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**The ALICE THERESA seen in Ijmuiden – Photo : Simon Wolf (c)**

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## EVENTS, INCIDENTS & OPERATIONS



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The **FREEWINDS** seen moored in Bonaire , this view of the Dutch Royal visit to the island.  
Photo : Henk Ram (c)

## Comment on relaxation of arms rules on British flagged ships

Commenting on British prime minister David Cameron's pledge to more effectively protect ships against pirates, including by relaxing rules on carrying arms, ITF general secretary David Cockroft said: "Somali-based piracy has been allowed to become so successful, savage and wide-ranging that seafarers' and seafaring organisations' worries about



armed guards have had to be set aside. However, guards can never be anything but a supplement to the sorely-trying existing naval presence, which is now trying to cover an entire ocean. "The ITF, like the International Shipping Federation and International Chamber of Shipping, would like to see on-vessel detachments made up of the ship's flag state forces whenever possible." He continued: "Sadly no move is without risks. Pirate gangs are making fortunes out of their crimes. It is easy for them to reach for heavier and heavier weapons and turn to obscene levels of violence to counter defensive measures."

"We welcome David Cameron's interest in maritime affairs, but we also have to warn him that the current defence cuts are likely to compromise the Royal Navy's ability to fight piracy." ITF seafarers' section chair Dave Heindel added: "What's an open secret is the yawning gap in flag state responsibility. While some nations and their armed forces are doing an amazing job, others are shirking their responsibilities." "Until more countries are prepared to patrol, arrest and prosecute, and to take the fight to the pirates and their bases – which are often fuel dumps and facilities in plain view right on the beaches – the world will continue to be held to ransom, and innocent seafarers to risk imprisonment, torture and, ultimately, death." **Source : ITF**



The 2008 built **Cimbria**, (ex **Comet**) ( 3,999grt 508 TEU) outbound from Grangemouth for Rotterdam on 28/10/2011.

**Photo : Iain Forsyth ©**

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**Gulmar Da Vinci** seen at Loyang Offshore Supply Base whilst mobilizing project equipment for her first charter. The Da Vinci is a MT 6022 XL design, featuring a state of the art 18 man saturation diving system (twin bell (port and starboard) rated to 300m WD) complete with 2 x 18 man self propelled hyperbaric lifeboats. The vessel has a deck load capacity of up to 3,300t and a 140t AHC crane plus a dedicated forecastle deck with dedicated control room below on shelter deck for ROV deployment and operation in addition to boasting high end accommodation for up to 120 persons. **Submitted by Steve Clark, M3 Marine Group Pte Ltd.**

## Iron-Ore Collapse Seen Ending Most Profitable Shipping in a Year

Steelmaker demand for iron ore, the biggest source of cargoes for commodity carriers, is weakening, threatening to end the most profitable shipping rates in almost a year. Ore stockpiles at ports in China, the largest user, already expanded to within 3.6 percent of a record, according to Antaike Information Development, a Beijing-based researcher. Chinese steelmaking is near the least profitable in almost three years, data compiled by Bloomberg Industries show. Iron-ore swaps, traded by brokers and used to bet on future costs, show no price rebound until at least 2013, according to Clarkson Securities Ltd., a unit of the world's biggest shipbroker. ArcelorMittal, the world's biggest steelmaker, and Angang Steel Co. are among producers that idled furnaces as slowing global growth drove benchmark prices for the metal down 15 percent since March. For capesizes, vessels hauling about 80 percent of seaborne iron ore, that means a 40 percent drop in rates in the next quarter, according to Pareto Securities AS. "The decline we have seen in both iron-ore and steel prices is a sign of slower demand in China," said Martin Korsvold, an analyst at Pareto Securities in Oslo, whose recommendations on shipping companies have returned 13 percent in the past year. "It's a very stark indicator of what's going to happen for capesizes."



The Bulker **STELLAR EAGLE** seen passing the Singapore Straits – **Photo : Piet Sinke ©**



Capesize rates almost tripled to \$26,669 a day since Aug. 1, exceeding the \$20,000 needed to break even for the first time this year, according to the Baltic Exchange in London, which publishes costs along more than 50 maritime routes. Returns averaged \$29,247 so far this quarter. That will drop to \$15,900 in the first three months of 2012, according to Pareto. The slump in dry bulk is also hitting tankers and container lines. Returns on the largest oil carriers are at minus \$769 a day, compared with the \$29,800 Frontline Ltd., the biggest operator, says it needs to break even. An index reflecting charges for six types of containers fell 37 percent since the start of April, a gauge from the Hamburg Shipbrokers' Association shows. The Bloomberg Dry Bulk Shipping Pureplay Index retreated 34 percent this year, and 11 of its 14 companies will report lower earnings or losses in 2011, analyst estimates compiled by Bloomberg show. The MSCI All-Country World Index of equities fell 5.6 percent. Benchmark iron-ore prices at the Chinese port of Tianjin fell 35 percent to \$118.40 a metric ton since Sept. 7, according to The Steel Index Ltd., which publishes data on the cost of steel, ore and scrap metal.

Rates for capesizes surged as steelmakers initially took advantage of declining iron-ore prices to expand stockpiles. Now vessel owners have a glut of carriers, the result of a building program begun in 2007 and 2008, when returns rose as high as \$233,998 a day. Shipyards in China and Japan still have orders equal to 30 percent of the existing fleet, according to data from Redhill, England-based IHS Fairplay. Shipping companies are counting on developing markets to shore up demand and reduce the glut. The International Monetary Fund is anticipating growth of 6.1 percent in those countries next year, compared with 1.9 percent in advanced economies. China, the world's biggest steelmaking nation, will expand 9 percent, more than twice the predicted 4 percent gain for the world, the Washington-based group estimates.

Developing economies will account for 73 percent of steel demand next year, compared with 61 percent in 2007, the World Steel Association forecast Oct. 12. Global usage will probably expand 5.4 percent in 2012, against 6.5 percent this year, the Brussels-based group said. Consumption contracted in 2008 and 2009 amid the worst global recession since World War II. World equities have rallied for five consecutive weeks, the longest winning streak since January, on optimism the global economy will avoid another recession. European leaders agreed on a plan to contain the region's debt crisis on Oct. 27, driving the biggest rally in local stock markets in a month. Faster economic growth would buoy steel consumption, in turn driving demand for iron ore and shipping. Profitability at Chinese mills may not be as low as the Bloomberg Industries index indicates. The gauge is based on the cost of domestic iron ore, currently at its most expensive relative to imports in at least three years, data from Steel Business Briefing and Antaiko show. That means producers may seek to shore up margins by increasing their reliance on international supply. Shipments from Australia, the top global exporter, were at the highest ever in August, according to the most recent government data. Brazil shipped record cargoes in the three months to September.

Mills may not need to boost ore imports for much longer. Monthly inbound shipments reached an eight-month high in September, Chinese customs data show. Stockpiles at ports were 95.8 million tons on Oct. 28, compared with a record 98.7 million in August, said Shanghai Steelhome Information, a research company. At the same time, steel production has declined for four consecutive months to the lowest level since February, figures from the association show. "There won't be more imports, there will be less," Zhang Changfu, vice chairman and secretary general of the China Iron and Steel Association, said at a conference in Beijing yesterday. "Iron-ore companies are now having troubles with selling the product." Spending on railroad building in China fell 59 percent in September from a year earlier as new projects were slowed after a high-speed train crash in July killed 40 people, data from the Ministry of Railways show. Baoshan Iron & Steel Co., the country's biggest publicly traded steelmaker, said Oct. 27 some clients asked to delay deliveries because of tightening credit.

A measure of global hot-rolled coil steel fell to \$714.24 a ton in the week to Oct. 25 from as much as \$837.78 in March, according to an assessment by Steel Business Briefing. Capesize charter rates are already erasing some of the last two months' gains, dropping 8.9 percent last week, the most in three months. Forward freight agreements, traded by brokers and used to bet on future transport costs, anticipate rates no higher than \$18,200 on an annual basis through 2016, Baltic Exchange data show. For the first quarter of 2012, they are trading at \$14,275. A measure of the combined earnings of the Bloomberg Dry Bulk Shipping Pureplay Index will retreat 51 percent this year, according to analysts' estimates compiled by Bloomberg. STX Pan Ocean Co., the biggest member of the gauge, will report a loss of \$33.8 million, compared with net income of \$94.95 million in 2010, according to the mean of seven estimates. Shares of the Seoul-based company fell 35 percent this year. Iron-ore swaps based on anticipated first-quarter prices at Tianjin are trading at \$129 a ton, according to London-based Clarkson. That compares with the record \$191.90 in the physical market in February. Longer-dated swap contracts imply an average price of \$123 for 2013, little changed from actual prices of \$118.40. "The iron-ore market is very weak and stockpiles of iron ore in the biggest ports are high," said Nicolai Hansteen, an analyst at Oslo-based shipping consultant Lorentzen & Stemoco A/S, who anticipates a first-quarter capesize average rate of \$25,000 a day. "Prices are dropping, and that must be leading to some hesitancy

among traders in what they will do in the next month in terms of import behavior.” Source: Michelle Wiese Bockman, Alaric Nightingale, Bloomberg



Above seen the STX OSV yard in Langsten built PSV - **REM SERVER** moored in Fosnavag, Norway 29.10.2011

Photo : Svetozar Catovic RRM ©

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## Oldest steam dredger at Gloucester Docks to be repaired

BBC News Online reports that the oldest working steam dredger in Europe is to be repaired after an award of cash from the UK's Heritage Lottery Fund. The **Friends of Gloucester Waterways** has been given £43,300 to replace boiler tubes on **Dredger SND number 4**, which is moored at Gloucester Docks. It was built in Holland in 1925, and had been in operation as an attraction at **Gloucester Waterways Museum** until earlier this year. Spokesman Chris Witts said it would be a "day to celebrate" once mended. The vessel operated regularly at Gloucester and Sharpness Docks until 1981, when she was replaced by an diesel electric dredger. She has been on display at Gloucester Waterways Museum ever since it opened in 1987. Source : **Dredging News Online**

## New Insights into Chemical Spill Responses

The Chemical Spill Response manual has been presented on Wednesday 26th October 2011 at the NHL University of Applied Sciences (The Netherlands). The lectorate Maritime, Marine, Environmental and Safety Management has conducted studies on risks, response, detection and organisation, and rules and regulations regarding chemical spills.



The first copy of the book was presented to author Wierd Koops.

The research was made possible by RAAK, an innovation project assisted by Syntens, The Netherlands. Innovation consultant Dirk-Jan Hummel explained their aim is to link business with sources for research and knowledge and

experience. Project engineer Marieke Zeinstra gave insight in statistics of risk profiles of various types of vessels and cargo. She also covered places where cargo could get lost and what the characteristics of the spill would be. Some will evaporate into a cloud, others will sink, float or dissolve. They all require a different strategy.

Wierd Koops explained that for response purposes, only spills that are floating or sinking are worthwhile following up in response efforts. When the chemicals evaporate, they disappear and when the materials are dissolving, these can be dangerous at a time but will thin out by nature. For chemicals that are sinking or floating, methods and equipment comparable to oil spills can be applied. It often is difficult to detect the nature of the spilled chemicals. The students of Ocean Technology made a decision structure of spills and optimal use of detection equipment.

Practical requirements and classification of vessels used to combat spills were presented by Jürgen Rühlmann (M-C-R), followed by Frans Rapp (NHL) who presented an alternative to recover containers which needs to be tested in a realistic situation. He called upon companies for resources to realise this. Martin Berends (NHL) made sketches of an unmanned survey vessel which could enter a potentially dangerous zone using vessels of opportunity, capable of measuring under water as well as up to 10m above the water surface. His call was for funds to create a prototype. After these presentation, the book was presented to author Wierd Koops, Ton Achterberg, Dirk-Jan Hummel and a representative of Rijkswaterstaat.



The **META** seen outbound from Malta – Photo : Mario Schembri ©

## USCG Approves MITAGS ECDIS

The **Maritime Institute of Technology and Graduate Studies (MITAGS)** has received approval of updates to its **Electronic Chart Display and Information Systems (ECDIS) (MITAGS-179)** course that is part of the



Advanced Navigation course. This approval now aligns the course with the latest revisions of the Standards of Training, Certification and Watchkeeping (STCW) code as amended in 2010. "Any applicant who has successfully completes the ECDIS course at MITAGS will now be considered to have successfully demonstrated the competencies of the amended STCW code of 2010," said Eric Friend, Director of Training for MITAGS. "Our Pacific Maritime Institute (PMI) will be seeking approval for their course as well. MITAGS-PMI has strived to maintain its leadership in maritime training and will continue to remain vigilant about any and all changes to U.S. Coast Guard and International Maritime Organization requirements regarding training under the STCW Convention." The U.S. Coast Guard endorsed the ECDIS approval by stating the following on the approval letter received by MITAGS. "The Plan and Conduct a Passage and Determine Position: Thorough Knowledge of and Ability to Use ECDIS of Table A-II/1 of the STCW Code as amended including the amendments: And Determine Position and the Accuracy of the Resultant Position Fix: Position Determination Using ECDIS with Specific Knowledge of its Operating Principles, Limitations, Sources of Error, Detection of Misrepresentation of Information and methods of Correction to Obtain Accurate Position Fixing of Table 1-II/1 of the STCW Code as amended including the 2010 amendments."



The newbuilding CSD **ATHENA** seen getting ready for departure for yard trials – Photo : Jan van Heteren ©

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## **Transocean files suit against BP in Deepwater Horizon case**

Transocean Offshore Deepwater Drilling Inc. a subsidiary of Transocean Ltd. filed a motion for summary judgment in the United States District Court for the Eastern District of Louisiana requesting the court to compel BP to honor its



contractual obligation to defend, indemnify and hold harmless Transocean for damages associated with BP's failure to contain flow from its Macondo well in the Gulf of Mexico in 2010.

According to Transocean its contract with BP for the Deepwater Horizon drilling rig contains "industry-standard reciprocal indemnity provisions that apportion risk and quantify liabilities between the two companies. In the contract, which was signed in 1998 and extended several times including in 2009, BP agreed to 'defend, release, protect, indemnify and hold harmless' Transocean for any and all fines, penalties and damages associated with environmental pollution originating from the well 'without limit and without regard to the cause or causes' including negligence, 'whether such negligence be sole, joint, active passive or gross.' "

Transocean asserts that BP has refused to honor its contractual obligations to Transocean stemming from the Macondo well incident in April of 2010. It says that "BP instead filed suit against Transocean on the one-year anniversary of the incident, alleging that Transocean personnel -- including those who lost their lives in the incident -- had willful and callous disregard for the welfare of their colleagues and the environment. Transocean has honored its contractual indemnity obligations to BP nonetheless." Nick Deeming, Senior Vice President and General Counsel of Transocean says that BP's posture "constitutes a direct threat to the sanctity of contracts and to the economic underpinnings of an industry that employs hundreds of thousands of people in the United States alone." "This motion is about more than just two companies," Mr. Deeming continued. "It is about the future of the contract drilling industry at large. If BP truly intends to make things right, it must either voluntarily or by the order of the court honor all of its contracts - not just the ones that serve its convenience or financial purposes."

According to the filed motion, BP has cited "ongoing investigations" and BP's own "allegations" of gross negligence on the part of Transocean as justification for BP's refusal to honor its contractual promises. The motion also asserts that after months of discovery and more than 200 witness depositions, it is clear that no evidence of gross negligence by Transocean exists. **Source : MarineLog**



Sunrise over Rotterdam with the outbound **MISSISSAUGA EXPRESS** – Photo : Marijn van Hoorn ©

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## Alarm bells after ferry fright at sea

For ferry operators at Gateway of India, Diwali is the peak season where thousands of tourists from around the country line up for a boat ride to Elephanta caves and Alibaug. Official estimates indicate that the 88 ferries under the Ferry Association at Gateway make an average of 12-15 trips daily during this time, with each having a capacity of anywhere between 45-100 passengers.



The boarding station for the **Elephanta Caves** near the gateway in Mumbai – **Photo : Piet Sinke ©**

However, Thursday's incident of a ferry being stranded mid-sea for hours without any basic rescue equipment has raised serious questions about the safety standards followed by these operators. Vazir Bamne, joint secretary of the Gateway Elephanta Jal Vahatuk Sahakari Sanstha Maryadit, the association that operates and manages all the private ferries operating at Gateway, said their boats were equipped with the latest life-saving resources and were certified by the Maharashtra Maritime Board. He added that Thursday's incident had been misrepresented, claiming that the boat had not developed a technical snag, but was stranded due to the low tide. "Our crew, consisting of the master of the ship, the driver and four to six seamen, is trained and certified by the fire department. In case of an emergency, these men can act as lifeguards and carry out rescue operations. Our vessels are equipped with adequate lifebuoys and ring buoys in numbers corresponding to its capacity, which is in keeping with the Indian Vessels Act," he said.

The Association doesn't have shallow boats that can function in low tides. Bamne said that there was no plan to acquire such boats in future, but they have requested the government to conduct dredging operations in the area to increase the depth of the water. Most of the ferries have five-six lifebuoys (each has a capacity of 16-20 people) and a dozen ring buoys. Senior crew members who have been working for several years said once purchased, these equipment are barely maintained. "I have been working as a seaman for almost six years now, but in my time inspections of lifebuoys haven't been conducted to check if it's still functioning. The maintainence is zero. One of our lifebuoys, which broke last year, is yet to be replaced. I am not sure how effective these tools will be in case of an real



emergency," said Zahid Khopila, a ferry operator. Crewmen also challenged Bamne's claim that they were trained and certified as lifeguards before being hired. "I am from Ratnagiri and know how to swim. Last year, my uncle called me to Mumbai and got me a job on this ferry. I did not get any training and will be reluctant to jump in to rescue someone in case they are drowning as I am not a professional swimmer," said Salim Sheikh. Like Sheikh, Khwaja Mohinnudin, an engine operator on a ferry was surprised when asked about lifeguard training. "I got this job through my brother. I am not a lifeguard. We don't have lifeguards on our boats," he said. However, the master of the boat, Imtiaz Sangli, maintained that his entire crew members and he were certified lifeguards. **Source : timesofindia**



The **GAS PATRA 2** seen eastbound in the Singapore Straits – **Photo : Piet Sinke ©**

## Rena remains in one piece

**Maritime New Zealand says the Rena has remained in one piece overnight.**

The crew on board the **tug Go Canopus** and motion sensors attached to the ship confirm the ship is intact. Conditions around the Astrolabe Reef remain poor, with three metre waves and winds of around 29 knots. Salvors are waiting for daylight to confirm what damage the ship has sustained overnight. It's not clear at this point if any more containers have washed overboard or if any fresh oil has been released. Maritime New Zealand says it may take some time to get a full assessment of the situation, as visibility is poor and it could be difficult to get a plane overhead. **Svitzer Salvage** spokesman Matthew Watson says they won't know for sure the state of the vessel until they get on board and have a look. "Every endeavour will be made to winch them down onto the deck. Again they are wrestling with poor visibility which makes it particularly dangerous," he told Newstalk ZB's Mike Hosking. Mr Watson says salvors can declare the **Rena** safe, they'll resume pumping oil from the starboard tank.

Conditions are such, it's unlikely flights will be able to get off the ground before this afternoon. The fog is keeping Prime Minister John Key's flight from arriving in Tauranga, as well. Hundreds of people are on standby - prepared to hit the beaches if any of the **Rena's** remaining 350 tonnes of oil spills into the sea. Forty will be out at first light checking for any signs of fresh globules. If any of that's leaked overnight, Maritime New Zealand says it's likely to wash up on the same beaches already cleaned. However it's hoped the tank will remain intact and, if the stern breaks off, tugs can tow it to shallower water where it will be easier to retrieve the oil. A specialist container recovery company is also on site, ready to deal with any of the **Rena's** 2000 containers that tumble into the sea. The public is asked to notify authorities if they see containers from the **Rena** wash up on beaches. Associate Transport Minister Nathan Guy says it's a delicate situation. He says no one knows how long it could take for a container which falls from the vessel, to end up on the beach. These containers have been on the ship now for several weeks. There is some concern around health issues, and also some hazardous substances so the public shouldn't go near them if they wash up on the beach," he says. Mr Guy says they're anticipating a very difficult period over the couple of days. Meanwhile, the master and the first officer of the **Rena** have reappeared in the Tauranga District Court today. A further charge has

been laid under the Resource Management Act relating to the oil spill from the [Rena](#). Both have been remanded on bail to appear again before Christmas. Source : [newstalkzb](#)

## NAVY NEWS

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Above and below seen the decommissioning ceremony of Bulgarian submarine [Slava \(84\)](#), The [Slava](#) is one of the remaining Soviet-era Romeo-class (Project 633) attack submarines and was originally to have been retired in 1994 or 1995 and by 2000 had become inoperable, although the boat was still "in commission", with a second Romeo in hulk condition (seen in the background)





## Sailors to march through city

The crew of **HMS Bulwark** – County Durham's adopted Royal Navy ship – will march through Durham City today (Thursday) The 180-strong **Freedom Parade** will be led by the prestigious Band of **HM Royal Marines** (Plymouth) and will set off from the Racecourse at 1.30pm.

Marchers will cross Elvet Bridge up Saddler Street to Palace Green, where the parade will pass local dignitaries and the Royal Marines band will perform. Hundreds of schoolchildren waving Union Jack flags will line the route of the parade, and members of the public are invited to go along to cheer. There will be a service of thanksgiving in Durham Cathedral at 2.30pm. Durham County Council chairman, Councillor Dennis Morgan, has invited crew members to exercise their right as Freemen of the City to march through the streets. He said: "It's a privilege to be able to watch the crew parading through the city, and it will be made even more special by the fact members of the Band of HM Royal Marines will lead the march. "It's always a delight to welcome our friends from our adopted Royal Navy ship.

"I'm very pleased children will be lining the parade route and I would like to invite people to come along and join us in showing our support. "This is an appropriate time as we remember service in the armed forces through the British Legion Poppy Appeal." He will present **HMS Bulwark's** commanding officer Captain Alex Burton with a framed scroll depicting watercolour scenes of Durham. Source : **Sunderland Echo**

## SHIPYARD NEWS



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## New orders for Chinese shipbuilders sink on choppy seas of world economic slowdown

The Chinese shipbuilding industry suffered drastic declines in new orders in September this year, as the growth of the global ocean shipping market almost stalled amid economic slowdown, China's top economic planner said Tuesday. New shipbuilding orders in September fell to 940,000 deadweight tonnes (DWT), the lowest monthly figure since June 2009, according to a report on the website of the National Development and Reform Commission (NDRC).

About 30 percent of China's 1,526 shipbuilding enterprises received no new orders in September, forcing some of the smaller and mid-sized ones to shut or stop production, said the NDRC. As a result of shrinking orders and rising costs, 249 enterprises suffered losses in the first three quarters of 2011, 37.9 percent more than a year ago. Their total losses stood at 2.66 billion yuan (420 million U.S. dollars) at the end of August, according to the report. For the first three quarters, new shipbuilding orders slumped 42.8 percent year-on-year to 29.02 million DWT, while incomplete orders dropped 13.8 percent to 168.86 million DWT. Shipbuilding output totaled 51.01 million DWT from January to September, representing an increase of 18.3 percent from the previous year. The DWT of completed ships for exports stood at 43.05 million, or 84.4 percent of China's total output, according to the NDRC. The China Association of the National Shipbuilding Industry (CANSI) projected the country's shipbuilding industry will continue to slow moderately in the fourth quarter, with a downbeat outlook for new orders and sharp declines in existing orders. CANSI predicted more than 60 million DWT of ships will be completed this year. Also, the China Newbuilding Price Index, which is based on calculations of shipbuilding companies' delivery, new orders and incomplete orders, continued to weaken, by 0.3 percent to 952 points during the reporting period between Oct. 15 and Oct. 30. Source: **Xinhua**



The **JAYA CRYSTAL** seen under construction at the Jaya Asiatic yard in Batam (Indonesia) – Photo : Piet Sinke ©

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## MONTE STELLO sold for scrap

The former SNCM RoPax ferry **MONTE STELLO** has been sold to Chinese breakers for USD 3,55 million. She was operated by New Zealand company Straight Shipping on the route between Wellington and Picton. Last year the **MONTE STELLO** has been replaced by the **STRAITSMAN**, ex-Bornholmstrafikken **DUEODDE**.

**MONTE STELLO** had been sold to a Greek company, Ainaftis Shipping, which had plans to employ her in domestic services. However, during the recent lengthening of **ARATERE**, she made a 5 month charter to Kiwi Rail in New Zealand. Source: Shippax.se





OOCL's SINGAPORE seen in Rio Grande – Photo : Marcelo Vieira (c)

## Newbuildings – designed for dredging and the transportation of silts and sand

The **RN Group** has over the years developed its own dredge designs – through technical know-how and experience. Converting, updating, and building dredgers themselves also at their own yard, the RN Group can offer dredge services to their customers confident in the knowledge that the equipment gives optimal solutions. In 2008 and 2009 the RN Group produced, at the RN yard in Grenaa, Denmark, three split trailers identified as:

### **RN-1500 RESOLUTION CLASS MODI R, TRUD R, MAGNI R**

Now during the month of October two towed split hopper barges as

### **RN-1000 BARGE CLASS ROAR R AND HELGE R**

have completed the conversion into self-propelled hopper barges, also at our yard in Grenaa.

In 2010 two new sister vessels went under construction at the Peene Werft GmbH, Wolgast, identified as:

### **RN-6000 MASTER CLASS BALDER R AND NJORD R**



The first of the two sister vessels **Balder R** was delivered 25th of August 2011 with the **Njord R** to follow on 14th of October 2011. All the vessels in the RN-fleet have names from Nordic Mythology, where the Vikings of Scandinavia had ocean going ships, which were fast, long and slender. The Danish sea faring tradition was founded by the Vikings who were known to be skilled and fearless sea farers. The RN-new buildings are slender split hopper suction trailers built for operating world wide. Probably the biggest and most versatile split hopper suction trailers ever built! 13 of the 34 units in the RN-fleet are hopper suction trailers out of which 8 are split trailers. 6 of our 8 barges are also split barges.

When building a split hopper suction trailer you build two separate hulls, which are joined together with two heavy hinges combined with two very powerful hydraulic cylinders. A split hopper suction trailer is of course more complicated to build than a single hopper hull dredger. This effort is however, earned back over time due to less maintenance, more efficient loading due to less turbulence in the hopper, and higher performance, as the hopper hold can also be emptied completely and quicker by pumping due to the V-shaped bottom of the hopper hold. The load can be dumped quicker by splitting than single hull dredgers with bottom doors and with very little clearance under the keel, whether it is material from maintenance dredging in sands, sticky clay or other types of load characteristics. When placing a load of sand for shoreface nourishment, this can be done very precisely and with high

compaction by split dumping. After the successful Nourtec full scale test of this method off the coast of Denmark and Holland, the split dumping method is required more and more. A split hopper suction trailer is better protected against total loss due to collision by having two hulls joined together with two main engine rooms instead of one engine room, as the single remaining hull can support the compromised hull.



The new buildings are state of the art vessels, specially designed for operation in shallow waters, ideal both for the maintenance of fairways and harbours, beach replenishment and land reclamation projects. In order to optimize capital, and especially maintenance dredging, a hopper trailer with two dredge pipes is often a must. Our new vessels are equipped with two dredgers in one with double loading and discharge pumping systems which can work in parallel or in series. Together with their own crane facilities and on board work shops, standing time is minimised, which is vital when working world wide and in areas where land support facilities are often not available. With very high efficiency, relative low energy consumption and very high number of workable days the vessels will outperform the competition. Each of the two dredge pipes has an inner diameter of 700 mm which in total gives a volume area equal to one pipe of 990 mm. This compares more than favourably with similar dredgers of equal volume capacity. Specially designed heavy-duty drag heads are available for hard soil. Loads can be discharged by backpumping to the sea bed or into a trench through the suction pipe, over the bow as rainbowing approximately 150 meter or through the bow connection to a pipe line of 600/700/800Ø up to a distance of approximately 4 km. Both vessels are equipped with very efficient degassing systems, poor mixture over flows and "green valves". The total installed power is 10504 kW. No heavy fuel oil (HFO) is used. All the RN-vessels are using Marine Gas Oil (MGO). The diesel engines are having an electronically controlled fuel delivery system to meet future emission and environmental demands. MDO has got a lower CO<sub>2</sub>, SO<sub>2</sub>, NO<sub>2</sub>, and particle emission, which will meet the most restrictive environmental requirements also when operating in the most sensible near-shore areas.

The two heavy duty dredge pumps are direct diesel driven through a two-speed reduction gear with each diesel engine having a power of 2117 kW. The pumps can be operated both in parallel and in series. On the front part of the main engines, each having 2.985 kW, a 1.600 kW generator is mounted giving power supply for the 450 kW bow thruster and the two 900 kW jet water pumps which can also be operated in series. Surplus electric power is available for an optional extra bow thruster and out board submerged dredge pump on an extended dredge pipe. The speed is 14 kn fully loaded and more than 15 kn empty. The design has been made based on some 40 years of practical experience combined with the most up to date dredging technology and environmental requirements. The improved hydrodynamic design with a relative slim hull gives a fuel reduction of 20% compared with a standard wide body single hull dredger and all engines will fulfil the latest IMO and TIER-standards. The rudder-propellers and the hopper sealing can be exchanged afloat. No dry docking is required. If in dry dock our newly developed hopper sealing can also be exchanged without splitting the hulls. With a powerful bow thruster and two rudder-propellers the vessels are



extremely manoeuvrable allowing dynamic positioning. All equipment is delivered with the technology of the future from leading suppliers within the dredging industry and to the highest



Above seen the bulk carrier **African Star** loading logs at Port Chalmers , the vessel has a gross tonnage of 23272 , built in 1991 and registered in Italy. **Photo : Ross Walker (c)**

## Sandpiper Joins Eagle Bulk Fleet

**Eagle Bulk Shipping Inc.** announced that it has taken delivery of the **Sandpiper**, a 58,000 dwt newbuilding Supramax. This delivery marks the successful completion of the Company's 27-vessel Supramax newbuilding program. Eagle Bulk's fleet now totals 45 vessels with an average age of 4.4 years.

The **Sandpiper** has entered into a three-year time charter at a rate of \$17,650 per day plus profit share and is expected to contribute over \$19 million in minimum contracted revenue. Eagle Bulk Shipping, Inc., headquartered in New York City, is a leading global owner of Supramax dry bulk vessels, which are dry bulk vessels that range in size from 50,000 to 60,000 deadweight tons, or dwt, and transport a broad range of major and minor bulk cargoes, including iron ore, coal, grain, cement and fertilizer, along worldwide shipping routes. **Source: Eagle Bulk Shipping Inc.**

## Kingston Container terminal unveils expansion plan

IHS Fairplay reports that Kingston Container Terminal is planning US\$780 million in private and public investments, according to Port Authority of Jamaica chairman Noel Hylton. Addressing the Caribbean Shipping Association conference in Barbados, Hylton said the expansion will include: a previously reported US\$100 million investment in South Terminal by CMA CGM; a US\$400 million private investment in Fort Augusta for two new berths and 80ha of storage space; US\$160 million to dredge channels to 17m; US\$30 million for a 20ha expansion of the West Terminal; and US\$90 million for four super-post-Panamax cranes, 37 straddle carriers and other equipment. Asked by Fairplay on the status of the Fort Augusta plan, Hylton said the agreement with the private investor still awaits government approval. If developed, Fort Augusta would add 2M teu per year in capacity to KCT's existing 3.2M teu/year capacity.

Hylton also told Fairplay that talks continue with KCT's two primary carrier clients, CMA CGM and Zim. As previously reported by Fairplay, KCT is seeking to convert the CMA CGM South Terminal MoU into a firm lease by the end of this year – but KCT will only do so if it can maintain its relationship with Zim.

Commenting on myriad expansion projects, Hylton told conference delegates that "all necessary arrangements are either already in place or are being finalised for these developments to be completed well in advance of 2014" when the Panama Canal expands. **Source : Dredging NewsOnline**



The **ARCO DIJK** seen outbound from Amsterdam – **Photo : Hans Blomvliet (c)**

## Wärtsilä to power NCSA RoCon newbuildings

Wärtsilä is to supply the engines and propulsion equipment for the six new RoCon vessels on order for NSCSA, the National Shipping Company of Saudi Arabia, at Korea's Hyundai Mipo Dockyard. On delivery, the vessels will replace NSCSA's current RoRo ships that are operating as a liner service between the U.S East Coast to the Middle East (Red Sea-Arabian Gulf) and to the Indian Sub-Continent (ISC) via Europe. They will be operated by Mideast Ship Management Ltd, a subsidiary company of NSCSA.

The scope of the integrated solution package for each of the six ships includes Wärtsilä RT-Flex 58TD engines, controllable pitch (CP) propellers, and the Wärtsilä Energopac system. The orders for these various items have been booked on an incremental basis, the last one being the Energopac order, which was signed in September. Delivery of the equipment for the first vessel is scheduled for May 2012, and the vessels are slated for delivery from the shipyard in 2013 and 2014.

The package combines the latest common rail fuel injection and valve actuation engine technology, featuring integrated electronic control. Wärtsilä's flexible engine settings enable lower minimum running speeds, which along with the other features, offer reduced fuel consumption, lower emissions and longer intervals between overhauls. Fuel consumption will be further reduced by integrating the propeller and rudder design into a single unit with the installation of Wärtsilä's Energopac system. The Energopac system is designed specifically for each individual vessel, and can be optimized to achieve the maximum possible fuel savings without compromising maneuverability or comfort levels.

"We are delighted to have been awarded this important contract for these new Ro-Ro container vessels. It is an important segment for Wärtsilä, and NSCSA is one of the biggest shipping conglomerates in the world. The environmental sustainability and reduced operating costs of the integrated Wärtsilä propulsion solution were major factors in Wärtsilä winning this order," says Ibrahim Behairy, Director, Merchant Sales, Wärtsilä Ship Power.

The RT-Flex engines provide smokeless operation at all speeds, and the propulsion package will enable these vessels to comply with the requirements of the IMOs Tier II regulations. The Wärtsilä RT-Flex engines offer optimum power output and shaft speeds with an extremely high degree of reliability. They can be operated for as long as three years between overhauls, and provide economical fuel consumption across the entire operating range. The engines are capable of extremely low and stable running speeds, which makes them highly applicable for container vessels that are often operated at 'slow steaming' speeds to save fuel. **Source : MarineLog**





The **FEG MERLIN** seen in Port Moresby, Papua New Guinea. - Photo : Max Brunet de Rochebrune ©

## Grand China suspends transpacific US service as market deteriorates

GRAND China Shipping (GCS) is to withdraw from the transpacific trade due to unfavourable market conditions and will suspend its Super Pacific Express (SPX), which connects Shenzhen-Yantian, Xiamen, Ningbo and Shanghai to Long Beach, using five ships and offering a weekly capacity of 2,774 TEU, Shippinggazette reports. The last eastbound sailing will be provided by the Cape Madrid, departing Shanghai on November 10, according to Alphaliner.

Grand China Shipping will then confine itself to intra-Asia services. The decision to close the SPX comes seven months after the carrier launched transpacific operations following the suspension of GCS' second transpacific string in August, part of a nine-ship butterfly loop that had offered a combined weekly capacity of 5,520 TEU.

GCS inaugurated its independent transpacific service in April (Super Pacific Express - SPX), using five 2,700 to 2,900-TEU ships. The inaugural SPX connected Hong Kong, Shenzhen-Yantian, Ningbo and Shanghai-Waigaoqiao to Long Beach. This service was split into two new loops in May, with one loop focusing on Central China (SPX) and the other on South China (Pearl River Delta-Pacific Express - PPX), with five ships in the 2,500 to 2,800 TEU range on each loop. Calls at Xiamen, Qingdao, Busan and Oakland were added as a result of the additional loop.

In July, the SPX and PPX were connected together to form a butterfly pattern, calling at Xiamen, Hong Kong, Shenzhen-Yantian, Long Beach, Oakland, Qingdao, Ningbo, Shanghai, Busan, Long Beach, Oakland and back to Xiamen. The butterfly service was operated with nine ships averaging 2,700 TEU each, alternating between the two loops, compared to 10 ships that were used for the two separate loops. Low load factors and a weak peak-season demand on the transpacific route forced GCS to close one of the loops in August. Escalating losses have now forced GCS to suspend its US operations entirely. Source : PortNews

## Seaspan posts loss of \$122.6 million in Q3

Seaspan's third-quarter loss widened to \$122.6 million from \$70.9 million a year ago, as the Hong Kong-based charterer was hit by rising operating costs and plummeting container charter rates, the Journal of Commerce reported.

The third-quarter loss was up from the \$39.4 million lost in the previous quarter. Third-quarter charter revenue increased 39 percent year-over-year to \$154.8 million from \$111.4 million. The company said its normalized net

earnings, excluding the change in value of financial instruments, interest and loss on vessels, increased by 29.3 percent to \$87.95 million from \$68.04 million a year earlier.

Seaspan took delivery of three new container ships during the quarter, which brought its operating fleet to a total of 65 vessels. Two of the three new ships have capacities of 13,100 20-foot equivalent units, the largest vessels in Seaspan's fleet. They are on long-term charter to Cosco Container Lines, where they became the carrier's flagship vessels. **Source : PortNews**

## Court protection for ferry operator

The High Court has appointed an interim examiner to the Fastnet Line group of companies. The High Court has appointed an interim examiner to the Fastnet Line group of companies, which operates the Cork to Swansea ferry service.

The ferry service is to discontinue its full published service with immediate effect. A statement said all booked passengers would be contacted in the coming days, and full refunds would be issued. Mr Justice Peter Kelly appointed Michael McAteer of Grant Thornton interim examiner at a sitting of the High Court. Mr McAteer will present a progress report to the court on November 15. The Fastnet Line companies are owned by the West Cork Tourism Co-Operative Society Limited, which was formed in April 2009. More than 400 members have invested funds in the venture. **Source : rte.ie/**

## The Caribou and the Smallwood have arrived at their final destination.

The two superferries were often parked side-by-side at the Marine Atlantic terminals in Port aux Basques and North Sydney. Now they are side-by-side on the beach at Alang, India. Ships brought to Alang are dismantled for scrap metal and parts. Alang has a reputation for practices that are environmentally unsound because shipbreaking is done on the beach instead of in a drydock where spills can be contained. Worker safety has also been questioned.



The 2004 National Film Board documentary "Shipbreakers" documents the living conditions of the workers. A photo of the ships was obtained by blogger **Peter Knego**. He said the two ferries were beached on Oct. 17 and 19. Knego received the photo from a photographer at Alang who wishes to remain

anonymous. **Photo : [www.midshipcentury.com](http://www.midshipcentury.com)**

"Both vessels are far out on the embankment and will need to be dragged ashore before stripping and demolition can proceed," Knego wrote on the blog maritimematters.com. The ship tracking website equasis.org now lists both ferries as "broken up." Previously, they were listed as "to be broken up."

The ferries were sold by Marine Atlantic to separate buyers in August. The **Caribou** was sold to Comrie Ltd. of St. Vincent and the Grenadines while the **Smallwood** was sold to Merrion Navigation S.A. of the Marshall Islands. However, both ferries are now owned by Best Oasis Ltd. of India, according to online ship registries and that company's website. Marine Atlantic Spokesperson Tara Lang said the Crown corporation knew there was a possibility the ships would be broken up for scrap after they were sold. "The buyers plans were to explore options to sell the



vessels for trading purposes and if they were not successful then they would recycle them," Lang wrote in an email to The Gulf News. She said one condition of sale included a commitment that if either buyer decided to recycle the vessels, it would be done at a yard with full green recycling facilities in compliance with IMO guidelines. **Source : The Gulf News / The Telegram**

## **Firefighters respond to dry dock fire in SF**

About 40 firefighters responded to a dry dock in San Francisco where a fire was reported in the belly of a naval oiler undergoing repairs, a fire department spokeswoman said.

Firefighters responded to Pier 70 after fire and smoke was reported on the U.S. Naval Ship **Henry J. Kaiser** at about 9:40 a.m., fire spokeswoman Mindy Talmadge said. Pier 70 is the site of one of the largest ship repair yards on the West Coast, according to its website.

Talmadge said crews repairing the ship had been working on an empty below-deck diesel tank when they noticed fire and smoke. She said the fire may have been a burning thermal layer, a protective blanket that is used with equipment such as blowtorches.

Reaching the fire proved difficult, Talmadge said, because there was a single point of entry and egress into the tank, which she said is about 75 feet deep. "We're going in to confirm and make sure everything is out," she said.

No injuries were reported. The Coast Guard assisted in the response and said it dispatched a small boat to the area from Sector San Francisco, which is on Yerba Buena Island. **Source : Bay City News, Inc.**

## **MARITIME ARTIST CORNER**



**Joe Wilhelm** made this beautiful painting of the **SANTA ROSA** in New York

## **RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE**

AMSTERDAM	-	Passengerliner	HYUNDAI COSMOPIA	-	LNG Tanker
GAS PATRA 2	-	LNG Tanker	STAR DELTA	-	General Cargo
AMAZON RIVER	-	Container vessel	JAYA PEARL	-	Offshore Support
PUTRA I	-	Harbour Tug	ASL FALCON	-	Tug
ASL CALYPSO	-	Tug	MAGELLAN 2	-	AHTS

Click at the photo album via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

## OLDIE – FROM THE SHOEBOX



A rare picture of the **USS Antietam (CV 36)** departing unexpectedly and in a hurry from Rotterdam in 1956. The Smit tug "**Siberie**" is one of the tugs attending. It's certain the picture was taken on departure because there are hardly any spectators. During the fifties, American warships visiting attracted large crowds on arrival. She was summoned to the Eastern Mediterranean due to the outbreak of hostilities between Egypt and UK/France. She joined the 6th. Fleet and assisted in the evacuation of American citizens from Egypt. **Photo : Coll. Robert Smith**

**USS Antietam (CV/CVA/CVS-36)** was one of 24 **Essex-class** aircraft carriers built during and shortly after World War II for the United States Navy. The ship was the second US Navy ship to bear the name, and was named for the American Civil War Battle of Antietam (Maryland). **Antietam** was commissioned in January 1945, too late to actively serve in World War II. After serving a short time in the Far East, she was decommissioned in 1949. She was soon recommissioned for Korean War service, and in that conflict earned two battle stars. In the early 1950s, she was redesignated an attack carrier (CVA) and then an antisubmarine warfare carrier (CVS). After the Korean War she spent the rest of her career operating in the Atlantic, Caribbean, and Mediterranean. From 1957 until her deactivation, she was the Navy's training carrier, operating out of Florida. **Antietam** was fitted with a port sponson in 1952 to make her the world's first true angled-deck aircraft carrier. But she received no major modernizations other than this, and thus throughout her career largely retained the classic appearance of a World War II Essex-class ship. She was decommissioned in 1963, and sold for scrap in 1974.

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## .... PHOTO OF THE DAY ....





The **SAGA RUBY** berthed at the City Cruise Terminal, Southampton on 1<sup>st</sup> November. She had previously arrived from Lisbon and departed the same day for Ponta Delgada.

Photo : Chris Brooks - [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk) ©