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The C PROSPERITY seen eastbound in the Singapore straits last Monday
Photo : Piet Sinke ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore

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The **MIGHTY SERVANT 1** seen outbound from Rotterdam – Photo : Ria Maat ©

VLIELAND AANGEVALLEN DOOR PIRATEN

INGEZONDEN DOOR PIET OTTOSEN master tug VLIELAND



Na een voorspoedige reis 4200 mijl hebben we de tanker **SOMTRANS VI** afgeleverd op Lagos rede aan een lokale sleepboot op de foto zie je hem bij de sleep liggen terwijl wij bezig zijn om de sleepspullen er af te halen om hem over te geven toen hij er aan kwam dachten we eerst dat er een stoomschip aan kwam dikke rook wolken aan de horizon



het was de oude **Frigga** tot voorkort van een Zweedse vriend van mij was, ze was de laatste jaren vaak in Harlingen heeft een Deutz345 / 500 toeren 1800 pk deze was al jaren versleten als hij bunkerde laadde hij bijna net zoveel smeerolie als gasolie bij zijn laatste reis van dit voorjaar naar Nigeria heeft hij de boot daar achter gelaten (lokaal verkocht) de **Frigga** was in Svendborg gebouwd voor Svitzer en in mijn tijd bij Svitzer heb ik er heb ik verschillende reizen gedaan met haar

Links : file foto van de **FRIGGA**

Foto : Jan Oosterboer ©

Na aflevering van de tanker vertrokken we naar zee daar het bar en boos is met piraten aanvallen de laatste tijd we voeren tot we 60 mijl van Lagos waar we op diep water gingen drijven even een rustige nacht

daar we pas dinsdag bij Lome in Togo zouden bunkeren, we dachten dat het hier wel veilig was we lagen 4 mijl van het vrachtschip **VAREDI** die ook lag te drijven rond 22:00 uur zagen we een scheepje op 5 mijl aan komen en daarna stopte, ik dacht dat dit een visserman was, ik zag dat er 4 kleine bootje met hoge vaart van de visserman weg voeren 3 gingen richting de **VAREDI** en 1 kwam in onze richting. Ik vertrouwde de zaak niet en belde de machinist om gelijk te starten en controleren of alles wel goed afgesloten was gelijk met dat de motor startte kwam er uit het donker een grote houtenboot opzij met 8 tot 10 man aan boord en ik zag wapens, heb waarschuwing schoten op hun afgevuurd en ben naar binnen gerend en heb de motor op volle kracht gezet, ze probeerde ons achterna te gaan maar gelukkig was er wat wind en zee gekomen en ik voer recht in het zeetje op daar hadden ze niet van terug en na 10 minuten draaiden ze af we hebben daarna totaal donker schip gemaakt, even later zond de **VAREDI** Mayday Mayday Mayday pirates climbing on my ship I need help in position 005,45.10N- 00215,05E

Rechts : De **Vlieland** bij vertrek uit Rotterdam

Photo : Marijn van Hoorn ©



Dit herhaalde zich een paar keer dan begon hij te roepen "i hear gun shooting please help" toen riep hij weer en werd plotseling afgebroken en we hebben niets meer gehoord, ik kon hier niet helpen met 4 man aan boord tegen wie weet hoeveel piraten veiligheid van mijn eigen bemanning komt eerst. we zij totaal verduister richting Ghana gevaren weg van de Bight of Benin, heb geprobeerd de lokale kustwacht en Lagos haven te kontakten maar kregen geen antwoord

Het word steeds erger met deze shit ze moeten die gasten net als vroeger ophangen bij morgenstond

Piet Ottosen - mslb Vlieland - Bight of Benin

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The **SKAGEN** seen in Rio Grande – Photo : Marcelo Vieira ©

Hong Kong signs salvage, search, rescue, surveying pact with Beijing

HONG KONG Transport and Housing Secretary Eva Cheng has signed a cooperation agreement on maritime affairs, salvaging, search and rescue, ship surveying, logistics and urban transport development with China's Vice-Minister of Transport Weng Mengyong in Beijing.

Ms Cheng joined a panel discussion at the 15th Beijing-Hong Kong Economic Cooperation Symposium to share Hong Kong's experience and met officials from the Ministry of Railways. Ms Cheng was accompanied on the trip by Hong Kong's Director of Highways Peter Lau, Deputy Director of Marine Francis Liu and Deputy Director of Housing Albert Lee. Source : Schednet



Above seen the 2002 built ITA flag and owned ferry **LA SUPERBA** leaving Grand Harbour, Malta on Monday 24th October, 2011 bound to Palermo.

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



EPZ: bijna 1.000 MegaWatt kern-, multifuel- en windenergie!

Wil jij bijdragen aan een veilige en grotendeels klimaatneutrale energievoorziening? EPZ biedt je inspirerende technologie in een informele maar ambitieuze werkomgeving. EPZ exploiteert een windpark, een kolencentrale met biomassa-installatie en een kerncentrale. Bij EPZ werken ruim 500 medewerkers en staat de veiligheid van de energiesystemen en met name die van de kerncentrale voorop. EPZ, één van de grootste werkgevers in Zeeland, een provincie waar strand en zee altijd binnen handbereik en files zeldzaam zijn.

Voor onze kerncentrale zijn wij o.a. op zoek naar:

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Als Hoofdwerktuigkundige handhaaf je de actuele (nucleaire) veiligheid van onze centrale en werk je mee aan een economische bedrijfsvoering. Vanuit de regelzaal bedien je op de meest veilige en efficiënte wijze de kerncentrale; je bewaakt en controleert technische systemen en verricht beproevingen aan de installaties. Je bent besluitvaardig, stressbestendig en je kan goed leiding geven. Een psychologische test is onderdeel van de selectieprocedure en om je goed op je werk voor te bereiden word je intern opgeleid. Vanzelfsprekend wil je in continudienst werken. Heb jij je opleiding HBO Energietechniek, HBO AOT, Rewic B of C, Scheepswerktuigkundige B of C of gelijkwaardig succesvol afgerond? Dan zijn wij op zoek naar jou!

Storingstechnici / Werktuigkundigen

Als Storingstechnicus / Werktuigkundige ben je onderdeel van de Wachtploeg en richt je je op het bedienen en beproeven van de EMRA-installaties en het uitvoeren van storingsonderhoud. Je loopt controlerondes en bij onderhoudswerkzaamheden schakel je de systemen vrij. Naderhand neem je ze weer in bedrijf. Je kunt goed omgaan met verantwoordelijkheden en taxeert complexe situaties zorgvuldig. Je lost afwijkingen in het proces die zich tijdens jouw dienst voordoen zo nodig zelfstandig op. Je ziet toe op de naleving van de strikte (veiligheids)procedures die gelden op de EMRA-installaties en je kunt goed omgaan met de bevoegdheden die daar bij horen. Natuurlijk ben je nog niet uitgeleerd en volg de specifieke (interne) opleidingen. Vanzelfsprekend wil je in continudienst werken. Heb jij je opleiding MBO Elektro (niveau 4) succesvol afgerond in combinatie met een opleiding MBO Maroff, MBO AOT of (Scheeps)werktuigkundige in centrales A? Dan zijn wij op zoek naar jou!

Meer info?

Kijk voor de volledige functieprofielen en de overige vacatures op werkenbijepz.nl of neem contact op met EPZ's personeelsafdeling: Tim Brouwer (Recruiter), tel. 0113 – 3561 07. Jouw uitgebreide reactie met CV verstuur je via www.werkenbijepz.nl/vacatures.

Wij bieden

EPZ heeft een goede verhuiskostenvergoeding en helpt ook je eventuele partner met het zoeken naar werk. Ben jij de nieuwe collega die wij zoeken? Dan bieden we je een arbeidsovereenkomst aan voor onbepaalde tijd in een mooie, filevrije woon- en werkomgeving in Zeeland. Je pakket van secundaire voorwaarden stel je zelf samen. Meer info over onze arbeidsvoorwaarden vind je op werkenbijepz.nl.

WORLD RECORD SET IN SINGAPORE



In Singapore at the Sembawang Shipyard the **HUISMAN** crane installed onboard the **SEVEN BOREALIS** was load tested, the Single Mast crane lifted a test weight of **5500 ton** out of the water, a record lift for a Single Mast crane -

Photo : via Robin van Singerwood



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The ITC tugs **TYPHOON** and **TEMPEST** seen moored in IJmuiden, the **TEMPEST** is reported to be for sale
Photo : Willem Koper ©

Experts bat for ports

Environmentalists may be against the state government's proposal to set up new ports along the Indian coast, but experts feel that the state needs these facilities badly to make the most of the cargo boom expected in the next 10 years. They have also extended support to chief minister Naveen Patnaik's campaign against the Centre's bid to restrict the powers of coastal states and union territories with regard to determining the jurisdiction of ports developed by them.

"We certainly need more ports considering the fact that the state will be generating an additional cargo of 200 million tonne per year in the next 10 years because of industrial growth. We cannot let go off this opportunity," said Subrat Kumar Rout, director, ports and inland water transport. At present, bulk cargo is handled by Paradip port that is controlled by the Union shipping ministry. "This cargo is between 60 and 70 million tonne a year. But the situation is going to change with state's own industries likely to generate much more exportable cargo in the near future. That apart, Orissa can also cater to the needs of landlocked neighbouring states such Chhattisgarh, Jharkhand and Bihar which need the sea route to do business," said Rout.

While Jharkhand was the first state to evince interest in setting up a port in Orissa in 2006, Bihar chief minister Nitish Kumar sought Naveen's help in this regard during the Planning Commission's consultation meeting in Patna last May. Moreover, the Orissa government has signed 49 MoUs for setting up steel plants with an annual production capacity of over 56 million tonne a year. Of these, 29 plants have already started partial production. "Our own plants will be generating a lot of material. Then we also have to take into account the fact that a lot of industrial activity is taking place in Jharkhand and Chhattisgarh with mainly metal and coal-based industries coming up.

This is a tremendous opportunity but we cannot take full advantage of this without setting up new ports. We need to have a comprehensive study and business plan in this regard. In fact, we are contemplating one," said Rout. Former chief construction engineer of Gopalpur port D.P. Pati agreed that Orissa, one of the four states on the eastern coast of India, stood to gain by constructing more ports. "We have a vast mineral-rich hinterland to serve," said Pati, admitting that too many ports in close vicinity of one another might at times affect competition. But he also cited the example of Gujarat where clusters of ports were doing pretty well because of the high volume of business. Orissa, which has a port in Paradip and two more at Dhamra and Gopalpur, needs to seize the opportunity, feel experts. The state government has identified 12 more sites for construction of ports and concession agreements have already been signed for projects at two of these places. Of the remaining 10, the development of sites at Barunei river mouth in Kendrapara district and Chandipur in Balasore remains doubtful as the first one is close to the Gahirmatha marine

sanctuary made famous by the endangered Olive Ridley turtles and the second falls in the vicinity of a vital defence installation. Environmentalist Biswajit Mohanty argued against so many ports coming up in such proximity and warned that they would adversely impact not only marine fauna such as turtles and dolphins but also the livelihood of fishermen. "There seems to be no immediate requirement for so many ports," he said. However, such views have been summarily rejected by experts such as Rout who feel that the non-controversial port sites ought to be developed immediately because they think there lies the future of the state. **Source : telegraphIndia**



The **TSINGTAO EXPRESS** seen outbound from Antwerp passing Terneuzen.

Photo : Richard Wisse – www.richard-photography.nl (c)



The Griffin Towage tug **KINGSTON** brought the Jenkins Marine hopper barges Nab and Needles up to the Clyde this week for dredging work to be undertaken over the next few weeks on the River.

The **KINGSTON** is a well travelled wee tug and was an original Thames "Sun" tug for many years.

Photo : Tommy Bryceland, SCOTLAND ©

Moscow to inaugurate three international maritime events in Nov-Dec

The Marine Insurers Union (IMU) scheduled for November 16 the International Conference "Marine Insurance in Russia - 2011" in Moscow, which will discuss key trends and topical issues for improvement of the legal framework in insurance of water transport and shipowners' liability, the adopt international practice in this field.

On November 23-24, Moscow will host the 7th International Forum "Communication on the sea and the river - 2011". The event is organized by FSUE "Morsvyazsputnik jointly with the State Maritime Academy of Adm. Makarov and supported by the Federal Agency of Maritime and River Transport. The forum will focus on installation of E-navigation systems on the sea and inland waterways, safety of cargo and passenger transportation, etc.

1st International Exhibition "World Ocean-2011" will be held on December 1-3. The event covers the entire spectrum of research, utilization and protection of the oceans resources. The exhibition will bring together all businesses operating in all spheres of human activity associated with water use and water resources of our planet. The exhibition aims at consolidation of efforts of government organizations, academic and business communities. **Source :** PortNews



The **SILVER ONE** seen enroute Rotterdam – Photo : Kees Torn ©

Aanhouding op de Noordzee tijdens Kustwachtcontrole

Op donderdagavond 20 oktober heeft een controleteam van het Kustwachtvaartuig **Zeearend**, bestaande uit opsporingsambtenaren van de Koninklijke Marechaussee en Douane tijdens een reguliere controle aan boord van een vissersschip, varende op de Noordzee voor de Zeeuwse kust een mannelijk bemanningslid aangehouden. Tijdens de controle bleek dat het betreffende bemanningslid nog een vordering had open staan van in totaal €24000,-- dan wel een periode vrijheidsontneming. Na de aanhouding is het betreffende bemanningslid van het vissersschip ter voorgeleiding en afhandeling overgebracht naar de Brigade Scheldestromen van de Koninklijke Marechaussee.

Bron : Kustwachtcentrum

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The **Severodvinsk** seen leaving port – Photo : fnk24

<http://www.russiannavy.ru/viewtopic.php?f=4&t=11&p=607&sid=3163549004b332338f3c670c4ad51c4c#p607>

Navy gets 4 ships; Minister threatens war against recalcitrant fishermen



The Minister for Food and Agriculture Kwesi Ahwoi says the **Ghana Armed Forces** may be forced to declare war on the country's recalcitrant fishermen who have decided to fight naval personnel mandated to enforce fisheries regulations.

The Minister was speaking at a ceremony to receive four fast patrol boats from China at the Takoradi Port. The ships, which bring the total number of the Navy's fleet to 12, were acquired by the Government through the ministries of Defence and Food and Agriculture.

The ships, namely **GNS Garinga**,

GNS Blika, **GNS Chemle** and **GNS Ewhor**, were built in the Peoples Republic of China by the Poly Technologies

Incorporated Group at Quianjin Shipyard. Construction started on June 17 2010, and was completed on September 20, 2011.

Prior to the delivery of the fast attack crafts, officers and ratings of the Navy were given a one-month introductory training on the use of the equipment and machinery installed on the ships in China. Speaking at the reception ceremony, the Flag Officer Commanding the Western Naval Command, Commodore Timothy Appiah, said the ships will partly address the Navy's ineffectiveness in protecting the country's maritime domain. He expressed his appreciation to Government saying this was the first time in 31 years that the Navy had received new ships.

The Minister of Defence, Lt. Gen. J.H. Smith said President Mills was committed to ensure the safety of the country's territorial integrity and provide safe sea passage to legitimate traffic whilst combating illegal activities such as drug trafficking, pair trawling and recently piracy which is nearing the coast of West Africa.

The Minister for Food and Agriculture, Mr. Kwesi Ahwoi sent a strong signal to fishermen who have been interfering with the work of the Navy in their quest to enforce the fisheries regulations. Following a recent clash between some fishermen and members of the Government Task Force in Sekondi over the seizure of generators meant for light fishing, the Minister cautioned that if such unwarranted attacks continue, the Ghana Armed Forces may declare war on the local fishermen adding that the new ships have sophisticated machinery for war at sea.

He said the arrival of the ships is a fulfilment of another key promise by the Mills administration to strengthen the Navy to protect the country's fisheries and oil resources.

According to Mr. Ahwoi, Government was committed to protect the livelihood of the over two million fishermen across the country and not only the oil resources, hence the acquisition of the patrol boats. He reminded fishermen who witnessed the ceremony of their demonstration to the Castle few months ago, during which they asked President Mills to stop all forms of unorthodox fishing practices.

He thus urged the naval personnel to work without fear or favour but ensure professionalism and integrity in their work. He also asked fishermen to be responsible by complying with the laws and report recalcitrant fishermen since the Navy, Airforce and Military alone, could not police the entire coastline of the country.

Mr. Ju Feng, a Chinese Representative, expressed China's appreciation to Ghana for the opportunity to assist in safeguarding its maritime territory. He said the ships were of high standard and superior quality. The Ships will later be towed to the Sekondi Naval Harbour where they will be activated and commissioned for use before the end of the year. **Source : [myjoyonline](#)**

LCS 3 completes builder's trials

A Lockheed Martin -led industry team has completed builder's sea trials for Fort Worth, the third littoral combat ship.

The trials – a coordinated effort between the U.S. Navy and the Lockheed Martin team including shipbuilder Marinette Marine Corporation (MMC) – were conducted in the waters of Green Bay and Lake Michigan. They included operational testing of the vessel's propulsion, communications, navigation and mission systems, as well as all support systems.

"Successful completion of Builder's Sea Trials means we are on track for the Navy's Acceptance Trials, putting us a big step closer to getting the Navy the ships it needs," said Joe North, vice president of littoral ship systems for Lockheed Martin's Mission Systems and Sensors business. "We support the Navy's effort to grow their fleet affordably and effectively."

The trial period included maneuverability tests; high-speed runs; power and navigation system checks; rescue boat launch and recovery; and tracking exercises, as well as other ship and system evaluations. Following the successful completion of builder's sea trials, Fort Worth returned to MMC to prepare for acceptance trials. LCS 3 will be delivered to the Navy next year and its home port will be San Diego, Calif.

Fort Worth, the second Freedom variant ship in the LCS program, was christened in December 2010. Lockheed Martin says it is more than 96 percent complete and remains on cost and on schedule. LCS 3 is being constructed with 30 percent fewer production hours as a result of lessons learned from designing and building LCS 1, **[USS Freedom](#)**.

The team began construction on LCS 5, the future **[USS Milwaukee](#)**, in August. **Source : [MarineLog](#)**

Dutch WW II sub found near Borneo

A Dutch submarine sunk in 1941 during the Japanese military campaign in Asia has been found in the South China Sea near Borneo. **HNLMS K XVI** sank with 36 crew members on board after being hit by a Japanese torpedo on 25 December 1941. The wreck was found following a tip-off from a local fisherman.

Australian and Singaporean divers established the vessel's identity on the basis of features unique to Dutch submarines. The exact location of the wreck is being kept secret out of respect for the 36 mariners entombed in it. Divers have been requested not to disturb the watery grave.

Just a day before it went down, the **K XVI** had sunk a Japanese destroyer. The Dutch defence ministry is consulting with relatives of those who died in the vessel about paying tribute to the submarine's 36 crew members. This coming December it will be exactly 70 years since the submarine sank. In all, seven Dutch submarines were destroyed during World War II. Six were attacked while on patrol and one was hit during a bombing raid on the Indonesian port of Surabaya. Six of the wrecks have now been found. Only one submarine, the **O13**, which went down in the North Sea in June 1940, has yet to be located. **Source : Radio Nederland Wereldomroep**

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The **GANDINI** seen in drydock at **Drydocks World** dock 2 in Batam (Indonesia) – **Photo : Piet Sinke ©**

China's Tsuji signs shipbuilding contract for LNG propulsion multipurpose vessel

The signing ceremony of the shipbuilding contract for “The World First Pure LNG Propulsion Multipurpose Vessel” was held in Shanghai on the afternoon of October 18th. Tsuji has signed the related contracts with Norlines and Rolls-royce. Norlines, with the support from the Norwegian’s Authorities developed in close collaboration with Rolls-royce Marine this Pure Natural Gas (LNG) propulsion multi-purpose vessel with the aims to reduce emissions and save energy. The ship design met the IMO exhaust and emissions to the atmosphere and ocean microbes pollution regulatory requirements.

The design is definitely a high tech and high value added ship design of the future. Compared to ordinary bunker fuel used in present vessels, the new design will achieve a more than 35% reduction in CO2 emission. NOx emission will be reduced by 95%, SOx emission and particles (soot) from the fuel will be completely eliminated. The ship design was the winner of the “Next Generation Ship Award” at Nor-shipping 2011. The undertaking of this project will enhance the shipbuilding capabilities of Tsuji as well as leads a new progress of the shipbuilding technology in China. **Source : PortNews**



Above seen in dry-dock of Shipdock Amsterdam, the Russian research and drilling vessel **BAVENIT**.

Photo : Lourens Visser ©

China: Shipbuilding Orders Dropped Significantly

Chinese shipbuilders’ order backlog dropped significantly this year from the end of last year due mainly to prolonged global economic uncertainties, reports Yonhap News Agency citing government data revealed on Monday. The Chinese Ministry of Industry and Information Technology said in its report the country’s shipbuilders held a combined backlog of orders totaling 169 million deadweight tons (DWTs) at the end of September, down 14.5 percent compared to the end of December. Meanwhile, China’s shipbuilding capacity rose 18.3 percent on-year to 51 million DWTs during the January-September period. During the same period, the Chinese shipbuilders’ new orders fell 42.8 percent on-year to

29 million DWTs, the ministry said. Experts attributed the drop to ongoing turmoil in the global economy. China rose as the world's top shipbuilder in 2009, outpacing South Korea in the number of new orders received and order backlogs as its builders attracted new customers with relatively cheaper prices. South Korea, however, regained its position of having the most new shipbuilding orders in the first half of this year by securing deals for large, value-added vessels, according to global market researcher Clarkson Research Services. South Korean firms have continued to focus on high-priced vessels such as liquefied natural gas (LNG) carriers and offshore facilities. The China Ship Marketing Research Center said earlier China's shipbuilders need to raise their technical and management skills in order to stay competitive amid increased volatility in the world economy. **Source: Bernama**



Spotted last Saturday at the **Groningen Shipyard** in Waterhuizen (The Netherlands) the newbuilding hull named **LADY ANNA** for **Wijnne Barends** – **Photo : Daniëlla Vermeer ©**

Tories run tight ship on boat-building contract

The Harper government delivered the accountability it has long promised this week: Halifax and Vancouver received multibillion-dollar shipbuilding contracts after a process apparently untainted by political calculation. So circumspect were the deliberations, so thorough the exclusion of politicians and lobbyists, that even the losers - the troubled Davie Shipyard in Levis, Que., which will make do with reduced spoils - didn't have much to complain about.

The most tiresomely predictable criticism came from interim NDP Leader Nycole Turmel, who claimed the outcome leaves Quebec's shipbuilding industry in a "more fragile position." Actually, years of troubled management, brushes with bankruptcy and other internal factors hobbled the Davie offer. And the shipyard is still eligible to bid on a \$500-million annual maintenance contract and compete with other yards to build about 116 smaller vessels. But Turmel, handed a script written for another era and a Quebec audience, insisted: "We have to build this industry everywhere and not pick winners and losers like the Conservatives have done."

Everywhere? If landlocked, Tory-blue Calgary had landed one of the contracts, the NDP would have rightly erupted. Tradition and common sense suggest coastal cities should be at the heart of the country's revived shipbuilding industry - even though sub-contracts will, inevitably, land in other cities given the volume of work.

Nor did the Conservatives choose the winners, as Turmel claims. Overlapping panels of public servants and independent third-party experts, scrutinized by a "fairness monitor," made the final decision. Ministers heard about it around the same time everyone else did.

Veteran Nova Scotia New Democrat Peter Stoffer - who has followed the issue for 14 years - was more sensible and magnanimous in his response, applauding the independence and fairness of the process. And the province's NDP premier, Darrell Dexter, was plainly delighted - as was a beaming Christy Clark, Liberal premier of British Columbia.

If Turmel's response was tone-deaf, the government, for once, barely put a foot wrong. To start, the purchase was overseen by Public Works Minister Rona Ambrose - quiet, well-liked and squeaky clean - not, say, by Treasury Board president Tony (Gazebo) Clement, who is overseeing governmentwide cutbacks.

Defence Minister Peter MacKay, Nova Scotia's regional warlord, was wisely sidelined, too - as were Harper's other political blunderbusses, including Foreign Affairs Minister John Baird. An expenditure this large and politically delicate called for sobriety and scruples, not rule breaking and name calling. It helps, too, that buying ships - even military

vessels - seems benign as military spending goes. In an era of high-tech war, unmanned drones, smart bombs and operations run from video-game-like consoles, there is something folkloric about a Canadian warship, flags flapping smartly, inching out of Halifax harbour bound for some distant war.

Practically, it is also easier to justify this upgrading of Canada's navy than, say, the purchase of 65 fighter jets better suited to win favour with our allies than to defend our shores. If we are serious about laying claim to the Arctic passage, for instance, we need an icebreaker and those six new Arctic patrol vessels. Nor will there be objections to new boats for the coast guard, for scientific research, for those charged with guarding our vast shoreline from illegal immigration, drug smuggling and over-fishing.

And two new supply ships will not only support international combat missions, but allow Canada to respond more effectively to the next natural disaster, like the Haitian earthquake. The new equipment also includes warships (frigates and destroyers) and is expected to cost \$33 billion, overall, over three decades and create 15,000 jobs, mostly skilled, wellpaid, and - unlike with the fighter jet deal - guaranteed to stay in Canada.

If the shipbuilding procurement was a model of fairness, the \$9-billion F-35 purchase, managed by the same government, is a highflying fiasco.

The economics of the industries are different, of course; no one expects sophisticated warplanes to be entirely designed and built here. But if the government is serious about transparency, it will reopen the fighter jet file and do it right, starting with open bidding, a firm price for each plane instead of escalating estimates, and solid guarantees of Canadian spinoffs instead of airy promises (particularly unreliable given the current Buy America mood.) The tanking world economy provides a pretext for rethinking this massive, ill-timed expenditure.

Today, though, the Harper government deserves credit for playing against type, for using tax dollars to revive a traditional industry - and for doing it apolitically. But why stop there? **Source : The Calgary Herald**



The funnel of the Greek **Blue Star** ferries vessel **Pathos** at the DSME shipyard.

Photo : Thom Jaspers ©.

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Scorpio Tankers Inc. Announces a Time Charter-In for an LR2 Product Tanker

Scorpio Tankers Inc. announced that it has chartered-in a 2006 built LR2 product tanker (106,003 DWT), the **Khawr Aladid**. The vessel will be chartered-in for six months at \$12,000 per day, and Scorpio Tankers has options to extend the charter for a period up to two years from delivery at \$13,250 per day. The **Khawr Aladid** will participate in the Scorpio LR2 Pool, which is owned and operated by a related party. Source : MarineLog



Above seen the **Vaeanu** taken in Papeete on October 20th. Built in Germany in 1967 as the **Cadiz** she later became "**Aranui**" and then "**Tuhaa Pae 3**" before her present name. **Vaeanu** is officially listed as a cruise ship!

Photo : Rich Fontaine ©

Star Reefers Loss Widens to \$14.1 Million

Star Reefers' loss in the third quarter widened to \$14.1 million from \$3.7 million a year earlier as the Norwegian refrigerated ship operator faced plunging spot freight rates and high fuel prices. The Oslo-listed company was also hurt by a collapse in Ecuador's banana exports and increased competition from ocean container carriers. Star Reefer's net operating revenue shrunk to \$32.7 million from \$40.5 million in the third quarter of 2010, as a 3 percent increase in capacity failed to compensate for weaker reefer rates. Star Reefers booked a \$22.9 million loss in the first nine months of the year against a \$3.9 million profit in the 2010 period, as net operating income slipped to \$126.4 million from \$138.5 million. Average spot market rates for larger reefer ships declined 50 percent on-year in the third quarter despite "extensive" scrapping of older vessels since January and the lay-up of around 30 ships. Conventional reefer ships faced "aggressive" pricing by container carriers seeking additional cargo volumes for their excess capacity, Star Reefers said. Banana exports from Ecuador and Central America have been "in a state of collapse" since April due to weak economies, early hot weather in the Mediterranean and political disturbances in North Africa which squashed demand for perishables. While there is "reasonable" demand for the most efficient conventional reefer ships, many less efficient vessels "face a daily price-driven battle with container lines who seem motivated only by market share," the company said. The specialized reefer fleet will emerge smaller and more focused after the crisis, Star Reefers said. Star Reefers said Russian fruit importer JFC is still defying a London High Court order to pay \$16.5 million damages to the company for prematurely terminating charters on three ships on the basis on spurious allegations over their performance. **Source: Journal of Commerce**



The **RHEINTAL** seen moored in Bergen (Norway) – Photo : Ton Nahuijsen ©

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FSC handles first boxship under new technological scheme

The first container ship **MSC Krittika** (owned by Mediterranean Shipping Company) has been unloaded at the terminal of Fourth Stevedoring Company (FSC) based in St. Petersburg in accordance with new Technological Scheme, the PortNews correspondent reports from the terminal. Previously, the Coordinating Board of the board-crossing checkpoint "Big Port St. Petersburg" has decided that some piers, including the container terminal, comply with the new requirements and allowed implementation of the simplified border and customs control procedure at the berths of Sea Port St. Petersburg.

Now, under the scheme all the ships and carried cargoes (on the list of state regulatory authorities) will pass eased procedure of crossing the border of Russia, without actual ship inspection by border / customs officers. The advance notice of ship and cargo arrival and customs declarations must be submitted a day before the arrival. In 2009, the Group started modernization and re-equipment of existing facilities of FSC' container terminal. The FSC' Container Terminal is capable of handling 500,000 TEUs a year, including export / import containers and reefer containers.

The terminal is equipped with four ship-to-shore STS cranes, 10 warehouse yard RTG cranes, forklift trucks with lifting capacity of 3 tons, and other handling equipment. The projected container storage capacity of the terminal encompassing 28.7 hectares is 9,000 TEUs. Seaport St. Petersburg Group is part of Universal Cargo Logistics Holding BV (UCLH). The Group incorporates First Stevedoring Company, Second Stevedoring Company, Fourth Stevedoring Company at Big Port St. Petersburg and Universal Transshipment Complex based at the port of Ust-Luga and several service companies. **Source : PortNews**



The **LEWEK SCARLET** seen off Batam (Indonesia) last Monday – **Photo : Piet Sinke ©**

Tanker Delivered to KOTC

AMKOTC received its fourth giant oil tanker of a capacity of around 2.1 million barrels, from South Korea's Daewoo Shipbuilding and Marine Engineering Co. **Al-Rigga**, the last of a total of four tankers ordered from the South Korean firm carries 320,000 tons, and comes amid KOTC's (Kuwait Oil Tankers Company) second phase of plans to renew its fleet according to an agreement signed with the South Koreans in August 2008. The signing ceremony of the tanker delivery was conducted in Kuwait by KOTC's Deputy Chairman and Deputy Managing Director for Administrative Affairs

and Projects Sheikh Ali Al-Humoud Al-Sabah and Daewoo's representative for the Middle East and India P. K. Park. **Al-Rigga** is 330m long and is 60m wide, with a speed of 16.2 knots per hour and has a quick unloading capacity of less than 24 hours. **Source: kuna.net.kw**



The **JADE** seen enroute Amsterdam – **Photo : Marcel Coster ©**

Kaohsiung box traffic drops month-on-month

Taiwan's Kaohsiung port handled lower container throughput in September compared to the previous month, according to statistics from Kaohsiung Harbor Bureau. The available statistics show September container traffic at 767,783 teu, down 4.4% compared to 803,449.5 teu in August.

For the first nine months of this year, Kaohsiung moved a total of 7.16m teu. In 2010, the Taiwanese port registered 9.18m teu of containers, an increase of 7% year-on-year. **Source : Seatrade-Asia**



Built originally for Holland American Line by Fincantieri, Venice, Italy, she was transferred to Cunard as Queen Victoria, then she was transferred again to P&O as "**ARCADIA**" in 2005. Arcadia can carry 2388 passengers. She has 866 crew, and is of 83,781gt, 285mtr in length. Above the passengerliner seen entering Grand Harbour, Valletta, Malta on the 23-10-2011 - **Photo : Gejtu Spiteri ©**

Bumi Armada completes riser installation



The **ARMADA HAWK** seen anchored off Singapore last Monday – Photo : Piet Sinke ©

Malaysia-based Bumi Armada Berhad has completed the installation of two 6in risers from the **Sepat FSO** to the MOPU at the Sepat field offshore Terengganu. The company used its newly-acquired vessel **Armada Hawk**, a DP2 subsea installation vessel for the project.

The installation was the final part of Bumi Armada's EPCI scope for the Sepat Field, which also included the conversion and sale of the **FSO Sepat**, pre-set of the 4 x 3 spread mooring, towing and hook-up of the FSO using four of its offshore support vessels. Source : **Offshore Shipping Online**

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Van Oord to deepen access channel at Klaipeda

Van Oord has been appointed to deepen and widen the access channel to the port of Klaipeda in Lithuania. The contract is worth approximately Euros 40 million and is being financed partly by the European Union. The client is the Klaipeda port authority and the project will be executed in 2011-2012.

The project involves the deepening of the access channel to -14.5m along a stretch of waterway almost 6km long. The channel will also be widened by 30m from 120m to 150m. A total of 4.5 million m3 of soil will be removed. Van Oord is deploying a large backhoe dredger and some split hopper dredgers. The project is by far the largest contract in terms of value and volume for the port of Klaipeda and will contribute to the economic development and safety of the port. In the future, the port will be accessible to post-Panamax vessels (with a length of 300m and breadth of 40m).

Source : **Dredging News Online**



The **TELLEVIKEN** seen assisted by the **UNION KOALA** into the Berendrecht locks (Antwerp)
Photo : Stan Muller (c)

.... PHOTO OF THE DAY



The 1996 built 115 mtr long Panama flagged reefer **KURI KOMA** seen arriving at Valletta, Malta on the 24-10-2011
Photo : Gejtu Spiteri (c)

RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

LEWEK SCARLET	-	AHTS	MICLYN ENTERPRISE	-	AHTS
ASL LARK	-	Tug	ZULEIKA	-	Tug
ZOE III	-	Tug	ARMADA HAWK	-	Offshore Support
PACIFIC 18	-	AHTS	HECTOR DOLPHIN	-	Tug
SHUN KING 6	-	Tug	FULL WAI 2	-	Tug
RETRIEVER	-	AHTS	BESS	-	Car Carrier
SWARNA PUSHUP	-	Tanker	MCP GOTEBOG	-	Container
SELATAN MULIA	-	Container	MP PANAMAX 4	-	Bulker
ZHENG HE	-	Dredger	SOECHI ANINDYA	-	Tanker
FLORENCE	-	Cement carrier	BUNGA KELANA DUA	-	Tanker
BRIGHT HARMONY	-	Tanker	MEDCOA LOME	-	Ro-Ro
STAR PISCES	-	Passengerliner	STAR DREAM	-	Tanker
C.PROSPERITY	-	Tanker	GEOBAY	-	Survey vessel
DELPHINI ALPHA	-	Container vessel			

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