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Above seen the 2010 built Drillschip DEEP OCEAN ASCENSION (ENSCO DS-3) moored at the Mega pier (Willemstad – Curacao) for bunkers / foodstores and crew Change. The Drillship is enroute from the Gulf of Mexico to Cape Town- South Africa.


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

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The **SMIT BORNEO** towed by Svitzer's **SINGAPORE** enroute from Singapore to Tauranga (New Zealand)
Photo : Kees Drent ©

ITF reaction over potentially contaminated reefer containers

The ITF is acting to secure the health and safety of port workers and seafarers amid concern over potentially dangerous refrigeration containers still being operational. Maersk has quarantined some 900 units after three fatalities earlier this year were linked to maintenance work carried out on reefer containers in Vietnam. Although as yet unconfirmed, it's thought that some reefers may have been topped up with contaminated gas causing them to be potentially explosive under certain conditions. The ITF has informed dockers, seafarers and road and rail affiliates of the safety concerns and advised them to follow up with their local health and safety authorities. General safety advice includes not connecting the reefer units for recharging and keeping them in isolated zones where there are no people or crossing vehicles. ITF dockers' section secretary Frank Leys said: "We are pleased to see that big shipping lines like Maersk have reacted quickly to this situation and we would join our US affiliate, the International Longshore and Warehouse Union, in urging any companies or organisations who haven't already taken steps to alleviate this risk, to follow suit now. Where there are possibly contaminated containers still at large, we are calling on port authorities and shipping companies to issue clear guidance on how they should be handled." He continued: "The health and safety of workers is paramount and in no instance should commercial or productivity issues be allowed to supersede the welfare of workers." Seafarers' section secretary Jon Whitlow added: "We are extremely concerned for the welfare of those workers on ships who may be unaware that a defective container is being carried on board.

"Although we acknowledge that the maritime community is moving fast to provide the necessary information and advice on how to handle the contaminated containers in ports, we hope the same approach and priority is given to adequately inform the on board safety officers in order to protect the integrity of seafarers and ships." He went on to say: "Whilst of course the explosion of a container ashore is a tragic event, we think that a similar explosion on board a vessel could have potentially catastrophic effects on workers, ships and the environment." Additionally, inland transport section secretary Mac Urata commented: "This is not just an issue for seafarers and dockers, workers right across the supply chain are potentially at risk. We are looking now for a swift and thorough investigation into how these tragedies came about and information on what happens next to ensure workers' safety." **Source : ITF**



The **CORAL ELECTRA** seen moored in Zeebrugge – **Photo : Luc de Schutter ©**

Eight Foreign Ships Under Detention in UK Ports During September 2011

The Maritime & Coastguard Agency (MCA) announced today that 8 foreign flagged ships were under detention in UK ports during September 2011 after failing Port State Control (PSC) inspection.

Latest monthly figures show that there were 4 new detentions of foreign flagged ships in UK ports during September 2011 and 4 vessels remained under detention from previous months. The overall rate of detentions compared with inspections carried out over the last twelve months was 2.76% this is slightly down from August's twelve month rate.

Out of the detained vessels 4 were registered with a flag states listed on the Paris MOU white list, 1 was registered with a flag state on the grey list 2 were registered with flag states on the black list and 1 was unregistered.

1. In response to one of the recommendations of Lord Donaldson's Inquiry into the prevention of pollution from merchant shipping and in compliance with the EU Directive on Port State Control (95/21/EC as amended), the Maritime and Coastguard Agency (MCA) publishes full details of the foreign flagged vessels detained in UK ports each month.
2. Inspections of foreign flagged ships in UK ports are undertaken by surveyors from the MCA. Where a ship is found to be deficient or lacks the required documentation, MCA surveyors can take a range of actions leading to detention in serious cases. The UK is part of a regional agreement on port state control known as the Paris Memorandum of Understanding on Port State Control (Paris MOU) and information on all ships that are inspected is held centrally in an electronic database known as Thetis. This allows the ships of flags with poor detention records to be targeted for future inspection.
3. Detained ships have to satisfy surveyors that remedial work has been carried out before they are allowed to leave port.
4. When applicable the list includes those passenger craft prevented from operating under the provisions of the EU Directive on Mandatory Surveys for the safe operation of regular Ro-Ro ferry and high speed passenger craft services (1999/35/EU). **Source: MCA**



The **GSP FALCON** (ex ACERGY FALCON) seen moored in Constanta (Romania) – **Photo : Capt. Jan Plug ©**



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The **MTS VICTORY** seen in Zeebrugge – Photo : Wesley Vercruysse ©

Orders for bigger containerships are in response to rising bunker costs

Despite weak freight rates and a poor time charter environment, containership operators are ordering ever larger vessels. Though this may seem counter-intuitive, shipbroker Braemar Seascope says it reinforces a trend that is at least five years old. Containership operators cannot control freight rates, especially in a post liner conference competitive environment. They can however control the unit cost of shipping each TEU, through economy of scale. Ordering ever larger containerships is a direct consequence of this cost management.

At a recent conference in Istanbul, Braemar Seascope Research Manager Mark Williams highlighted the strong correlation between the price of bunker fuel oil - the largest single cost per TEU movement - and the average size of containerships ordered over the past 10 years. The strength of the relationship is confirmed by the fall in bunker prices and average TEU capacity of newbuildings ordered in 2009, though of course the ships ordered in 2009 will likely be delivering into a higher bunker price environment in 2012 and later.

If bunker prices continue to rise, there will eventually come a point at which naval architects will find it harder to build bigger ships. The Malaccamax concept appears to be the maximum size for Asia Europe trades and port operators will find it harder to continually upgrade facilities. The new eco designs for containerships will become ever more important in liner companies' cost management strategies, says Braemar Seascope. **Source : MarineLog**

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The car carrier **SHENG SHI** seen anchored off Singapore last Friday – Photo : Piet Sinke ©

Marines to Build Mock Container Ship for Counter-Piracy Training

The Marine Corps is planning to build a three-story mock container ship on a plot of land at Camp Lejeune, N.C., so special operators can practice clearing out pirates from hijacked vessels. The 12,000-square-foot land-locked ship will have a wheelhouse, aft rudder room, captain's quarters and a saferoom, or citadel, where crews lock themselves up after pirates have boarded their ships, said Bill Fondriest, a Marine Corps training systems deputy program manager.

"It will present just about every challenge a marine could face going on a ship boarding," he told National Defense.

Piracy has been a scourge in recent years with Somalia-based raiders boarding numerous types of ships and boats in the seas off the East Africa coast. Once aboard, they demand ransom for both the crews and the cargo.

Navies from several nations, including the United States, have patrolled the waters during the past few years in an effort to curtail piracy. In one of the most famous cases, the crew of the MV **Maersk Alabama** in 2009 managed to render the ship inoperable and sink the pirates' speedboat as it was being taken over. The pirates took the ship's captain as a hostage in a lifeboat. Navy SEAL snipers killed three of the pirates and ended the incident.

Fondriest said the mock ship will have areas where marines can practice scaling onto the ship from below and fast rope onto the deck from above. The project is expected to save the service time and money, he said. Currently, units that require visit-board-search-seizure certifications must travel and arrange for a boat to train on. "It will be close to home. They can train right here and they don't have to go out to a boat," he said. They normally cannot do live-fire training at sea, either, which the new facility will accommodate.

The interior will be constructed of safe foam and wood to prevent bullet ricochets. Marines will shoot at pop-up targets. Doors will allow for breaches using physical force, shotguns or thermal methods.

Col. Daniel J. Lecce, Camp Lejeune commanding officer, said the facility will primarily be for Marine Corps Special Operation Forces, who are stationed there. But "it will be available for anybody who wants to train in that type of mission." Fondriest said the mock ship is undergoing final design reviews and he expects work to be completed on the facility in about 18 months.

Carnival Abandons Bermuda

This year will see Carnival Cruise Lines offering a total of fifteen cruises to Bermuda, by the **Carnival Fantasy**, **Carnival Glory**, **Carnival Miracle** and **Carnival Pride**, but 2012 will see only one call, when the **Carnival Pride** visits on April 22. Although Carnival had reserved twelve berths in late 2010, it did not inform Bermuda that it would not be coming until the last week of October, not long after the **Carnival Glory** had just made her inaugural visit to Bermuda with 2,940 passengers.

The ultimate result seems to be that shortly after that news broke, Bermuda Transport Minister Jim Lister was relieved of his cabinet post. Why? Maybe because he was on board the **Glory** on October 19 and no one from Carnival told him. Maybe because no contract had been signed for the dozen calls and all negotiations had been done by email. Maybe because he had not gone to Carnival headquarters in Miami to cement the deal after all Carnival is a new customer for Bermuda. Or maybe because the transport infrastructure at Dockyard, of which he was in charge and

where all the Carnival ships berth, is inadequate. There have been tales of 45-minute waits in long lines in the baking sun for a ferry or bus to the island's capital Hamilton, a \$35 taxi ride away from the two new cruise piers at Dockyard.



The **CARNIVAL MIRACLE** - Photo : Kees Bustraan ©

Bermuda has a problem when it comes to cruise ships. The newest are all too big and can't get into either of the island's traditional ports of Hamilton or St George's. Of all the ships that call into Bermuda on a regular basis, only one, Holland America's **Veendam**, docks in Hamilton. Other ships come and go but the regular sailings from New York and Boston all now have to berth at Dockyard, a place that has all the personality of the King's Grill cafeteria on the **Queen Mary 2** (soon to be the largest ship in the Bermuda merchant marine).

Carnival Cruise Lines apologized for not having told Bermuda it would not be coming and said that it had "conducted a review to determine why Government was not informed its Bermuda schedule was being cut back from twelve visits to just one. Although quite some time ago we had requested berths for several Bermuda calls in 2012, we ultimately only scheduled one voyage."

The company went on in its statement to say "We have conducted some internal research to determine why the notification was not made earlier and have implemented new processes to ensure that this does not happen again in the future. We apologies to our partners in Bermuda for not advising them of this situation sooner."

An apology certainly beats having to pay any penalties.

For his part, Mr Lister said "We were surprised to only learn of the cancellations on Wednesday. This has put us in a unfortunate position for next year, because it will be difficult to find suitable replacement ships at such a late date. We are extremely disappointed by this late notification by Carnival Cruise Lines, but we will make every attempt to fill some of the empty berths with ships from other cruise lines. It is highly unusual for cancellations to occur so close to the beginning of the season."

A Government statement added that the "Ministry of Transport generally finalizes cruise applications 12-18 months in advance of the actual sailings and the twelve Carnival cruises for 2012 were approved in late 2010. Carnival was notified of the approval soon after they applied for the berths." The odd thing is that, according to the Government, Carnival had not told them why they were leaving, although there are two strands to this. One is that ships often stay overnight in Bermuda but they are not allowed to open their casinos while in port. Another is the issue of getting around the island from the faraway berths at Dockyard.

Many believe it was faster, or at least more enjoyable, in the days when passengers tendered in to Hamilton from the Great Sound, but those were also the days when usually only one large ship would come at a time, for example **Queen Elizabeth 2**, **Oceanic** or **Kungsholm**. But now there are two cruise ship piers at Dockyard King's Wharf, which has been in existence for some time, and Heritage Wharf, opened in May 2009. These two facilities can

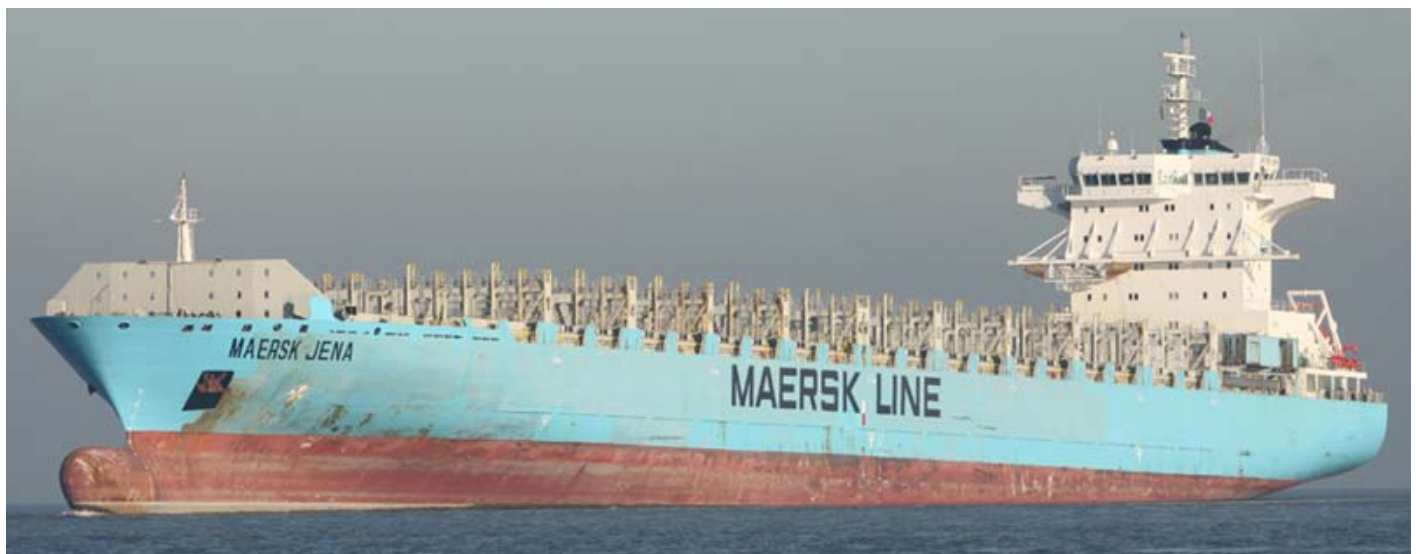
accommodate ships carrying up to 6,000 passengers, something that puts a huge strain on the transport infrastructure.

One thing is certain and that is that Bermuda should find out why Carnival has abandoned them and do something about it. Perhaps Carnival's passengers have told Carnival something that it has not passed on to Bermuda.

Kevin Griffin is managing director of specialist cruise agency The Cruise People Ltd in London, England. For further information concerning cruises mentioned in this article readers can visit his blog at www.thecruisepeople.wordpress.com - Source : eturboneews.com



The **PALAU** seen enroute Rotterdam – Photo : [Henk van der Heijden](#) ©



The **MAERSK JENA** seen outbound at the Westerscheldt River passing Terneuzen
Photo : P., M. & Ph. van Luik - www.shipsofterneuzen.nl ©

Brage Supplier delivered

Brage Supplier, a STX 09CD design, was delivered from Cochin Shipyard in India to Brage Supplier KS (c/o Sigba AS) on November 4th. The technical and commercial manager for the vessel is Simon Møkster Shipping in Stavanger, Norway. A sister vessel, **Brage Trader**, will be delivered by the same yard early in 2012. **Source : Offshore shipping online**



West Navigator and **Ocean Fighter** seen from **FFPV Nordnes** - **Photo: Frank Roosekrans ©**

Boskalis, CSAV discuss Americas tug JV

Boskalis, the Dutch dredging and marine services group, and Chilean ocean carrier CSAV are working to establish a joint towage operation in Central and South America, the Journal of Commerce reports. The joint venture between Smit, Boskalis' marine services arm, and Sudamericana Agencias Aereas y Maritimas, CSAV's wholly-owned subsidiary, would operate a fleet of more than 170 vessels in 45 ports in nine countries.

The company would have annual revenues of more than \$270 million "and besides operational synergies, the joint operation would also strengthen the market position of the two companies," Boskalis said. "Discussions are currently ongoing and the two companies endeavor to reach a formal agreement in the coming months, subject to certain customary conditions."



Russia to build up submarine task force along Northern Sea Route



Russia will increase its submarine task force in the area around the Northern Sea Route, Prime Minister Vladimir Putin said on Tuesday. "We will, of course, be building up our [submarine] task force, ensuring the country's security in the northern region," he said.

New submarines are entering service with the Russian Navy, he said, adding that the Northern Sea Route is one of Russia's priority transport lanes. "We will be setting up a network of support bases along the entire Northern Sea Route where Emergency Ministry officers will be deployed to respond promptly and efficiently to any unexpected developments along the Northern Sea Route," Putin said. The Russian Federal Border Agency said in March it planned to establish a monitoring network in the Arctic, from Novaya Zemlya to Wrangel Island, to ensure effective control over the Arctic. **Source :** RIA Novosti.

The Northern Sea Route is a shipping lane from the Atlantic to the Pacific running along the Russian Arctic coast from Murmansk on the Barents Sea, along Siberia, to the Bering Strait and Far East.

S'pore releases impounded Cosco vessel

Company tells court that it was its client that had broken their contract

The Singapore authorities have returned a dry bulk vessel to China Cosco Holdings, six days after it was impounded over a financial dispute with one of the company's clients, court documents and a company official said. The 74,000 tonne bulk carrier, **Song Shan Hai**, was released by Singapore's Supreme Court late Wednesday, easing concerns over China's relationship with the global maritime community.

'The court released the ship because we gave them information stating that the other company had broken the contract with us,' said a Hong Kong-based Cosco official. Cosco, operator of the world's largest bulk cargo fleet and a major global container carrier, remained in talks with its unidentified client over an unpaid bill of around US\$1 million, the official added. The ship is the third vessel to be seized by authorities this year as the Chinese firm struggles with a severe downturn in the freight market.

The other two ships were briefly impounded after Cosco halted payments to several shipowners to force better terms, a move that hurt its relationship with some maritime companies. Cosco said that the Singapore case was not related to the lease disputes earlier this year. Many of Cosco's shipping contracts were struck during the 2008 shipping boom, when the industry's largest capesize vessels were being rented by Cosco and others for around US\$100,000 a day.

The dry bulk market has since plummeted due to the economic downturn and an oversupply of vessels, leaving Cosco paying 2008 prices for ships that now rent for US\$23,000 a day. Cosco made a net loss of 2.07 billion yuan (\$421 million) for the third quarter, hit by sliding freight rates and overcapacity in the industry. Its Hong Kong-listed shares have lost more than half their value since the start of the year, underperforming a 17 per cent drop in the Hang Seng Index. **Source : Reuters**





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NAVY NEWS



Above seen the Romanian tug **AL CATUNEANU** moored in Constanta - **Photo : Jan Plug ©**

Turkish Navy gives submarine, vessels job to local private yard

Turkey's thriving naval defense industry is building specialized support vessels for the Turkish Navy in parallel to its involvement in the construction of conventional warships. The latest examples of such vessels include a submarine rescue mother ship (MOSHIP) and two rescue and towing vessels (RATSHIPS), the first deal of its kind in the country.

Turkey's procurement authorities have signed a contract with a local shipyard for the production of one MOSHIP and two RATSHIPS. The agreement was signed the last week of October between the country's procurement office, the Undersecretariat for Defense Industries (SSM), and Istanbul Tersanesi, a private shipyard based in Istanbul. SSM or company officials did not reveal the contract price.

Defense Minister Ismet Yilmaz said that although it took three years to conclude contract negotiations with the shipyard, it was the government's determination to locally build the military platforms the country required for its modernization programs.

Left seen Turkey's first nationally built warship, the **TCG Heybeliada** which entered service on Sept 27. **AA photo**



SSM Chief Murad Bayar said the Turkish

Navy was intent on awarding its vessel contracts to private local shipyards.

Under the contract, Istanbul Tersanesi will deliver the rescue vessels to the Navy within three years. The Turkish MOSHIP will be able to evacuate the crew of a distressed submarine at depths of up to 600 meters, according to company officials. The proposed vessel is 91 meters long, with a beam of 18.5 meters and draught of 5 meters. Space is provided for 131 personnel, and the ship has a maximum speed of 18 knots and a range of 4,500 nautical miles at a speed of 14 knots. The ship also will be able to perform rescue and towing operations for broken-down, wrecked or beached vessels. The two planned RATSHIPS will be 69 meters long with a beam of 13.5 meters and draught of 4 meters. They will be able to attain the same speed and endurance levels of the MOSHIP and have space for 104 personnel **Source : Hürriyet Daily News**



Belgian **NH90** lands onboard the Belgian frigate **LEOPOLD I** in Zeebrugge - **Photo: Erwin Ceuppens**

Caspian Flotilla to take delivery of two warships this year

Caspian Flotilla (CF) will receive two new ships till the end of 2011, Rusnavy reports citing Ministry of Defense. The question is Project 11661K Gepard corvette **Dagestan** and Project 21630 Buyan small-size gun ship **Volgodonsk**. Both warships were developed by Zelenodolsk Design Bureau and built by Zelenodolsk Shipyard and Almaz Shipbuilding Firm.

Presently, Caspian Flotilla operates one ship of Project 11661K since 2003 – corvette **Tatarstan**. As is expected, the flotilla would receive three landing ships in the current year. It was reported in May 2011 that State Arms Program 2011-2020 provided 16 new warships including five Buyan-class ones to join Caspian Flotilla.

In 2010 all missile boats were redeployed from Astrakhan to CF bases in Dagestan. That was done with the view to establish an integrated missile ship force. At present, Caspian Flotilla consists of 106th Brigade stationed in Kaspiysk and Makhachkala, and 73rd brigade based in Astrakhan. **Source : PortNews**



An air force official paddles his boat past a military transport aircraft at a flooded military airport in the Don Muang area of Bangkok November 9, 2011. Thailand's worst floods in half a century have killed more than 500 people, damaged millions of tonnes of rice, forced a series of industrial estates to close and threaten to inundate the capital, Bangkok.

SHIPYARD NEWS

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New subs, new missile cruiser

Several submarines and a heavy missile cruiser are among the new construction orders of the [Sevmash yard](#). During his visit to Severodvinsk Thursday, Prime Minister Vladimir Putin signed seven contracts on the development and construction of new Navy vessels. Among them is a contract on the serial production of the multi-purpose project 885 M **"Yasen" class** sub, a government press release informs. The yard will also develop a new so called "light-version" of the missile cruiser of the project 1144.2, the same class as the Northern Fleet's **"Peter the Great"**.

The contracts also includes the development of a new 955A **"Borey" class** strategic sub, as well as an upgrade of the **"Novomoskovsk"** Delta-IV sub, a press release from the Government confirms. The contracts signed in Severodvinsk

this week have a total cost frame of 280 billion RUB (€6.72 billion) and are part of the 4.7 trillion RUB (€110 billion) investments in new Navy hardware which is planned for the period 2011-2020, Putin said in Severodvinsk.

-I am confident that the implementation of this unprecedented program, both in terms of tasks and allocated resources will allow us to make a full-fledged rearmament of the Army and the Fleet, in a substantial way renew the material and technical base of the Navy, create a group of strategic marine nuclear forces of fourth generation submarines, acquire modern surface vessels, modernize and repair the current technical base", Putin underlined in his meeting with yard and Navy representatives. He also confirmed that the Ministry of Defence will allow the yard to have a 30 – and even up to 35 percent – profitability in the construction orders.

As [BarentsObserver](#) has reported, the Ministry of Defence has long negotiated with the navy yards over conditions on the new major construction orders. [Source : BarentsObserver](#)

Conversion of oil rig



The jackup drill rig "[Atlantic Labrador](#)" is currently being converted to an offshore hotel accommodation at the [Scheldepoort Repair & Conversion Yard](#) in Vlissingen, Netherlands. The project involves the complete removal of the drilling installation from the rig, including the 80m drilling tower, sliding piece, cement and mud tanks as well as all the remaining drilling equipment and redundant cabling and piping. Scheldepoort will meanwhile build a new, 400-tonne accommodation block, which is to be placed on the deck, while the current accommodation facilities will be completely refurbished and new life saving equipment installed. The rig is also to be fitted with sponsons in order to comply with stability regulations. The refit will take a few months. Upon completion, the accommodation rig will go into service in the coastal waters of Denmark. [Text / Photo : Rob Oostdijk ©](#)

Uitzendkrachten somber over toekomst CDM

De ongeveer 130 'uitzendkrachten', die nu nog werkzaam zijn bij de [Curaçao Drydock Company \(CDM\)](#), denken er serieus over na om een nieuwe vakbond op te richten. Deze moet hun belangen behartigen, niet alleen in de zin van het verkrijgen van een vaste aanstelling bij het bedrijf, maar ook om garanties te krijgen over het voortbestaan het bedrijf. In de minister van Economische Ontwikkeling, Abdul Nasser El Hakim, hebben de uitzendkrachten geen vertrouwen. Ook de aanstelling van een onderzoeksteam bij het CDM geeft de uitzendkrachten niet het gevoel van zekerheid, dat het goed komt met het Dok in de toekomst. Getmar Caldera, Henry Neuman en Louis Pinedo hebben de opdracht gekregen om onderzoek te doen en uiterlijk in december een businessplan te presenteren, dat als basis moet dienen voor een 'turn around-traject' van het bedrijf. Maar de uitzendkrachten stellen stellig dat zij grote twijfels hebben over de plannen van de minister van Economische Ontwikkeling met betrekking tot het CDM. De uitspraken van de minister tegen de uitzendkrachten in juni van dit jaar, dat het hem niets uitmaakt of het CDM sluit omdat zijn kinderen daar toch niet gaan werken, liggen ook nog vers in het geheugen van menigeen, aldus de advocaat van de uitzendkrachten Roelof Bijkerk. Dat de uitzendkrachten intussen vernomen hebben dat de minister gelobbyd zou

hebben omeen van kinderen bij Damen tewerkgesteld te krijgen, doet de werknemers verder twijfelen aan Uitzendkrachten somber over toekomst CDM zijn integriteit. De uitzendkrachten zijn evenmin vergeten dat de minister



Het drijvende dok van het CDM ligt er compleet verroest bij en is sinds eind vorig jaar niet meer in gebruik.

al kort na zijn aantreden aangegeven had dat hij voor zijn eigen belang zou gaan, hetgeen bijdraagt aan het gebrek aan vertrouwen in de minister. De minister heeft meerdere malen in het bijzijn van de uitzendkrachten gezegd: 'de deal met Damen is off', erop doelend dat het niet meer tot een strategisch partnerschap zal komen tussen CDM en Damen. Advocaat Bijkerk voegt hieraan toe dat de minster tijdens een bijeenkomst met de uitzendkrachten en in het bijzijn van leden van de pers over hem gezegd had, dat hij 'een makamba-advocaat is wiens

geheime agenda het is om het CDM in handen van Damen te drijven **Bron : Amigoe**



The **MSC LAURA** seen in drydock at **Antwerp Shiprepair** 22-11-2011 – **Photo : Stan Muller ©**

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The **CORAL LOPHELIA** seen anchored off Rafnes (Norway) – Photo : Wouter van der Veen ©

ACE WINCHES SECURES £4 MILLION ARCTIC CONTRACT

ACE Winches, the Aberdeenshire-based deck machinery specialist has secured a £4 million manufacturing contract for the design of Mooring Equipment for Superior Energy Services. The firm will design and manufacture its electrically driven 8-point mooring spread.

Scheduled for delivery in February 2012 the complete winch package will be capable of operating in the severest of conditions. The ABS certified winches will be tailored to meet the mooring requirements of the barge, which will be working in water depths of approximately 60 metres. The winch system for the Superior Energy Services project will be managed by ACE Winches at its global headquarters, based at Towie Barclay Works, near Turriff, Aberdeenshire.

Having sealed the contract win with Superior Energy Services in Houston, chief executive officer of ACE Winches, Alfie Cheyne, hailed the deal as a significant milestone for the company: "This latest win epitomises the dedication and commitment from both our sales and technical teams in working closely with the client to design the winch system to required specifications. "With this contract our business is the next step in our strategy to become a significant player in North American market, and further cements our reputation for delivering exceptional service and performance in

the world's harshest operating environments." The Superior Energy Services contract follows a major hire contract for ACE to provide an extensive range of equipment to assist repair work being carried out in the Danish sector of the North Sea, comprising a hydraulic drum winch and hydraulic power unit (HPU) package derived from existing ACE hire equipment and ACE manufactured equipment, specifically chosen to suit the client's requirements. The winches will be used to position clamps in place, which weigh over 100 tonnes each.

Training for cruise ship jobs available at no cost

The Maritime Academy of Toledo plans to offer free training next year to adults interested in working on cruise ships. The three-week course, which includes training in basic safety, crowd management, and cruise ship life, will begin in early 2012. The Academy is receiving a \$25,000 grant from FirstEnergy, which is administered by the city of Toledo, as well as up to \$6,000 per student through the Ohio Department of Job and Family Services.

Although no experience is required, Superintendent Renee Marazon said the course is ideal for students with an accounting, business, or hospitality background who want to transfer those skills to a cruise ship job. She said entry-level junior officer jobs typically pay \$1,500 to \$3,000 a month, with food, lodging, and health-care provided. Ms. Marazon said there should be a minimum of seven classes, training 20 applicants in each class. **Source : Toledo Blade**

Farstad Shipping ASA: Charter Agreements



Farstad's **LADY CHRISTINE** seen testing her fi-fi last week at Singapore Selat Pauh anchorage last Thursday
Photo : Piet Sinke ©

Farstad Shipping has been awarded the following charter contracts: AHTS **Far Scout** (2001, UT 722L, 18.700 BHP) has been contracted by Petrobras in Brasil for a 2 year firm contract. In the North Sea Peterson has exercised another 1 year option for PSV **Far Splendour** (2003, P 106, 3.503 DWT). Total value of the contracts is approximately NOK 200 mill. Farstad Shipping's fleet currently consists of 57 vessels (32 AHTS, 22 PSV and 3 SUBSEA) and 6 PSV and 2 AHTS under construction. The company's operations are managed from Aalesund, Aberdeen, Melbourne, Perth, Singapore, Macaé and Rio de Janeiro with a total of 1970 employees engaged onshore and offshore. The company's strategy is to be a leading quality provider of large, modern offshore service vessels to the oil industry. The company maintains a long-term charter profile for the fleet. **Source: Farstad Shipping**

Greencarrier Launches a New Direct Service

Together with its UK-based subsidiary Greencarrier PTS, Greencarrier is expanding the range of services it offers the Nordic market with a new direct service to Finland. The new link comes less than six months after Greencarrier acquired the Ipswich-based company PTS UK Ltd. PTS already maintained regular full and part-load services linking the UK with Sweden, Denmark and Norway prior to its acquisition by Greencarrier. At the heart of the new service package is a direct consolidated service linking Hull and Helsinki with collection/delivery of individual shipments throughout the UK and Finland should this be required by the customer. Consolidation takes place at PTS facilities in Immingham and Ipswich. **Source: Marine Link**



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The first of two fenderbarges for **Marcor Stevedoring B.V.** in the Waalhaven, Rotterdam. The fenderbarge (26x10x4 metres) is built by **Van Grevenstein Scheepswerf B.V.**, More information at www.vangrevenstein.nl

Photo: J. v. d. Niet ©

Washington State Ferries Chetzemoka has propeller problems

After one year in service, Washington State Ferries' 64 car ferry **Chetzemoka** has developed hairline cracks in its propellers, potentially from improperly cast stainless steel. The problem became public knowledge when State Rep. Larry Seaquist, touring Dakota Creek Industries in Anacortes, Wash., noticed the ferry on a lift with its propellers off and asked what happened. According to a report in the Kitsap Sun, Dakota Creek dry-docked the ferry for scheduled installation of rub rails. An inspection by Washington State Ferries inspectors found hairline cracks in one propeller. A dye test showed each of the five blades was cracking near the hub. The other propeller was checked and had the same problem.

The 7,850 lb, 90 inch diameter fixed pitch propellers were removed and sent to Sound Propeller in Seattle for analysis and repair. A metallurgical analysis concluded they were cast incorrectly, the newspaper quotes a Dakota Creek official as saying. The carbon content of the stainless steel was too high.

The propellers are being repaired and will be used until replacements can be made, which takes 22 weeks, the Dakota Creek official is quoted as saying. The newspaper says that Washington State Ferries will pursue a warranty claim for two new propellers against the **Chetzemoka's** builder, Vigor Shipyards, while Vigor will probably seek a remedy from propeller builder Rolls-Royce Marine. The newspaper quotes Vigor spokesman Steve Hirsh as saying: "We're looking at (the problem), Rolls-Royce is looking at it. Between us and Rolls-Royce we will work with Washington State Ferries to see that it is rectified." **Source : MarineLog**

Schat-Harding develops Secondary Safety Systems for IMO-compliant hooks

Leading lifeboat manufacturer and service provider **Schat-Harding** has completed all tests required by IMO to ensure that its SeaCure lifeboat release and retrieval systems (the new name for hooks) meet the new IMO guidelines for existing and new lifeboats. And reacting to industry requests Schat-Harding has also developed a Secondary Safety System (SSS) for the SeaCure hook. Although not required by IMO guidelines or SOLAS regulations, the SSS is recommended by many shipping industry groups, Birger Grathen, CEO, Schat-Harding Service, says, "IMO has issued mandatory guidelines for lifeboat release and retrieval systems under MSC.1/Circ.1392. These are unusual because they are retrospective and require owners to test and in some cases replace existing equipment. Manufacturers have also had to apply rigid new tests to all their equipment. The rules apply to new boats from 1 July 2014, but there are also tests to be applied to existing hooks, and these will have to be upgraded at the first dry-dock after 1 July 2014 if they do not meet the set standards. "However, IMO's guidelines do not call for a Secondary Safety System. We are happy to announce that our SeaCure lifeboat release and retrieval systems meet or exceed all the IMO standards, have passed all relevant tests and are now available for shipowners to refit to existing conventional lifeboats. And we have worked with industry groups and our customers to develop a simple but safe optional Secondary Safety System for the SeaCure range.

The hook and the SSS meet all industry needs, are approved by flag state and class, are available now, and are backed by our global service network, which is ready to advise owners, assess existing equipment and to fit the new equipment if required." All shipowners are obliged to arrange an evaluation of existing on-load hooks on their vessels. Hooks which don't meet the new standards need to be replaced no later than the next scheduled dry-dock after the 1st July, 2014, and no later than the 1st July, 2019. If found to be compliant then an overhaul examination should be executed no later than the next scheduled dry-dock after the 1st July, 2014. The one-time follow-up overhaul examination by the manufacturer or authorised representative should be in accordance with MSC.1/Circ.1206Rev1. Says Grathen, "The new IMO requirements are complex, and are unusual in that they are retrospective. But we are convinced they will make lifeboat release and retrieval systems safer to use, and we are committed to helping shipowners to improve safety at sea. We have been doing that since 1928, and we are right at the forefront of safety with this new equipment, but more than that, we are leading with our global network and our willingness to help owners. There are literally hundreds of types of lifeboat on-load hook system in service, there are thousands of lifeboats which need upgrading, and owners need help to understand and implement the rules. I urge them to ask us, we will help, we want to help, we want seafarers to feel confident that their lifeboats are safe." Over 100 shipowners have already re-hooked their lifeboats using Schat-Harding service engineers and hooks. Grathen says, "We have the

trained and authorised engineers and we have the equipment, but we do urge owners to come forward as soon as possible to evaluate their equipment and needs. Firstly because that way it is safer for their crews, who get the new standards in place quicker, and secondly because they could face business interruption if they leave this until the last minute rush to comply by the due date. These SeaCure hooks can be retrofitted to most types of boat now in service, not just Schat-Harding boats, so we can offer all owners and seafarers the safety of the new IMO-compliant hooks and the security of an engineering team who can assess any hooks now in service and fit the new equipment safely and without service interruption."

Danaos narrows quarterly loss 17pc as revenue rises 33pc in poor market

ATHENS based Danaos Corporation, one of the biggest containership charterers in the world, has managed to narrow its losses 17.2 per cent year on year in the third quarter to \$833,000 while company revenues increased 33 per cent to US\$126 million. "We experienced one of the most sudden market drops in recent history due to the termination of a number of services, putting vessels, mostly panamax size, in the market either as liner relets or redeliveries," said Danaos CEO John Coustas. "The market deterioration has put the brakes on any further newbuilding discussions and in combination with the lending freeze by European banks this will be a limiting factor to the growth of the fleet that will offer favourable future market dynamics," Dr Coustas said.

The Athens-based shipowner said two 8,500 TEU have been chartered for 12 years and re-chartered at panamax market rates for a year, while another panamaxer has been laid-up rather than chartering it below cost. Dr Coustas also said the market will remain flat until Chinese New Year, after which there will be "moderate" growth on the back of new liner services or upgrading of services to meet demand. Danaos currently has a fleet of 58 vessels of aggregated capacity of 282,619 TEU with a delivery of seven new vessels of 82,560 TEU expected by the end of 2012.

Source : Schednet



The **APL DOHA** seen turning into the Singapore Straits (Westbound) after departure from the Brani Terminal

Photo : Piet Sinke ©

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FESCO expands FCDL-North box service to run from HK to Vladivostok

FESCO, one of the biggest transport groups in Russia, is enhancing its FCDL-North service by adding a port of call at Xiamen later in November. A statement from the carrier said the extended service will provide the fastest transit time in the market. It is expected to take three days to reach Vostochny and five days to Vladivostok, which will shorten the transit from the current FCDL service by two days.

The new port rotation for the FCDL-North is Xingang, Qingdao, Xiamen, Vostochny, Vladivostok, returning to Xingang. Two vessels are operating the service, the [FESCO Trader](#) and the [FESCO Voyager](#).

The first sailing on the expanded port rotation will be undertaken by the [FESCO Trader](#), voyage number: V.93, which is scheduled to depart from Xiamen on November 22. the company added that the new rotation of FCDL is Hong Kong, Ningbo, Shanghai, Vostochny, Vladivostok, and back to Hong Kong. This service uses two vessels, the [FESCO Almathea](#) and the [FESCO Diomid](#). The [FESCO Almathea](#), voyage number: V.527A, will set sail from Hong Kong on November 20. **Source : Schednet**

Nieuwe waterbus voor Drechtsteden gepresenteerd

Waterbus, dat de veerverbinding tussen de Drechtsteden onderhoudt, zet vanaf de zomer van 2012 een nieuw type schip in. De nieuwe waterbus is door de Franse scheepswerf Alu Marine en Waterbus tijdens de maritieme vakbeurs Europort in Ahoy in Rotterdam gepresenteerd. De nieuwe waterbus, een catamaran, is zeer duurzaam. Het schip wordt gemaakt van aluminium. Het lichtere gewicht en de rompvorm zorgen voor weinig waterweerstand waardoor lichtere motoren nodig zijn. Naar verwachting wordt het brandstofverbruik gereduceerd tot een derde van het verbruik van de huidige schepen. Romp en opbouw van het schip worden ook niet meer geleverd en op tal van andere punten worden duurzame materialen en producten toegepast. Bijzonder is dat de nieuwe waterbus naar twee kanten kan varen, waarbij de positie van de kapitein in de stuurhut kan draaien. Dat alles maakt een efficiënte vaarbeweging en een korte vaarafstand mogelijk. Het nieuwe schip kan tweehonderd passagiers en tachtig fietsen vervoeren. Het schip is 23 meter lang, 8 meter breed en heeft een dienstsnelheid van 10,8 knopen (20 kilometer per uur).



De nieuwe waterbus wordt naar verwachting eind mei/begin juni opgeleverd en aan boord van een zeeschip vanuit de Franse havenstad Nantes naar Rotterdam vervoerd. Persbericht Waterbus 11 november 2011, Alu Marine is een Franse scheepswerf die is gespecialiseerd in het bouwen van aluminium schepen. De werf is voor de bouw van de nieuwe veerboot door Waterbus geselecteerd na een Europese aanbesteding. Directeur Gerbrand Schutten van Waterbus is zeer in zijn nopjes met het nieuwe schip. „Met dit nieuwe, grotere schip beschikken we vanaf de zomer van volgend jaar over een moderne vloot en zijn we in staat een nog betere service aan onze passagiers te bieden,” zegt Schutten.

Waterbus heeft in de achterliggende periode aan boord van de meeste van haar schepen de generator verwijderd. Stroom wordt nu opgewekt via dynamo's die zijn gekoppeld aan beide hoofdmotoren. Deze werkwijze leidt tot een brandstofbesparing van ongeveer tien liter per uur. Waterbus onderhoudt sinds januari 2010 met negen schepen (acht snelle ferries en één traditioneel overzetveer) de veerverbindingen tussen de Dordrecht, Sliedrecht, Papendrecht en Zwijndrecht én tussen Dordrecht en Rotterdam met opstapplaatsen in Hendrik-Ido-Ambacht, Alblasserdam, Ridderkerk en Krimpen aan den IJssel. Waterbus is een gezamenlijke activiteit van vervoersbedrijf Arriva en de Koninklijke Doeksen Transport Groep.

Emirates Shipping Raises Indian Port Congestion Fee

Emirates Shipping Line once again boosted its port congestion surcharges on containers shipped through India's Port of Chennai. Effectively immediately, ESL's new surcharges are \$210 per 20-foot container on Chennai-Singapore-Port Kelang cargo and \$75 per TEU on the Chennai-Colombo trade lane.

The Middle East carrier had previously on Sept. 28 revised its surcharges to \$150 per TEU and \$75 per TEU, respectively, from a flat \$65 per-TEU imposed as of Sept. 1. ESL's action comes as the port authority stepped up pressure on mainline and feeder operators to lift their "Chennai trade recovery surcharges" given improved yard inventory situation.

Chennai is India's second-largest container port, having racked up a record throughput of 1.52 million TEUs in fiscal 2010-11 ended March 31. **Source : The Journal of Commerce Online**

11 Rice-Laden Ships Berth At Lagos Ports

As the countdown to the festivities associated with the Yuletide begins, no fewer than 11 ships loaded with rice have arrived Lagos ports and are currently awaiting berthing formalities. Impeccable sources told THISDAY in Lagos that many importers made the shipments to take advantage of the high sales of commodities, particularly the high demand for rice, which has become a staple food for many Nigerians.

THISDAY checks revealed that the eleven ships came with about 240,276 metric tonnes of rice, with market value of more than N38.4 million. Statistics collated from a document called Shipping Position prepared by the management of Nigerian Ports Authority (NPA) showed that there has been a steady increase in the importation of rice since the beginning of the last quarter of this year.

According to the document, which is prepared daily by the management of the authority to indicate vessels' positions at the various ports, time of arrival, and the commodities they are carrying, there are several ships that are now waiting for berthing at the ENL Consortium Limited Terminal at the Lagos Ports Complex (LPC), Apapa. Among them are MV **Krateros** with 15,000 metric tonnes, MV **Troy** with 17,824 metric tonnes, MV **Essex Strait**, 15,000 metric tonnes, MV **Spar Sirius** with 15,000 metric tonnes, and MV **Alexandros Theo** with 15,000 metric tonnes.

Others are MV **Lake Arafura** with 17,000 metric tonnes, MV Star Globe 5,000 metric tonnes, MV **Leopard** with 8,308 metric tonnes, MV **Starlet** with 32267 metric tonnes, MV **Navios Serenity** with 32,800 metric tonnes, and MV **Quest** with 29930 metric tonnes. THISDAY gathered that the increase in the importation of the commodity through the nation's seaports was not unconnected with the ban placed on the importation of rice through the international land borders, which are the preferred routes for smugglers and other unscrupulous businessmen. The high importation of the staple food was in tandem with Nigerians' high appetite for foreign goods, especially foods which are also produced locally. Executive Director of Agricultural Research Council of Nigeria, Prof. B.Y Abubakar, had at the annual conference of the Agricultural Society of Nigeria (ASN), said that Nigeria had spent about N356 billion on the importation of rice.

At the conference which attracted agriculturists from all over the country and beyond Abubakar, who presented a paper, explained that during the year under review, the aforementioned worth of rice has been imported into Nigeria.

The Prof. recalled that in the 60's and 70's, Nigeria accounted for 60 per cent of the global supply of palm oil, 30 per cent of groundnut, 20 to 30 per cent of groundnut oil, and 15 per cent of cocoa. He contended that Nigeria cannot afford to continue to depend on food importation since, as he put it: "food security is synonymous with our national security". Abubakar expressed dismay that production systems in the country are inefficient, a situation which, he said,

accounted for the shortfall in national domestic food production. Domestic food production, he added, was increasing, but at a lower rate than food population growth, resulting in what he called food deficit.

He argued that due to the inefficient harvesting, processing and storage techniques in the country, post harvest losses were between 20 to 40 per cent, a situation which has resulted in unstable supply. Continuing, he said: "The most important measure is investing in research and development for enhancing soil fertility and agricultural productivity as well as enhancing resilience to disasters, improving disaster management and promoting social safety nets". **Source :** [allafrica](#)



The **VOS RAMBLER** seen arriving in IJmuiden – **Photo : Marcel Coster ©**

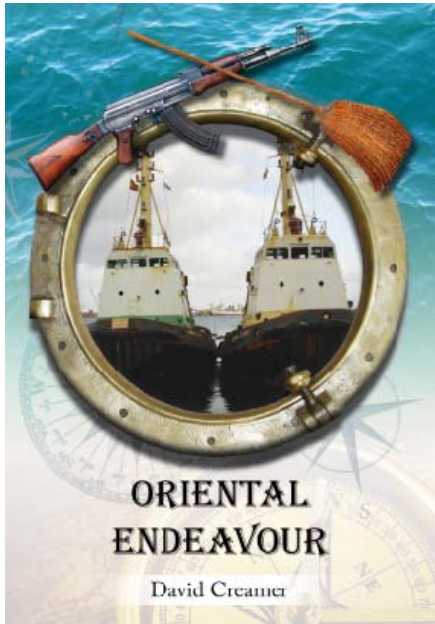
Vietnam's Van Phong construction suspended

In a major reversal of policy, building work on **Van Phong port** is currently suspended, the Vietnam Ports Association has confirmed, Port Strategy reports. Construction work on the facility, meant to be a major transshipment port for Vietnam, started back in 2009 but has recently stopped, said an official with the Vietnam Ports Association in a phone interview. There is a dispute over the design of the terminal," said the official. "It has to be the best for a transshipment port. They are discussing how deep the water should be, how long the wharves should be etc." **Source :** [PortNews](#)

Maersk plans to invest \$170 mln in Chile plant

Danish shipping and oil group A.P. Moller-Maersk will invest about \$170 million in a new factory in Chile to produce refrigerator containers, known as reefers, for a Latin American export boom, the company said on Friday, Reuters reports. The factory in San Antonio, Chile, will begin operating by the end of 2013 and later reach an annual output of 40,000 reefer containers and 30,000 reefer machines, Maersk's container industry unit said in a statement. "The new factory will produce Maersk's high-tech reefers in a part of the world where exporters have problems gaining access to reefers," the company said. **Source :** [PortNews](#)

ORIENTAL ENDEAVOUR



Oriental Endeavour – a new tale of two tugboats brimming with adventure, mishap and intrigue from **Captain David Creamer**, author of **Rats, Rust and Two Old Ladies**. This will be published during December.

The story of **Oriental Endeavour** begins when the author delivers a tugboat from Avonmouth to Buchanan in war-torn Liberia. Four years later, he is asked to command one of two tugboats for delivery from West Africa to Singapore and, despite being renamed, he soon realises this is the same boat. Along with its sister, Oriental Tug No 2 has been terribly neglected and requires extensive repairs at Las Palmas.

A series of memorable mishaps during the voyage include a funnel fire, a wheelhouse that is no longer water-tight, the discovery of a stowaway and bad weather. After a short stay in fly-infested Djibouti, they successfully avoid Somali pirates in the Gulf of Aden and attempt their first crossing of the Indian Ocean which is thwarted by further machinery failure and partial flooding of some cabins.

After 13 weeks they arrive in a muddy backwater creek in Singapore where the owner mysteriously declines to show his face. Before sailing from Buchanan the ships were visited by employees of timber companies involved in gun-running and the illegal stripping of Liberia's hardwood forests. Were blood diamonds from Sierra Leone concealed on board? Ex-President Charles Taylor of Liberia is on trial at the Hague – will the truth ever be known?

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MARITIME ARTIST CORNER



For this Sunday this beautiful painting made by **Robert G Lloyd** of the **SS Norway** during her refit at **Blohm+Voss yard** in Hamburg

Painting : Robert G Lloyd. - www.robertlloyd.co.uk ©

.... PHOTO OF THE DAY



Solstad's newest and biggest vessel so far the **Normand Oceanic** (160 meter long and beam of 27 meter) demobilizing at Loyang supply base in Singapore after she returned from a project in Sakhalin.

Photo : Cornelis Jagt ©

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