical solutions, electric propulsion and air conditioning and climate control systems (HVAC). The formal granting of this partnership will considerably enlarge the company's marine order book in the longer term.

Imtech CEO René van der Bruggen: 'We would like to congratulate Seaspan Vancouver Shipyards, who have involved us as a partner in this major programme and who have presently been selected as the shipyard for the 'non-combat' vessels of the Royal Canadian Navy and the Canadian Coast Guard. Seaspan is renowned for the solid expertise that it can exploit in the realisation of world-class ships. And naturally, in a shipbuilding market that is still characterised by reserve due to the economic and financial crises, this is also good news for our Marine division. Seaspan will be working together with a number of partners, in which Imtech is its intended partner for the ships' automation, electrical infrastructure, electrical propulsion and air conditioning and climate control systems, as well as their integration on the basis of high-tech platform system integration. Our acquisition of Groupe Techsol Marine in mid-September 2011 and the local presence of our marine subsidiary Radio Holland Canada have contributed positively to our current position. All the more so since the Canadian government aims to boost local employment with this new shipbuilding programme. Imtech wishes to actively contribute to this objective.'

High-tech ships

The 'non-combat' section of the programme is expected to comprise two Joint Support Ships (JSS), which will each have a length of 175 m, as well as the option to realise another such vessel. These ships will supply the vessels of the

Royal Canadian Navy - or the fleet they are sailing in - at sea, transport heavy or special equipment and support land operations from the water. In addition, their tasks will include humanitarian operations and civil activities like emergency management. The programme also outlines the construction of an 85-metre Offshore Oceanographic Science Vessel (OOSV) that will conduct oceanographic research along Canada's eastern coast, as well as three vessels (OFSC, Offshore Fisheries Science Vessels) that will conduct research into the fish stock and the development of local ecosystems along both the western and eastern coasts of Canada. Finally, Seaspan will be building a 140-metre long polar icebreaker that can be considered the 'crown jewel' of the new Canadian fleet. This high-tech icebreaker will be safeguarding Canada's polar sovereignty in the country's northern waters under the most extreme climate and weather conditions, as well as playing an important role in the protection of the environment and Canada's natural heritage in the Arctic region. In part thanks to its wealth of expertise in the field of high-tech platform system integration, Imtech is ready to take on the challenge of supplying these vessel types with on-board technological solutions that are both distinctive and able to withstand extreme weather conditions. Via its subsidiary Groupe Techsol Marine, Imtech has an ultramodern, recently completed production centre in Quebec, where the company will be producing the on-board electrical solutions for these orders.

OOCL has not cancelled its CCX, SCX, and SSX services as reported



The **OOCL NAGOYA** seen in Southampton – Photo : Peter Hollands ©

Hong Kong's OOCL will continue its CCX, SCX, and SSX services and did not cancel them as was erroneously reported earlier, owing to a misinterpretation of a press release, Shippinggazette reports citing the company's statement.

Only the JCX service will be withdrawn on October 23 as part of the winter programme of the Grand Alliance, comprising of Hapag-Lloyd, NYK and OOCL. The last sailing for JCX will be CSAV La Ligua (LLG 004E) with estimated time of departure (ETD) for Tokyo on October 22.

But changes will be come to the CCX, SCX and SSX services:

CCX - New pro forma effective with NYK Libra (NLR 074E); estimated time of departure from Qingdao on October 25.

SCX - New pro forma effective with NYK Aphrodite (NAE 057E); estimated time of departure from Laem Chabang on October 17.

SSX - New pro forma effective with OOCL Asia (OAS 046E); estimated time of departure from Shenzhen-Yantian on October 22.

OLDIE – FROM THE SHOEBOX



Seen in 1971 the **ALPHONSE LETZER** from the NRS tug **EUROPA**, which was assisting the “**DEN ALPHONSE**” which arrived with the sheerlegs **TAKLIFT 3** in Rotterdam (on the A-Frame of the sheerlegs was still visible **MAGNUS V**), for the 3 units at the photos and the maker of the photo, **Hans Reints ©**, who was AB onboard the **EUROPA** during that time, SMIT is history at present, as **DEN ALPHONSE** arrived last week at the breakers in Gent.

KNVTS Afdeling Rotterdam

Donderdag 27 oktober 2011

Onderwerp: Onderzoeksraad voor Veiligheid en de maritieme sector

Spreker: de heer W. (Willem) Boutkan, medewerker Onderzoeksraad voor Veiligheid

De Onderzoeksraad voor Veiligheid doet onafhankelijk onderzoek naar oorzaken of vermoedelijke oorzaken van voorvallen met als doel lering te trekken om toekomstige voorvallen te voorkomen. De Onderzoeksraad onderzoekt momenteel 14 voorvallen in de diverse sectoren, waaronder twee in de sector zeescheepvaart (het kapseizen van sleepboot Fairplay 22 bij Hoek van Holland op 11 november 2010, en het kapseizen van schelpenzuiger Frisia HA38 ten noorden van Terschelling op 14 december 2010). Tijdens deze lezing zal worden ingegaan op de diverse aspecten van het werk bij de Onderzoeksraad, zoals de taken en bevoegdheden, de werkterreinen en werkwijze van de Raad. Tevens zal een toelichting worden gegeven op twee recentelijk uitgebrachte rapporten over zeescheepvaartongevallen, te weten het ongeval met de luikenwagen op het MS Arlow Sky te Bilbao op 21 september 2010 en het breken van een tros op het MS Edisongracht te Soyo op 1 april 2010. Na afloop van de lezing is er gelegenheid tot het stellen van vragen en is er ruimte voor discussie. Meer informatie over de Onderzoeksraad voor Veiligheid vindt u op: www.onderzoeksraad.nl

Locatie: Deltahotel, Maasboulevard 15, Vlaardingen

Aanvang lezing: 19.45 uur Vanaf 17.30 uur aperitief en maaltijd. Opgave maaltijd uiterlijk dinsdag voorafgaand aan de lezing voor 12 uur, per e-mail: aanmelden@knvts.nl of per post.

Voor alleen de lezing hoeft u zich niet aan te melden. Kosten maaltijd: leden KNVTS Euro 10,-, niet-leden Euro 20,-

.... PHOTO OF THE DAY



Hong Kong's tourist attraction **AQUALUNA** - photo: Capt. Ronald R. Jansen ©

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