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The advertisement for MarFlex features a dark blue background. On the left is the MarFlex logo, which consists of a blue circle containing a white silhouette of a dolphin. To the right of the logo, the text 'PORTABLE EQUIPMENT' is written in white, followed by the company's headquarters and subsidiaries. On the right side of the ad is a photograph of various yellow and black industrial pumps and hoses. The phrase 'Pumping Excellence' is written in white at the bottom right of the image.

**The Philippine trainings ship KAPITAN FELIX OCA seen anchored in Manila Bay  
Photo : Piet Sinke (c)**

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## EVENTS, INCIDENTS &amp; OPERATIONS



Filipinos comprise the largest number of seafarers manning the global shipping industry. The **Maritime Academy of Asia and the Pacific (MAAP)** is intent on nurturing not only seafarers but leaders who are highly competent and disciplined. Stressing the total development of each scholar, the virtues Virtus, Fides, Disiplina or Competence, Loyalty, Discipline are instilled in each individual from enrollment until they are prepared to set sail on a maritime career.

Right : founder of the school, **Capt. Gregorio Sta Cruz Oca** (1926-2010)

**MAAP** overlooks the sea from a 103-heactare property in **Kamaya Point, Mariveles, Bataan**. It is the largest private mercantile marine college in the Philippines. The Academy offers one of the best facilities and programs in the country, using course curricula designed by the United States Merchant Marine Academy at King's Point, New York. The relatively young institution (it was established in January 1998) is already making a mark as its graduates record the highest passing rate in Philippine government examinations for officer licenses. From 2003 to 2008, for instance, 100%



of the Academy's BSMarE (Bachelor of Science in Marine Engineering) students passed the examinations.



**Full-Mission Motion Bridge Simulator (Left)** is a moving platform simulator comprised of six (6) MOOG electro-pneumatic actuators capable of providing 6 Degrees of Freedom (DOF) with motion cues that includes realistic sound effects, engine vibration, wave and swell impact.



Twelve (12) high-resolution Barco projector units giving a visual display of 360° horizontal field-of-view power the visual system. Additional features of the Full-Mission Motion Bridge Simulator includes the Dynamic Positioning Simulator (DP), Z-drive propeller tug (ASD-tug), Azipod, and Voith Schneider for harbor-tug applications. It is also comprised of a wide array of control panels which includes the RADAR/ARPA, Electronic Chart Display and Information System (ECDIS), DGPS, conning, steering section and AIS in which all instruments are designed with night viewing and dimmable illumination and an access to pan and view 360° of the whole scenario using binocular mode.



The **Secondary Bridge Simulators (right)** are three (3) DNV Class B type bridge simulators designated as Bridge B, Bridge C, and Bridge D. All situated in separate bridge stations that can perform real time scenarios supported by a three (3) plasma units displaying a high resolution 120° field of view with a binocular mode that can view and pan a 360° field of view around the vessel. It consists of the control panel that includes gyro compass, conning display, RADAR/ARPA and the ECDIS.

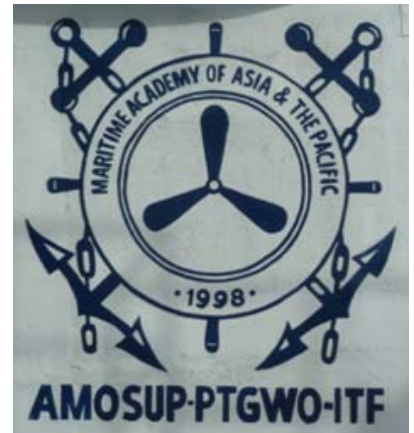
The **engine room simulator (as seen below)** is comprised of LOS stations, alarm panels and seven (7) mimic panels. The engine control room has the latest models of a modern ECR stations and main switchboard panels with a Boiler Control Console.



The **Engine Room Simulator** provides the most realistic engine room simulation experience available today. In addition to the true physical environment, the full mission simulator offers engine room sounds including: variation in main engine speed, malfunctions in turbo charger air filters, start/stop of pumps, oil fired boilers and compressors, drain and safety valves. By adding realistic engine room sounds, noises and alarms, total realism is achieved; the student and even experienced Chief Engineers gain from “lessons learned” in these simulated situations.



The **Integrated Bridge System** is a combination of interconnected systems that allows the control of navigation equipment in order to train students and trainees in handling a variety of bridge control operations such as communications, passage execution, safety and security. Fully equipped with Radar System, conning, ECDIS, Navigation Sensors, and Navigation Equipment, the **Integrated Bridge System** will provide centralized control



and monitoring for navigation and traffic surveillance/maneuvering that will aid the students and trainees to undertake all his primary duties with efficiency and safety.



The Academy is having their own **Fi-Fi training centre** and is conducting all survival courses including **HUET training** . As well a real engine room from a vessel can be used by the student with preparations, starting and stopping the engines, synchronizing the aux engines etc, all very impressive



## VIRTUS FIDES DICIPLINA



All photo's : Piet Sinke ©

The **MAAP** is the home for 2000 students, every year the **MAAP** delivers 500 highly motivated / trained officers to the shipping industry worldwide, this students which passed a very though selection process, including by the shipping companies (50% from Japan) before joining the school are all on scholarship by a company, and after passing their exams they instantly join this company who paid the training for them.



A traditional welcome from Tangaroa, Maori God of the Sea, as the tug **Singapore** passes Mount Manganui at the entrance to Tauranga. **Photo : David Stirling**

## Container Lines Need to 'Cold' Idle Ships, Analyst Says

Ocean carriers need to start fully decommissioning vessels if they want to succeed in pushing through rate hikes in the New Year, said a Macquarie Capital Securities analyst. Alphaliner said there was less than 1 percent increase in idled vessels in mid-November, while the proportion of the total idled fleet was just 2.9 percent. Most of these vessels were 'hot' layups, meaning they still had a small crew on board and were ready to re-enter the market at short notice. A 'cold' layup involves dismissing the vessel's crew and shutting down the ship's electronics.

"We have recently spoken with many of the carriers in our coverage, and at this point none are planning cold layups, just warm layups," said Janet Lewis, MCS' regional head of industrials and shipping research. "All carriers fear loss of market share if they commit to cold layups." Layup overhead costs are significantly reduced by removing the crew, but machinery and electronic systems can degrade and reactivation can take weeks and usually involves a dry dock.

With trans-Pacific rates at their lowest level in 23 months and rates even worse on the Asia-Europe lane, Lewis said she was sceptical carriers will be able to raise post-holiday rates without removing much more capacity. "We believe this is a battle for market share and there needs to be significant withdrawal of capacity — probably at least 15 percent — for it to begin to support rates," Lewis said. She said the carriers' losses will be less severe than during the international trade slump in 2009, but lines will be forced to restructure, raise capital or exit the market if the financial bleeding continues. "We believe we will only get a sense of the degree to which lay-ups are happening in February," she said. "If we look at 2009, the first big jump in idling came in February. There is little potential for the scrapping of container ships because most of the fleet was modern. It is for this reason she believes "the downturn for containership operators could take several years to right itself." **Source: Journal of Commerce**



Above seen the 2011 built semi-sub heavy load carrier **XIANG RUI KOU** loaded with the jack up oil rig **ENSCO 85** at St. Paul's Bay, Malta on Saturday 3rd December, 2011.

**Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com)**



## GERARD DEEN, HAVENMAN VAN HET JAAR 2011

De Stichting Havenman van het Jaar in Rotterdam heeft binnenvaartondernemer **GERARD DEEN** uit Zwijndrecht verkozen tot Havenman van het Jaar 2011. **GERARD DEEN** is de 31e Havenman van het Jaar en de eerste die is benoemd door de Stichting Havenman van het Jaar. DEEN is de opvolger van Ronald Paul, de projectdirecteur van de Rotterdamse havenuitbreiding Maasvlakte-2 die vorig jaar werd geëerd met de onderscheiding. PAUL was de laatste Havenman van het Jaar die werd gekozen door de leden van de Rotterdamse Havenpersclub Kyoto. De vereniging van onafhankelijke journalisten werd in april van het jaar opgeheven, na een bestaan van precies 55 jaar. Het laatste besluit van bestuur en leden van Kyoto was de wens om de tot traditie verworven uitreiking van de onderscheiding Havenman van het Jaar in stand te houden. De Stichting Havenman van het Jaar heeft die taak op zich genomen. **GERARD DEEN** krijgt de onderscheiding voor zijn bijzondere inzet dit jaar met de ontwikkeling en bouw van het 'groene schip' Argonon, het eerste binnenvaartvaartuig ter wereld dat kan varen op vloeibaar aardgas (80%) en diesel (20%). Het schip is recent gedoopt en in de vaart gekomen. Geheel naar traditie van de opgeheven Havenpersclub Kyoto wordt de onderscheiding uitgereikt op de tweede maandagavond van het nieuwe jaar (9 januari) tijdens een feestelijk Captains Diner aan boord van de **Smaragd-2**. Voorzitter Theo Jongedijk van de Stichting Havenman van het Jaar zal dan nader ingaan op de argumentatie van de Verkiezingscommissie. De kern van de Stichting Havenman van het Jaar bestaat uit een bestuur van vier voormalige leden van Havenpersclub Kyoto. Dit kwartet van onafhankelijke journalisten maakt ook deel uit van de Verkiezingscommissie die in totaal elf leden telt. Hierin hebben verder zitting de drie laatst gekozen Havenmannen, het laatst gekozen Jong Haventalent en drie sponsors van de Stichting Havenman van het Jaar. De Stichting werd destijds opgericht om Kyoto in staat te stellen in volledig financiële onafhankelijkheid een Havenman van het Jaar te kunnen kiezen. Met de keuze voor **GERARD DEEN** zet de Stichting Havenman van het Jaar deze traditie voort.



Dockwise **TALISMAN** seen with the jack up **GSF MAGELLAN** – Photo : Jan Oosterboer ©

## NOL Denies Bidding on Hapag-Lloyd

Singapore's Neptune Orient Lines on Monday denied reports it is making a fresh bid for rival German ocean carrier Hapag-Lloyd. "NOL wishes to state that currently, it is not making another bid for a stake in Hapag-Lloyd," the parent of ocean carrier APL said in a statement to the Singapore Stock Exchange. "NOL evaluates investment opportunities from time to time and will make the necessary announcements when appropriate." The statement followed a report in German newspaper Die Welt on Saturday that the world's sixth-largest carrier has resumed talks with TUI about buying the German tourism group's 38.4 percent stake in Hapag-Lloyd. NOL, which suspended trading in its shares pending the statement, called off a planned acquisition of Hapag-Lloyd in 2008 after failing to agree a price for the world's fifth largest carrier. On November 18, TUI said it is increasingly likely it will exercise an option to sell its stake in January to the Hamburg-based Albert Ballin consortium that owns the remainder of the carrier, rather than float it on the stock exchange or sell it to a third party investor. But the company held open the possibility of a sale to an outside investor. TUI pulled plans to float part of its stake in Hapag-Lloyd earlier in the year due to turbulent conditions on European stock markets. **Source: Journal of Commerce**

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The **HELENE KNUTSEN** seen outbound from Rotterdam – **Photo : Ria Maat ©**

## Combating piracy: Shipping to become costlier

A robust response is required to deter the pirates. But we must also take the soft supportive action in south central Somalia for people living there. Attacks by pirates on cargo ships off the Somalia coast in 2011 accounted for 56 per cent of such attacks globally. In the first nine months of 2011, there were 199 attacks off the coasts of Somalia, targeting 24 vessels, in which 400 crew were taken hostage, according to the International Maritime Bureau's Piracy



Report Centre. The economic cost for global trade in 2010 due to piracy was estimated to be \$7-12 billion, according to Oceansbeyondpiracy.org. India, which supplies a large number of crew to ships globally, has over 150 training institutes capable of producing around 11,000 seafarers annually. The Indian Government has to ensure that Indian seafarers are not targeted by pirates, says Mr P. Mukundan, Director, International Maritime Bureau. This organisation acts as a focal point for the shipping industry in respect of trade fraud, and it runs the piracy reporting centre, one of the major providers of information on piracy attacks. Based out of London, Mr Mukundan was in Chennai recently. In an interaction with Business Line, he spoke of the economic impact of piracy attacks; role of India in curbing this growing menace and finding a peaceful solution in Somalia.

### **Excerpts from the interview:**

From every perspective, a piracy attack is an unprecedented criminal phenomenon. Crews and owners feel vulnerable and believe that once a vessel is hijacked, no one will come to their assistance. This has, however, changed recently with a more robust approach by naval vessels to intervene and arrest pirates who board the vessels. Fleet-owners are routing their vessels around the Cape of Good Hope rather than risk attacks in the waterways of the Gulf of Aden.

For the industry, it is important to ensure that the Gulf of Aden and Indian coast are free from piracy, even if it costs a considerable amount of money to divert ships.

### **Additional cost**

Shipowners need to spend more on security, at a time when freight rates are very low and barely cover operating costs. Yes, eventually the additional cost that owners need to pay to keep the ships safe will be passed on to the end customers. Pirates are unsophisticated criminals trying to hold shipping groups to ransom. And, this should not be allowed. There are around 20 naval vessels operating in the Gulf of Aden to keep pirates away from merchant ships. Most of the maritime countries such as India, US, Russia, China, South Korea, Malaysia and Japan, have a presence in the region.

### **Impact for India**

There are occasionally Indian crew members being held in Somalia. It must be examined if laws can be passed to enable India and other crew-providing countries such as the Philippines, Russia and Ukraine to be able to put pirates on trial in their respective countries for attacks on their countrymen. For India, it is important to keep the seafloor safe. It cannot be forgotten that the Mumbai attacks were perpetrated by terrorist who came by the sea route. It is very important that we do not have unauthorised, armed people, coming close to the Indian coast. Piracy is one way of people doing that, if unchecked.

### **Action by India**

The industry is delighted by the action taken by the Indian Navy in successfully dealing with pirates. It has opened up a relatively safe channel for ships to go past the Indian coast. For the global maritime industry, the energy supply route from the Gulf is passing through the Arabian Sea. This route is critical for the Europe-Asia container route. It is absolutely essential to keep this route safe.

### **Getting rid of piracy**

A robust response is required to deter the pirates, and this was effectively seen in the last six months. But, we must also take the soft supportive action in south central Somalia for people living there. I do not think this is an issue for the industry. It is an issue for the government and the United Nations to provide the required aid. The trade routes into Mombasa and Dar-es-Salaam — the two key ports of Kenya and Tanzania — are dramatically affected by piracy. There are geo-political reasons why the governments should try to do something to stop piracy. I know how difficult it is in Somalia. It is torn by civil war and broken up into different parts. But piracy is focussed in south-central Somalia. This is where the aid and development efforts should be focussed.

### **Big gap**

One of the big gaps in the response against piracy is the prosecution of pirates. There are still situations where, when naval vessels catch a group of pirates, they do not get permission to take them to their own state for trials. The pirates are allowed to go back to Somalia. This is exactly the wrong message to send to young pirates. It is no wonder that, within weeks, they are back again looking for the next ship on which to launch a fresh attack. **Source: The Hindu Business Line**

## **TORM reach temporary agreement with its bank group**

As stated in announcement no. 19 dated 17 November 2011, TORM is as part of a long-term comprehensive financing solution in negotiations with its banks regarding an extension of the Company's repayment schedule for ship financing. During these negotiations, TORM and the Company's bank group have agreed on a temporary deferral of instalments

and covenant standstill. The agreement will initially be valid until 15 January 2012, but may be prolonged. "The banks are committed to work constructively with the Company to reach a solution, and a Co-ordinating Committee has been appointed to represent the lenders," say Danske Bank, Danish Ship Finance and Nordea in a joint statement. "It is very positive that our lending banks support a swift and coordinated negotiation process. This agreement provides the short-term flexibility that will enable a long-term sustainable solution," says CFO Roland M. Andersen. TORM is one of the world's leading carriers of refined oil products as well as a significant player in the dry bulk market. The Company runs a fleet of approximately 165 modern vessels in cooperation with other respected shipping companies sharing TORM's commitment to safety, environmental responsibility and customer service. TORM was founded in 1889. The Company conducts business worldwide and is headquartered in Copenhagen, Denmark. **Source: TORM**



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## New oil spill alert from crippled ship off New Zealand



MV "**Singapore**" with "**Smit Borneo**" under tow arriving off Tauranga, New Zealand. Both vessels are on charter to Svitzer Salvage B.V. in respect of salvage of Container vessel "**Rena**". **Photo : Svitzer Ocean Towing**

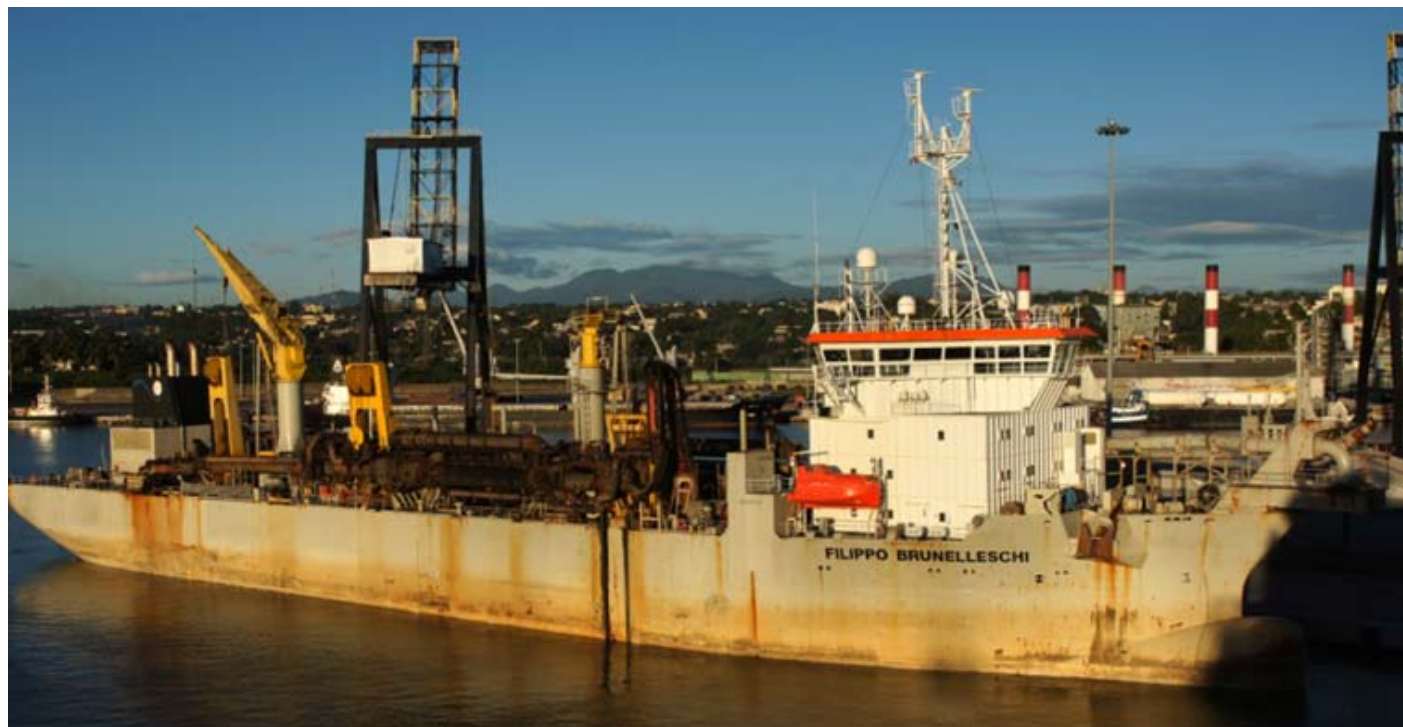
Exactly two months after the cargo ship **Rena** ran aground on a reef off New Zealand, causing the country's worst ever maritime environment disaster, authorities launched a new oil spill alert on Monday. The state Maritime New Zealand agency, which is overseeing salvage of the vessel, said rough seas over the weekend caused more oil to be spilled and 'sticky tar balls' could be washed up on beaches. The **Rena** spilled about 360 tons of heavy fuel oil after it hit the reef, 22 kilometres off the east coast port of Tauranga on October 5. The spill killed more than 2,000 seabirds



and another 550 oil-contaminated birds and little blue penguins were caught and cleaned up at a temporary wildlife facility. Most of the oil left on the ship has been pumped off, but the spill fouled some of the North Island's finest beaches and clean-up squads have collected nearly 1,000 tons of contaminated sand.

A Maritime New Zealand statement said the release of 'a small amount of weathered oil' from under the wreck on Saturday night could result in 'some light oiling' reaching a 16-kilometre stretch of beach, and clean-up crews were being deployed to mop it up. Bad weather over the weekend stopped the operation to remove more than 1,100 containers of goods still on the ship, and the statement said work was unlikely to resume in the next day or so.

Source : [monsterandcritics](#)



The THSD [Filippo Brunelleschi](#) seen moored in Rio Haina - Photo : [Hans Semeins](#) o/b [Laguna D](#)

## **HÖEGH AUTOLINERS SELLS CAR CARRIER TO GRIEG GREEN FOR "GREEN RECYCLING"**

Höegh Autoliners has sold the Pure Car Truck Carrier [Höegh Trotter](#) (built 1983) for recycling to Grieg Green which will provide services to ensure safe and environmentally friendly "green recycling" in China. "We have recycled 11 car carriers since 2009 and we are pleased that Grieg Green will supply services to safeguard safe and environmentally friendly recycling," says Ingar Skiaker, CEO of Höegh Autoliners. "Our concern for safety and the environment applies all the way through the vessel's life." The world fleet of car carriers comprises of some 675 vessels and the order-book counts about 50 vessels. Since 2009, there has been 155 car carriers sold for scrapping. "Grieg Green has been set up to provide shipowners with services for planning, monitoring and reporting green recycling," says Petter Heier, CEO of Grieg Green AS. "We have successfully recycled several vessels from our own group and we are pleased that Höegh Autoliners have entrusted us to handle this project." Grieg Green will resell the vessel to the recycling yard and in addition, supply services to ensure the recycling is carried out to the best standards. Höegh Autoliners has adopted a Ship Recycling Policy based on the intentions in the IMO recycling convention proposed in 2009 ensuring that a vessel is recycled in a safe and environmentally friendly way at a ship breaking yard which can document that certain standards will be met.

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The container feeder **ORION** seen at the Oude Maas – Photo : Cees de Bijl ©

## CSAV, Boskalis Value Tug Operations for \$990 Million Venture

Cia. Sudamericana de Vapores SA and Royal Boskalis Westminster NV agreed on valuations for the tug-boat operations they plan to combine to create a \$990 million joint venture. The companies valued CSAV's Sudamericana Agencias Aereas y Maritimas SA unit at \$520 million and Boskalis's SMIT unit at \$470 million, according to a statement today on Valparaíso, Chile-based CSAV's website. The joint venture is subject to approval by both boards.

The companies decided on an organizational structure for the venture and didn't name the executives that will run it. CSAV's SAAM unit is the world's fourth-largest operator of tug boats and the largest in the Americas. Boskalis, based in the Netherlands, is the world's second-largest tug boat operator.

CSAV, the world's eighth-largest operator of container ships, is closing some unprofitable routes after losing \$525 million in the first half of this year on the slowing global economy, rising fuel costs and a worldwide glut of vessels.



The company also plans to make SAAM a separately listed company. CSAV fell 0.3 percent to 119 pesos at 2:54 p.m. in Santiago. **Source : Businessweek**



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## **NAVY NEWS**

# **Indian Navy to induct 49 ships in next 5 years: Vice Admiral Chopra**

In order to strengthen India's naval fleet, 49 ships would be inducted into the navy in the next five years, Flag Officer Commanding-in-Chief of Eastern Naval Command, Vice Admiral Anil Chopra said here on Saturday. Addressing a press conference on board **INS Shakti**, a fleet tanker of the Indian Navy here today, Chopra said that the navy presently has 132 ships, including 14 submarines. **Source : Indiatimes**

## **ZUIDERKRUIS ARRIVED IN MALTA**



An AFM team has returned to Malta after participating in anti-piracy operations off Somalia in association with the Dutch Navy. The 12 Maltese soldiers returned to Malta on board the **HNLMS ZUIDERKRUIS A 832**, their home for the past few weeks. Relatives and senior AFM officers were waiting on the quay. The Maltese detachment had

deployed to Mombasa, Kenya, in late October. It worked within **Operation Atalanta** in accordance with the United Nations Security Council resolutions. The Maltese soldiers took part in escort duties for World Food Program (WFP) vessels that deliver essential food aid to the people of Somalia.

Protection against pirates was also provided for vulnerable vessels sailing off the coast of Somalia. There were no serious incidents during the Maltese soldiers' tour of duty. Prior to its departure, the Maltese troops were trained in vessel protection duties, ship boarding drills, enhanced Close Quarter Battle and skill at arms training and other skills.

This was the second Maltese team deployed on a Dutch warship on anti piracy operations. A small AFM team is also serving in Uganda training Somali policemen as part of an EU mission. **Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)**

## SHIPYARD NEWS



**Leerling Proces Operators**

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## Yantai Raffles to build semi-submersible for COSL

**China Oilfield Services Limited (COSL)** recently announced its wholly-owned subsidiary COSL Drilling Europe AS signed a contract with Yantai CIMC Raffles Shipyard Co. Ltd. to construct of a new deep-water semi-submersible platform. Called the **COSLProspector**, the semi-submersible is a new GG5000-type platform designed by Norway-based Grenland Group AS with a maximum operation depth of 1,500 meters, and scheduled to be delivered in the second half of 2014. **COSLProspector** has an overall length of 104.5 meters, an overall width of 70.5 meters and an overall depth of 37.55 meters. It has a racking capacity of 7,600 meters and a variable load capacity of 5,000 metric tons. It can support accommodation for up to 130 cabin crews.

Like the three COSL semi-submersible platforms **COSLPioneer**, **COSLInnovator** and **COSLPromoter**, the **COSLProspector** is equipped with DP3 dynamic positioning and anchor mooring positioning systems and an unmanned cabin design. The blowout preventer installed to the platform can operate under pressure of up to 15,000 psi. The platform is also equipped with gas well christmas tree transmission and hang-off drilling riser devices, allowing underwater installation of gas well christmas trees alongside with drilling operations.

**COSLProspector** can be deployed not only in the Norwegian North Sea, but also the low-temperature regions as well as other waters around the world. It has met the requirements of Norwegian Petroleum Safety Administration (PSA), Norwegian Maritime Directorate (NMD), Det Norske Veritas (DNV), the NORSOK petroleum industry safety standards and relevant traditional requirements for semi-submersible platforms. Li Yong, COSL's CEO and President said: "The construction of **COSLProspector** is an enhancement to COSL's fleet of deep-water drilling equipment. We believe that by leveraging the experience of building the previous three deep-water semi-submersible platforms, CIMC Raffles is capable of delivering high quality construction of **COSLProspector** in a timely manner. We expect **COSLProspector** to bring valuable return to COSL and its shareholders soon." **Source :MarineLog**

## Drydocks World to convert tankers to MCVs

Drydocks World has signed a contract with Singapore based AET for two Tanker-to-Modular Capture Vessel (MCV) conversion projects. AET is converting these vessels as part of the Marine Well Containment Company's (MWCC) well containment system. MWCC is a not-for-profit, stand-alone organization with 10 member companies ExxonMobil, Chevron, ConocoPhillips, Shell, BP, Apache Anadarko, BHP Billiton, Statoil and Hess. The conversion will be



implemented at the Drydocks World – Dubai facility. The conversion will allow the tankers to continue to operate normally (as tankers) in the Gulf of Mexico, with ability to be deployed as MCVs in shortest possible time.

The first vessel is expected to arrive at the yard in December 2011 and the second vessel in February 2012. Each project will be completed within a period of nine months.

Each vessel will handle about 100,000 barrels of liquid and about 200 million standard cubic feet of gas per day. The MCVs are capable of deploying equipment to depths of 10,000 feet.

The vessels will be equipped with new state-of-the-art containment system provided by Marine Well Containment Company. The conversion scope includes installation of four power generators, four retractable azimuthing thrusters, one tunnel thruster, a dynamic positioning system, pipe racks on deck and supports for a process module, flare tower and turret. **Source : Offshore Shipping Online**



Hull number 7511, a new Ferry for **CoTuNav (Tunisia)** seen being outfitted at DSME shipyard for delivery in May 2012 **Photo : Thom Jaspers ©**

## "Winter rush" keeps Lloyd Werft busy

German ship repair and conversion specialist **Lloyd Werft**, Bremerhaven, says a "winter rush" on its docks and berths is securing full employment for the shipyard as the year draws to a close.

Among vessels at the yard, or scheduled in, are the 205.46 metre long, 25,518 GT **MS Albatros**, scheduled to be in the Kaiserdock II for 17 days between November 30 and December 17. It will be fitted with a new bulbous bow to reduce her fuel consumption before leaving for a world cruise. Now owned by Germany's Phoenix Reisen, the Albatros is well known to Lloyd Werft. In 1983, as the Royal Viking Sea, she was lengthened by 28 m at the yard. Besides the installation of the bulbous bow, a range of repair and maintenance work is scheduled in the time up to December 17th.

Another Phoenix Reisen ship, the 192.5 m, 28,856 gt **Amadea**, is set to be in the yard for 14 days, between December 4 and 17, also to prepare for a world cruise. The schedule includes the removal and re-installation of her stabilizers for work in the Lloyd workshop as well as the overhaul of her crankshaft plant and steel and coating work.

Considerably more extensive work will be undertaken on the 135.10 m, 12,449 gt **Minerva**, built at the T. Mariotti Shipyard in Genoa in 1996. The former **Alexander von Humboldt**, **Explorer II** and **Saga Pearl** arrives at Lloyd Werft on December 7 for 83 days and will change her appearance internally as well as externally. She resumes service out of Southampton on February 27, 2012 as a 382 passenger adventure cruise ship for the English travel agency All Leisure.

Arctica Adventure Cruise & Shipping Ltd is introducing a new class of cruising to the U.K. market with **Minerva** and is investing in greater comfort and more advanced technology. To save fuel costs, the Minerva is getting a new double crankshaft plant including propellers during her stay in the Kaiserdock I. This change is required in order to allow the

installation of a Promas integrated propeller and rudder system developed by Rolls Royce. It is installed between the double propeller and the rudder blades and is designed to optimize water flow patterns below the surface. In addition, the ship is getting a new Voith stern thruster to improve her maneuverability in confined waters. The yard is concentrating on changes above the surface but general maintenance and repair work is also being carried out on the hull below the water-line.

Deck 9 on **Minerva** is being made bigger and an aluminum superstructure is being added. Deck 8 is also being widened or modified to allow for 20 additional suites with balconies. A further 12 cabins are also being fitted with balconies. Also on Deck 8, Lloyd Werft shipbuilders have work to do in the stern where the deck is being lengthened to offer more space for passengers. Additionally, the bathrooms in 150 standard cabins are being renovated and six cabins on Deck 5 are giving way to a new Beauty Center and Fitness Area. An on-board sauna is being reconstructed to create more space in the popular Shackleton Bar.

In addition to cruise sector work, Lloyd Werft, the first wind energy installation ship for RWE, is to arrive in Bremerhaven in January after a long sea journey from South Korea. The Victoria Mathias is a self-propelled 100 x 40 m offshore platform and Lloyd Werft will equip her with installations to enable her to carry out work in the RWE offshore wind farm Nordsee Ost off Helgoland.

## **ROUTE, PORTS & SERVICES**



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## **Bluestream Offshore Further Expands Specialist Services with UXO Clearance Support**

The appointment of Arthur Hollmann has enabled **Bluestream Offshore** to gain a vital foothold in the Explosive Ordnance Disposal (EOD) market, complementing its existing Specialist Services capability. Certified by the Netherlands Directive Detection and Clearance of Conventional Explosives (BRLOCE), Arthur Hollman's considerable knowledge in the EOD field stems from his work as an EOD Diving Officer in the Royal Netherlands Navy. Subsequently, as Division Manager at Monshouwer, Arthur established the company's UXO clearance services. His expertise is now helping diving, ROV and rope access specialists Bluestream to provide a logical extension to its energy and marine industry support services. Arthur will be responsible for the UXO and Renewable disciplines at Bluestream. Bluestream's Managing Director Rolf de Vries is clear about the importance of Arthur's experience to the company's enhanced capability: "Leveraging Arthur's unique insight and knowledge has enabled us to offer high quality marine surveys, investigation, consultancy, training and support for the clearance of areas contaminated with ordnance, bombs and mines. This is a key development for the company, in line with our mission to provide world-class survey expertise in challenging offshore environments."

Arthur Hollmann outlines the problem faced by some of Bluestream's clients: "Unexploded ordnance (UXO) and bombs (UXB) contaminate many of the world's onshore and offshore environments. The legacy of longstanding conflicts, military use or sea dumping, ammunition, bombs and sea mines present an ongoing risk to people, vessels and infrastructure. However, as companies race to develop the energy potential of the sea, the need for UXO surveys is set to increase. Given the complexities of the marine environment, it's essential that the right experience and resources are deployed". Bluestream Offshore assesses, manages and mitigates UXO and UXB risks in accordance with statutory regulations. The company's bespoke EOD risk mitigation strategies range from initial deskbased threat assessments



through the complete EOD risk mitigation process. This results in clearance certification that meets exact client requirements. Supporting windfarm developments; subsea cable and pipe-laying projects; oil, gas and mineral exploration; and capital dredging projects, Bluestream's services include:

- Multi-Sensor Surveys
- Single Sensor Surveys
- ROV Surveys
- Diver and Mechanical Target Investigation

Bluestream Offshore is currently providing underwater UXO clearance support to Phase II of the Thorntonbank Wind Farm, offshore Belgium.

## Ecospeed applied to two ice-going newbuild general cargo vessels in Croatia

A Norwegian based shipping company chose Ecospeed to give lasting protection to their two newbuild general cargo vessels. The first vessel, m/v **Golfstraum**, was delivered in November. Her sister vessel m/v **Rystraum** is planned for a 2012 delivery. Both vessels are of the highest ice class and will be trading in North Europe and the Baltic Sea. Because the most northern parts of the Baltic Sea are almost completely frozen during the winter season the owner wanted an underwater hull coating that would protect his vessels against the frequent impact of large pieces of floating dry ice. Ecospeed was therefore the ideal coating, requiring no more than a few touch-ups during future drydock visits and no full repaint.

Ecospeed has also received the Lloyd's Register certificate that recognizes the coating as an abrasion resistant ice coating for vessels intending to navigate in ice conditions. For this reason the ice belts of both vessels, the area on the bow just above the waterline that is most prone to mechanical damage from sailing through ice, were also coated with ecospeed. For over five years several vessels coated with Ecospeed have been sailing through the most severe Baltic Winters. None of these vessels have required more than just a few touch-ups during their drydock visits. Further evidence of Ecospeed's resistance is the excellent condition of the coating on the underwater hull of the icebreaker Oden that has been sailing to both the North and the South Pole since it was coated 4 1/2 years ago and the virtually intact and undamaged condition of Ecospeed on RRS (Royal Research Ship) **Ernest Shackleton** after two seasons of battering its way through ice up to 2.5 meters thick with a high content of gravel and volcanic lava adding to its abrasiveness. Besides its durable resistance to mechanical damage, Ecospeed is also a non-toxic coating and offers a TBT-free, copper-free, biocide-free and silicone oil-free solution for the protection of the underwater hull. In 2008 stringent tests were carried out within the framework of an EU-LIFE demonstration project to provide scientific data and to authenticate the non-toxicity of the Ecospeed hull performance technology. This research proved that the coating is 100% toxicant free and that it produces no negative effect on the water quality or the marine environment at any point. **Source: Hydrex**



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## SIMON STEVIN ENROUTE ROTTERDAM



Photo : Erik Rensink ©

In Galati, Romania, on 3 December the hoisting of research vessel '[Simon Stevin](#)' on Sal's heavylift carrier '[Paula](#)' was witnessed. The total weight of this load is over 500 tonnes. The vessel is built by Damen shipyards Galati as a 'casco plus' vessel. The [Simon Stevin](#) is on its way to [Maaskant Shipyards](#) in Stellendam Netherlands to be completed as a research vessel for the Belgium government.



Photo : Huib Lievense ©



## Two more Abbot Point terminals approved

IHS Fairplay reports that Queensland's government has confirmed plans for two more terminals at Abbot Point's coal port. It had already approved an expansion from three to seven terminals but said in a statement a "super-expansion" involving another two terminals has now also been approved, "following overwhelming demand from the private sector".

The government added: "These developments could be worth investment of A\$9 billion and deliver tens of thousands of jobs." Premier Anna Bligh commented: "It will increase the export capacity of the port to almost 400 million tonnes per annum – making it one of the largest coal export facilities in the world." However, the Greens political party called on the federal government to intervene by dismissing the scheme.

"This massive proposed expansion of the Abbot Point coal terminal would put huge pressure on the Great Barrier Reef, both directly thanks to the dredging and reclamation for the terminal and the huge increase in coal ships travelling through it," Greens Senator Larissa Waters said. **Source : Dredging News Online**

## Port workers meet to decide next move in Auckland strike

Striking Auckland dock workers will hold a mass meeting today to review their actions, as the port company prepares for the start of a short working week tomorrow. The port's two container terminals and associated services have been crippled since Thursday night, when the 327 workers began the first of two 24-hour strikes with a two-day company lockout sandwiched between them.

That has disrupted six ships, several of which have been diverted to Tauranga and Wellington with thousands of containers, many of which are being brought back to Auckland by extra freight trains with Christmas goods on board.

Exporters have been less fortunate, KiwiRail turning some away at the Southdown "inland port" it operates on behalf of the Port of Tauranga, for want of enough trains at such a busy time of year. A passive picket by Maritime Union members outside the Fergusson container terminal on Friday was scaled down to an almost zero presence during the weekend lockout.

But that belies the seriousness of a dispute which threatens to shut down the port for another four days from the end of this week, unless scheduled talks before a mediator tomorrow achieve enough progress towards a new collective employment agreement. Union president Garry Parsloe said last night there would be a large gathering outside the port this morning, which would be swelled by representatives of other unions before a march to a meeting in Anzac Ave at 11am to decide their next moves. He expected tomorrow's talks could proceed regardless, but today's meeting would give his members a chance to review the dispute and decide whether there should be more industrial action if mediation failed.

In the meantime, notices remain of a 48-hour strike from Thursday night to be followed by another company lockout of equal duration from late on Saturday. The port company says it has offered to roll over an expired collective agreement with unchanged conditions and a 2.5 per cent pay rise, but the unionists remain upset a number of jobs were contracted out during the term of the previous document. A union official not involved in the negotiations has meanwhile been banned from entering the port for two years under a trespass notice, after the company said it received a report accusing him of inciting workers to use force to block the path of non-unionists.

Mr Parsloe said the union was investigating the allegation, but the fact remained that no force had been used during the strikes and what is the first lockout at the port since the infamous 191-day stoppage of 1951. **Source : NZHerald**

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## OLDIE – FROM THE SHOEBOX



The **BRONTE** seen loading in KG V Glasgow for her Maiden Voyage February 1979. **Bronte** was built by Austin Pickersgill and launched October 1978, Yrd No 1385, 9,100grt. for Lamport & Holt Line Ltd. She was with the Holt line for three years before being sold to Chinese Interests, renamed An Diong Jian, all trace of her was lost thereafter.

Photo : Iain Forsyth (c)

## BOOK REVIEW

By : Frank NEYTS

### **“Manchester Liners – an extraordinary story”.**

Coastal Shipping recently published “**Manchester Liners – an extraordinary story**”, written by Nick Robins. “Manchester Liners” is a fully illustrated company history. Manchester Liners was created with help from Sir Christopher Furness in 1898 to demonstrate the viability of the new Manchester Ship Canal for liner traffic. From the outset its core product was a seasonal service between Manchester and Montreal and, when the St Lawrence was frozen over, St John, New Brunswick. Connecting services were arranged into the Great Lakes ports, and diversification with routes to the eastern seaboard and southern US states helped develop a strong company, which was eventually to have a pioneering role in the development of the transatlantic container trade. The people involved in driving the company are fascinating. The triumphs and the failures of the company are recounted with an emphasis on the human story. The link with the City of Manchester underlines the important role both Manchester Liners and the Manchester Ship Canal Company had in wealth creation in the north-west of England during the twentieth century. This book will appeal to all ship lovers. Strongly recommended!

“Manchester Liners” (ISBN 978-1-902953-55-7) is a hardback book, A4 size, of 144 pages. The price is £17.50, exclusive P&P. Ordering via the bookshop, or directly via the publisher, Coastal Shipping, 400 Nore Road, Portishead, Bristol BS20 8EZ, UK. Tel/Fax: +44(0)1275.846178, [www.coastalshipping.co.uk](http://www.coastalshipping.co.uk)



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



Above seen the **MPI DISCOVERY** jacked up 17m from sea level during trials at the **Palumbo Malta Shipyard Ltd**, Grand Harbour, Malta on Sunday 4th December, 2011.

Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

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