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**"The Faroes Island fishery protection vessel "BRIMIL" at the Torshavn shipyard on 02nd July 2013" - Photo : Jörg Heuckeroth ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **CORAL ENERGY** approaching Rotterdam – Photo : [Wouter van der Veen](#) ©

## Stricken boat towed to safety by Penlee lifeboat in Penzance

Two people onboard a small boat that broke down off Long Rock, near Penzance, had to be rescued by the local lifeboat crew. The Penlee Inshore Lifeboat, [Paul Alexander](#), was launched at 4.10pm on Friday to help the 5m rib that had broken down. The inshore lifeboat towed the rib into Penzance Harbour before returning to station at 4.50pm **Source : This is Cornwall**





The **MCS ALIX** operating at the **Northwind OWF**, with in the background seen the **RAMBIZ** during the installation of a topside **Photo : FLYING FOCUS lucht fotografie - [www.flyingfocus.nl](http://www.flyingfocus.nl) ©**

## Chinese Numbers Hiding Something In Reserve?

Following reports of China's import figures for May, attention has focused on the data for crude oil imports. In January to April 2013, China imported 92mt of crude (including landborne trade), or 5.6m bpd, followed by 5.7m bpd of imports in May. In the year-to-date, imports by the major hope for crude oil trade growth are down by 2%. Is it time to plan for the worst?

### Strategic Thinking

Well, maybe not. Clearly, the crude tanker markets are not in good shape, with evident oversupply, and demand weakness not helped by the effect which shale production is having on US import requirements. The freight markets remain fragile: in March, earnings levels on the eastbound routes from the Arabian Gulf dipped below \$3,000/day.

### Better Times

However, in the second quarter better fortunes were experienced. The VLCC spot fixture count in the Arabian Gulf during May came to a massive 162, including 123 eastbound fixtures. This compares to average eastbound cargoes of 91 per month in Q1 2013, and caused eastbound earnings to rebound to around \$25,000/day in late May. The activity seen during May makes it likely that firmer import figures lie ahead.

### What's Happening?

Although the VLCC market has softened since, and fixture levels fell in June, there is a more fundamental reason not to take the weak Chinese trade growth data at face value. Early 2012, which forms the baseline for the negative year-on-year comparisons, was an extraordinary period for Chinese crude imports, well ahead of trend (see graph), with the government capitalising on conditions to acquire substantial volumes to fill Phase II of its Strategic Petroleum Reserve.

### Something In Store

Relatively little is known about total Chinese storage capacity. The data on the graph has been estimated from the few figures which have in the past emerged on total Chinese stocks, both commercial and state-owned, plus the more-commonly published data on net stock changes. However, the trend is clear: the record imports of early 2012 occurred at a time of strong building of stocks. So the underlying level of imports for actual consumption remains positive.

Of course, this is partly academic as far as the VLCC market is concerned. Imports are cargo, whatever they are used for, and last spring there was more to go around and fewer ships. But there are causes for comfort: May fixtures show

demand at levels better than before, year-on-year import growth is likely to turn positive again in 2H 2013 (imports are now heading back towards trend levels and stock build had slowed by 2H 2012), and many indicators of Chinese oil demand are improving. Furthermore, some reports suggest up to 55m bbl of additional SPR tank capacity could be completed and filled later in 2013. Now, that would be a pleasing development for the large crude tanker market.

Source : Clarkson



The **SICHEM DEFENDER** outbound from Rotterdam – Photo : Kees van der Kraan ©



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## Watchkeeper: Two worrying accidents

It has been a worrying week for containership owners, and perhaps those who insure them and their cargoes, with the structural failure of the **MOL COMFORT** leaving the two halves of the 8,000 TEU vessel wallowing several miles apart in the Arabian Gulf. Then a short time later one of the largest containerships afloat was forced to divert, after what could have been a serious cargo fire, had been extinguished by the vessel's crew.

Hopefully, the two halves of the severed ship remaining afloat will be salvaged and ought to provide plenty of useful forensic evidence about this casualty, while the limited conflagration on the larger ship ought also to provide information on why such a fire started. The industry needs to know more about the chains of events that caused such casualties, with so much investment (and seafarers' lives) at stake on the oceans of the world.

One possible line of inquiry, which coincidentally might involve both these very separate accidents, could involve the weight and contents of containers, which has long been a matter of contention throughout the industry. The limited ability to verify container weights has been a concern, virtually as long as these ubiquitous boxes have been carried by sea, while imprecision of the descriptions of contents, notably when this involves hazardous cargo, has long been a scandal and has contributed to the loss and serious damage of a worrying list of ships.

It might seem difficult to believe that overweight boxes might have contributed to a very large ship breaking in half, except that such has been identified before, most notably after the structural failure that led to the loss of the **MSC NAPOLI** in 2007. In this case, the accident investigators endeavoured to weigh all the boxes that were recovered from the beached wreck and a substantial number of these were found to be in excess of the manifested weight, which of course was used to plan the stow.

And while the Napoli was a much smaller ship (albeit a post-Panamax) than the **MOL COMFORT**, containership Masters have become quite accustomed to finding substantial discrepancies between the weight that is "stated" to be aboard their vessels and the weight as indicated from their draught and own calculations. A recent report told of a discrepancy of no less than 6,000 tonnes, aboard a large containership, which seemed to indicate something of a cavalier attitude to the need to provide accurate weights.

BIMCO, in conjunction with its partner organisations, has been working hard to ensure that both weights and contents are subjected to a greater degree of precision, notably at the IMO, as members know exactly what is at stake when there is structural failure, stability problems or indeed a fire at sea caused by the ignition of hazardous goods. And while it will doubtless take some time to discover the origins of these two very different accidents, the fact that they have happened at all ought to provide some necessary emphasis to those concerned with container cargo declarations. Five year old containerships ought not to be breaking in half any more than one of the biggest ships in the world should be menaced by fire. Metallurgy, strength of materials and design parameters will all be scrutinized in the case of the **COMFORT**, but the weight of the boxes as shipped, will surely be one important track for the investigators to follow. Source: BIMCO



The **EDDYSTONE** in Limassol (Cyprus) – Photo : Jan van Vuuren ©

## Ook met goed weer veel werk voor de Kustwacht

Ondanks het goede weer moest het **Kustwachtcentrum** dit weekeinde meer dan 40 keer in actie komen voor de recreatievaart en beroepsvaart. Meest voorkomende hulpaanvragen bleken:

Motorproblemen (13x) (!)

Aan de grond gelopen (9x)

Zwemmers in problemen (10x)

Eén maal assisteerde het **Kustwachtvliegtuig**, omdat een jacht een noodoproep uitzond en niet reageerde op oproepen van het Kustwachtcentrum. Het bleek uiteindelijk malleen om motorproblemen te gaan.

Er deden zich geen persoonlijke ongelukken voor. Vermeldenswaardig was de melding van sportduikers die bij een wrak op ongeveer 10 kilometer west van Callantsoog/Petten een zeemijn aantroffen. De **Kustwacht** heeft dit doorgegeven aan de Defensie Duik Groep van de **Koninklijke Marine** die dit verder zal afhandelen.

Van de beroepsvaart werd drie maal een aanvraag voor medische assistentie ontvangen. Zij werden doorverbonden met een arts van de Radio Medische Dienst. Eén schip meldde problemen met de hoofdmotor en moest enige tijd repareren alvorens het zijn weg kon vervolgen.

Voor de hulpverlening werden 43 reddingboten van de **KNRM** ingezet, drie maal werd een beroep gedaan op een reddingbrigade en 12 keer verleenden bergers hulp. Bron : Kustwachtcentrum Den Helder





The **HAFNIA SEAWAYS** enroute Antwerp - Photo : Wim Kosten Sr – [www.maritimephoto.com](http://www.maritimephoto.com) (c)



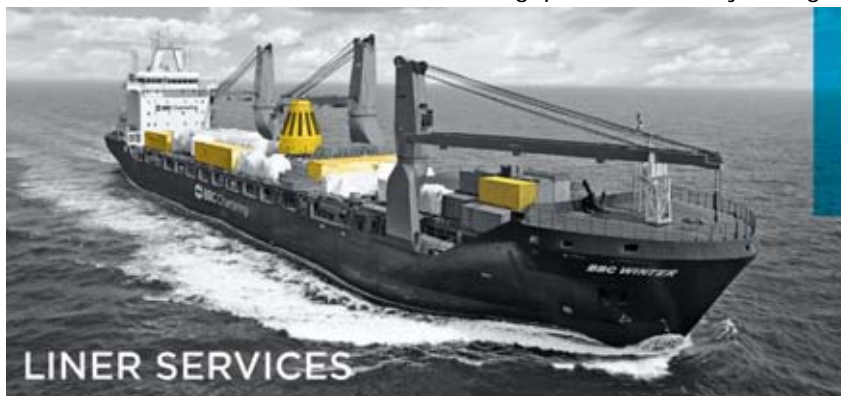
The Fully Cellular container ship **PRESIDENT POLK** anchored off Singapore last Sunday afternoon, the 275 mtr long and 39 mtr width vessel is built in 1988 at **Bremer Vulkan AG Schiffbau u. Maschinenfabrik** in Bremen under yard number 43 the The **President Polk** is a C-10 class [C10-M-F150a] container ship is at present owned by **Neptune Orient Lines Ltd** and operated by **APL Ltd** The **President Polk** has a design speed of @ 24.5 knots while carrying 4600 twenty-foot equivalent length containers. The normal crew aboard the Polk is 21 people. - Photo : Piet Sinke ©

**The vessels built of the C10-M-F150a type are :**

Name	Builder	Commissioned
<b>President Adams</b>	Bremer Vulkan,	30 Sep 1988
<b>President Jackson</b>	Howaldtswerke-Deutsche Werft	08 Sep 1988
<b>President Kennedy</b>	Howaldtswerke-Deutsche Werft	14 July 1988
<b>President Polk</b>	Bremer Vulkan	17 July 1988
<b>President Truman</b>	Howaldtswerke-Deutsche Werft	22 Apr 1988



The **BBC GANGES** anchored off Singapore last Sunday taking bunkers before continuation of her voyage



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The 2010 **Tianjin Xingang Shipbuilding Industry Co Ltd** – Tianjin built **BBC GANGES** is owned by **Briese Schifffahrts GmbH & Co** and is having a length of 143 mtr, the vessel is powered by one **Yichang Marine Diesel Engine Co Ltd** – China built **MAN-B&W engine** with output of 9,618hp for a service speed of 15 knots in Singapore the vessels was handled by **ASC Agency** - [www.asc-asia.com](http://www.asc-asia.com) - Photo's Piet Sinke ©



## ADRIAAN VOLKER Lzn 1827 – 1903.

Op 13 juli 1827 werd **Adriaan Volker** geboren in Sliedrecht. Een ondernemend man die op jonge leeftijd begon met het aannemen van rijswerken en kribwerken in de rivier de Merwede. In 1861 voerde hij onderhoudswerk uit aan het Voornse kanaal met een handbaggermolen. Steeds grotere werken werden kort daarna aangenomen zoals de aanleg van de noordelijke strekdam bij Hoek van Holland, het op diepte maken van de Rotterdamsche Nieuwe Waterweg en de onderbouw van de Moerdijkspoorbrug. De zoon van **Adriaan Volker**, **Leendert** en de zoon daarvan, **Adriaan II**, bouwden het bedrijf verder uit. **Adriaan Volker I** wordt gezien als de grondlegger van het groot baggerbedrijf. In het jaar 1954 bestond het baggerbedrijf 100 jaar en verkreeg het predikaat Koninklijk. Later, in 1978, werd het bedrijf voortgezet onder de naam **Koninklijke Volker Stevin**, na overname van **Van Hattum & Blankevoort**, de **Stevin Groep**. In 1991 fuseerde baggerdevisie met de **HAM (Hollandsche Aanneming Maatschappij)**, de baggerdochter van de **Hollandse Beton Groep**, en vervolgens werd **Ballast Nedam Baggeren** ingelijfd. Deze drie gefuseerde baggerbedrijven werden in het jaar 2003 overgenomen door **Van Oord ACZ**. De nieuwe, in Rotterdam gevestigde onderneming ging verder onder de naam **Van Oord**. Het heden en verleden van deze rijke baggerhistorie kunt u beleven in het Nationaal Baggermuseum. Op de geboortedag van Adriaan Volker I ontvangt iedereen die **Adriaan**, **Adrie**, **Arie**, **Adriaantje** of een van **Adriaan** afgeleide voornaam heeft, gratis koffie met baggermolenkoek. Allen die de familienaam **Volker** dragen worden op dezelfde wijze onthaald. De genealogie van de familie **Volker** is uitvoerig weergegeven in boekvorm; dit ligt ter inzage op zaterdag 13 juli 2013. het **Nationaal Baggermuseum** te Sliedrecht is geopend van dinsdag tot en met vrijdag van 14:00 tot 17:00 uur en op zaterdag van 11:00 tot 17:00 uur. Kijk ook op [www.baggermuseum.nl](http://www.baggermuseum.nl)



The **BREMEN FIGHTER** working at **Gwynt Y Mor Wind turbine park** in the Irish Sea –  
Photo : Crew Smit Angola ©

## QE2 to set sail from Dubai: Will return as all-suite luxury hotel

By Parag Deulgaonkar

The last of the great luxury liners, the **QUEEN ELIZABETH 2** is in Dubai again, but only to set sail again for her transformation into her final avatar – as an all-suite luxury hotel. Once done the luxury liner will be moored in Dubai.

At a press conference held by Khamis Juma Buamim, Chairman of **Drydocks World** and **Maritime World** Sunday, July 7, officials revealed that the **QE2** will set sail from Dubai on October 18, reaching Singapore on November 1, where it will berth for three days before leaving for a Chinese shipyard for its complete transformation. The ship will be ready by 2014.

The floating luxury liner will now be all suites, 60 sqm to 150 sqm, with some larger suites offering a longer stay on board. An on-board crew of 32 will service the guests. "Dubai owns the **QE 2** now and will never sell it," Buamim said today. The **Oceanic Group**, a group of experienced advisers to cruise operators and managers in Asia, are lead managing the project. It was for the first time in July 2012 that plans were announced to keep **QE2** in Dubai as a hotel and part of a maritime centre. The cruise terminal at Port Rashid was set to become the liner's permanent home after it was to be converted into a 300-room luxury hotel, with the terminal developed to include a maritime museum.



**Istithmar World**, a subsidiary of Dubai World, had purchased the 293-metre long vessel from Cunard for nearly \$100 million in June 2007. Before her retirement to Dubai in November 2008, the **QE2** took regular cruises around the world as well as operating a scheduled liner service across the Atlantic Ocean between Southampton in the UK and New York. She carried 2.5 million passengers, sailed nearly six million miles and completed 806 trans-Atlantic crossings during 39 years of service for **Cunard**. Source : Emirates 24/7 / Ferries outside Europe

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The **ESSEN EXPRESS** departing Southampton Container terminal on Sunday 7<sup>th</sup> . With **SVITZER ALMA** assisting forward. Photo : Stuart Greenfield - [www.tmcmarine.com](http://www.tmcmarine.com) ©

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The Belgian navy tug **A 952 WESP** during the navy days in Zeebrugge **Photo : Willem Kruit ©**



**Agusta A 109 BA H24** of the Belgian Airforce during the Navy days in Zeebrugge - **Photo : Willem Kruit ©**

## Indian Navy set to launch aircraft carrier in next five years

India will be operating two new aircraft carriers within the next five years, if all goes according to plan. After much delay, the Indigenous Aircraft Carrier (IAC), being built in Cochin, is ready for its launch on August 12. At the same time, the second carrier, **INS Vikramaditya**, will be undergoing extensive final sea trials in Russia. While Vikramaditya should join the navy in early 2014, the aircraft carrier would take another three years. The 40,000-tonne aircraft carrier will cross a major development milestone when the ship would be launched by defence minister A.K. Antony, marking the end of the first phase of construction.



The launch would mean that the ship would be out of dry dock after completion of work related to fitting all underwater equipment like engines, gear box, shafting and diesel alternators. The construction of the complex warship was undertaken in two phases. The first phase, with a hiked budget of around Rs.3,000 crore, was originally scheduled to end in 2011 but delays in procuring good quality steel and an accident involving gear boxes unsettled the timeline.

Price negotiations for the second phase are underway and it is estimated to cost around the same. The final ship is not expected to be more than 8,000 crore making it probably the cheapest aircraft carrier in the world. Sources in the shipyard said some of the work from phase-II has already started and it is estimated that in two years the ship would be 90 per cent complete.

The navy for long has hoped to operate two carrier battle groups. An aircraft carrier moves with around six to the ship is only ready from the front to the rear with its full length complete and sealed. The Cochin shipyard was specially prepared for construction of big ships. Goliath cranes were provided at the shipyard to pick up large blocks for modular construction. Despite the delays, the construction of an indigenous carrier is a major boost to country's ship-building capabilities. At the moment, 46 of 47 new naval warships are being built in domestic shipyards. Stealth frigate **INS Trikand**, which was commissioned in Russia, was the last ship ordered from abroad. Now only the delivery of **INS Vikramaditya** is awaited. Source : India Today



The **VALIANT** moored at Zeebrugge - Photo : Jasper van Raemdonck ©

## Port Burwell officially opens HMCS Ojibwa as naval museum

Jim Gordon knew the day he turned 17 he would leave his home in Truro, Nova Scotia and go to Halifax and he knew that when he arrived, he would join the Royal Canadian Navy.

Gordon, 69, didn't join for romantic reasons. It was nothing like the call of the sea that drew him, he said in an interview. A friend had joined the navy and told Gordon they gave sailors lots to eat. They dressed them and looked after them. "That's good enough for me," Gordon recalls saying. "I'm with you." He joined and stayed in the navy over 30 years, about 15 of them aboard the **HMCS OJIBWA**, which he helped officially open as a naval museum in Port

Burwell on Saturday morning. Gordon, who retired with the rank of chief petty officer first class in 1997, was on the first crew to ever work aboard the **OJIBWA**, a Cold War submarine that was commissioned in 1965. And he was there with dozens of other submariners in Port Burwell on Saturday to usher the ship into her new life as a museum, with about 300 dignitaries, volunteers, and other veterans looking on.

"It was important for me to know that I had lived so much of her career with my career," Gordon said. "I wanted to see the end." Saturday's ceremony was a chance to celebrate the end of **Project Ojibwa** -- the campaign to bring the ship to Port Burwell -- and the launch of a museum of naval history in the small Elgin County town. "We're very pleased to finally be officially open and have the public going through it," said Project **OJIBWA** executive director Ian Raven. "It's something that has been very important for us for many years and now it can begin to become important



to the whole community and region." The project began in 2009 and took four years of hard work to bring it to where it is today, Raven added. Over 1,000 people have been through the submarine since its soft opening on Canada Day weekend and Raven said he hoped there would be another 600 people through this Saturday.



There are plans to construct a museum building just east of the vessel as soon as the museum can organize the financing, Raven said. Plans call for a 15,000 sq. ft. building that will likely cost between \$3 million and \$4 million, he said. "Our fundraisers are hard at work and all funds are gratefully received," Raven added. As for Gordon, he was among the first to tour the [HMCS OJIBWA](#) on Saturday and hoped to return to it later when no one else was around. "That's when I'll be able to close my eyes and hear the voices, hear the echoes, see the people operating, doing their things," he said. "That's when I can clearly see it. It's as clear as a bell and I love being in that space -- in that particular place. I hate coming back to the reality of, 'Hey, it's over.'" Source : [St. Thomas Times-Journal](#)

## **Russian Navy to Receive 36 Warships This Year**

The Russian Navy will receive 36 warships in 2013, an unprecedented number in Russia's history, Navy Deputy Commander-in-Chief, Vice Admiral Alexander Fedotenkov said Sunday. "This year, 36 combat ships, fast attack crafts and support vessels will join the Russian Navy. This has never happened before," Fedotenkov said at the International Naval Show in St. Petersburg. Russian Navy warships are now performing missions in all areas of the World Ocean, with over 60 combat ships currently at sea, he said.

Defense Minister Sergei Shoigu said in March that the Navy would receive eight nuclear-powered strategic submarines, 16 multirole submarines and 54 warships of various classes by 2020 as a result of the implementation of the state rearmament program. The eight strategic missile boats include three Borei- and five Borei-A-class vessels armed with Bulava ballistic missiles, which are to become the mainstay of the Navy's strategic nuclear deterrent, replacing their aging predecessors. The 16 multi-purpose submarines include eight Grane-class nuclear-powered attack submarines and improved Kilo- and Lada-class diesel-electric boats.

Sevmash, the country's largest ship-building complex, on Friday confirmed previously announced plans to deliver three nuclear-powered submarines to the Navy by the end of this year. In addition to submarines, the navy will receive Admiral Gorshkov-class frigates and Steregushchy-class corvettes, Buyan-class corvettes and Ivan Gren-Class large landing ships. President Vladimir Putin said last year that the procurement of new warships and submarines for the Navy would be a priority over the next decade. The government has allocated five trillion rubles (\$166 billion), or a quarter of the entire armament procurement budget to 2020, for this purpose. Source : [The Moscowtimes](#)

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The **ISLAND ENFORCER** received at the **A&P Shipyard** Tyne an **Ampelman** gangway –  
Photo : Willem de Haan ©

## Hyundai Mipo delivers KOTA GANDING (2,824 teu) the 66th and last Mipo 2800 type

**Pacific International Lines (PIL)** is to put in service this week the 2,824 teu ship **KOTA GANDING**. The vessel was actually already handed over in June, but it will only enter service this week. The **KOTA GANDING** was built at **Hyundai Mipo Dockyard** of Ulsan, South Korea, and she is the last unit of the extremely popular **Mipo 2800 type**. This vessel series started in July 2001 with the delivery of Swiss Atlantique's **ENGIADINA**, today Seachange Maritime's **TASANEE**, and a total of 66 ships of the type have been built over the past decade.

Together with two of her **PIL**-owned sister ships, the **KOTA GANDING** is one of only three **Mipo 2800 types** that has been fitted with cranes. **PIL** opted to have cranes installed to make the ships better suited for trading into smaller unequipped ports, particularly in Africa. **Pacific International Lines** will deploy the new ship to its standalone China to Red Sea Service 'RS2' (#1021), where she will replace the 5,100 teu charter vessel **RHL FELICITAS**.

Source : Linervision



The former **US Navy** floating drydock **AFDM 5** moored in Subic (Philippines) now operated by **Subic Dock** -  
Photo : Piet Sinke ©

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The **CHARLOTTE MAERSK** - Photo : Jasper van Raemdonck ©

## Flag hoisted on multi-purpose boat Sirius built for Rosmorport

The solemn ceremony of hoisting the flag of the Russian Federation on the new multi-purpose boat called **Sirius** was held on July 4 at 13 pm at the International Maritime Defence Show in Saint-Petersburg, Rosmorport says. The boat of project PI22 was constructed by **JSC Leningrad Shipyard "Pella"** by order of **FSUE "Rosmorport"** for the needs of the North-West Basin Branch.



Among the participants of the ceremony was the management of the North-West Basin Branch and representatives of the FSUE "Rosmorport" Headquarters, Big Port of Saint-Petersburg Authority, Baltic Branch of the Russian Sea Register of Shipping and the manufacturer of the boat. Tatyana Chekalova, Secretary-General of the Maritime Council under the Government of Saint-Petersburg, also took part in the event.

The PI22 project comprises innovative technical solutions providing high navigational and operational qualities of the boat, with regard to the use of the boat in ice conditions. The boat, after being put into operation, is to be used in Ust-Luga Seaport for delivery of pilots, crew members, and, if necessary, members of state committees to ships. It will also be used for inspection and ecological monitoring of the seaport water area, patrol and rescue operations. Source : PortNews

## CSD EDAX GETTING READY TO DEPART TO RUSSIA



Boskalis CSD EDAX at the slip at the Neptune yard in Hardinxveld prior departure to her next assignment in Russia, with right seen the large dredge pump and below the 3 giant Bolnes V 18 engines which are supplying the power to the Cutter dredger - Photos : Arie Boer ©



## Deepened river channel should boost commerce

With 60 percent of the Delaware River navigation channel now at or deeper than 45 feet, steamship lines and port officials say the dredging will do two things: Put more cargo on ships currently coming into the ports of Wilmington, Philadelphia, and South Jersey, and allow larger ships from Asia to sail the river when the Panama Canal expansion is completed in 2015. It's been 30 years since Congress directed the Army Corps of Engineers to investigate the feasibility of deepening the channel from 40 feet to 45. Since the project began in March 2010, 42 miles of the 102-mile channel from Camden to the Atlantic Ocean have been deepened. Thirty-five miles are already naturally at or below 45 feet, which leaves about 25 miles left to be dredged. More coverage Storied QE2 liner set to depart Dubai in October Gun-toting air passengers on the rise Work continues to save historic warship in Philly More transportation news The result will be "bigger ships, and more ships, coming up the river," said Stuart Jablon, Dole Fresh Fruit Co.'s vice president of operations in Wilmington. "The longshoremen are going to benefit, the tugboat operators are going

to benefit, the river pilots are going to benefit. It will make the industry healthier." Cargo activity at public and private terminals on the Delaware in 2010 supported 134,945 jobs, generated \$53 billion in economic value to Pennsylvania, New Jersey, and Delaware and \$7.8 billion in wages and salaries, and contributed \$781.4 million in state and local taxes, according to a study for the Maritime Exchange for the Delaware River and Bay by Martin Associates, a Lancaster-based economics consulting firm. Currently, large ships have to be careful coming up the Delaware. Some transfer cargo onto smaller vessels, a process known as "lightering," in the Delaware Bay before coming upriver. Hamburg Sud vessels from South America, Australia, and New Zealand get "wiggle room" with the depth restriction by waiting for high tide - which brings several feet more water, said Rainer Dehe, assistant vice president for operations. "It was much easier in the past when fuel prices were not as high," Dehe said. "The times that you wait today until high tide sets in are extremely expensive to recover. If I wait six hours for high tide to have enough water to reach Philadelphia, or delay my sailing on the way out again, that is time that I need to compensate for somewhere." At the current depth, a ship can carry the equivalent of 4,000 loaded 20-foot steel cargo containers, said Robert Blackburn, the Philadelphia Regional Port Authority's senior deputy executive director. With an additional five feet, ships will be able to travel the river carrying 6,000 containers, Blackburn said. At 11 p.m. last Sunday, the **Jennifer Rickmers** docked at the Packer Avenue Marine Terminal in South Philadelphia. Longshore workers unloaded commodities that included citrus fruit and raw materials used in construction and manufacturing. With a cargo capacity equivalent to 5,060 containers, the ship, if fully loaded, would require the deeper 45-foot channel. "There is not a specific commodity that we will be able to access that we can't access now," Blackburn said. "But we will be much more attractive to steamship lines and shippers as they determine ports to call in the United States." With deeper water, Philadelphia could be a ship's first port of call instead of second or later. "It certainly will make the river and the ports on the river more attractive," said Dehe of Hamburg Sud. "Obviously, there are many facets that determine the flow of cargo, but the draft limitation is certainly an obstacle at times today, and the need for more water will become more pressing as we go forward." A deeper shipping channel is key to the planned new Southport Marine Terminal at the Navy Yard in South Philadelphia. The Delaware River Stevedores, operators of the Tioga Marine Terminal in Port Richmond, and DRS's parent companies, Ports America and SSA Marine, global marine terminal operators and stevedores, are continuing discussions with Philadelphia port officials about developing Southport. "We are resurrecting the team and finalizing the plan for the possible development of Southport," said Robert Palaima, president of Delaware River Stevedores. "We are talking to potential carriers that would be likely candidates to come to Philadelphia. Clearly, one of the conditions was a deeper Delaware." Ships are getting bigger, and the largest U.S. ports already have deeper water - Baltimore, Norfolk, Va., and Oakland, Calif., are dredged to 50 feet. Charleston, S.C., is at 45 feet, Savannah, Ga., 42 feet. Los Angeles soon will be deepened to 53 feet and Long Beach, Calif., to 76 feet. The Port of New York and New Jersey is being deepened to 50 feet from 45. With China's slowing economic growth and a recession in Europe, shipping lines around the world are hurting, Palaima said. "I don't want to be Pollyanna and say everybody and his brother is interested in helping us develop a new terminal. But if anybody has their finger on the pulse of what's going on among the carriers it would be our partners," Ports America and SSA Marine. Source: Philly

## Hapag-Lloyd takes delivery of ANTWERPEN EXPRESS (13,196 teu)

**ANTWERPEN EXPRESS** is a sister of the above seen ( at page 9) **ESSEN EXPRESS**

The Hamburg-based container line Hapag-Lloyd has taken delivery of the seventh unit in a series of ten identical neopanamax vessels, the 13,196 teu **ANTWERPEN EXPRESS**. The 366-metre ship was built by Hyundai Heavy Industries at Ulsan, South Korea. It follows Hapag-Lloyd's **ESSEN EXPRESS** delivered in May. Six ships of the series were originally ordered as 8,750 teu units. At a later stage, Hapag-Lloyd extended the series to ten vessels. At the same time, the German carrier upgraded the orders to ten ships of 13,196 teu.

The new ship will phase into the G6 Alliance's Loop 5 (#1730) at the end of this week. Hapag-Lloyd declared earlier this year that the **ANTWERPEN EXPRESS** would be the last ship of the series to be delivered in 2013, as the remaining three sister vessels have been deferred to 2014. Hapag-Lloyd decided to postpone the ships in order to reflect the ongoing overcapacity in the container shipping market.

The **ANTWERPEN EXPRESS** is named after Belgium's second largest city, Antwerp, which is also Europe's third-largest container port after Rotterdam and Hamburg. Source : Linervision



## Made in Abu Dhabi!

### Gulf Marine Services Builds GMS Enterprise – the latest Jackup Barge for Worldwide Operations

Abu Dhabi-based **Gulf Marine Services (GMS)**, the largest provider of self-propelled self-elevating jackup barges in the world, has announced it is building its third **E-Class** jackup vessel **GMS ENTERPRISE**. The company has a further option to build a fourth **E-Class** vessel as part of its continued global expansion.



*Wang Keliang, project manager, Sainty Marine Corporation Ltd; Zong Xiaojian, deputy general manager, Sainty Marine Corporation Ltd; Pan WenXiang, shipyard/QCD manager, Sainty Shipbuilding (Yangzhou) Corp. Ltd; John Petticrew, technical director, Gulf Marine Services; Bas de Blok, project manager, Gulf Marine Services; John Pang, project site leader, Gulf Marine Services; Jie Shen, principal surveyor Greater China division, ABS; Jong-Kun Cao, senior surveyor Greater China division, ABS.*

Like the majority of her nine sister vessels, **GMS Enterprise** will be constructed at the company's quayside facility in Abu Dhabi and is scheduled to launch this December, ready for new contracts in 2014. With the exception of the steel requirement from China, the modified **Gusto jackup** will be built in Abu Dhabi, with the detailed design, jacking system and outfitting completed by **GMS'** skilled and experienced in-house team and a local labour force. Duncan Anderson, chief executive officer at **GMS**, says: "The fact that we can build our vessels here in Abu Dhabi is absolutely key as this allows us to produce these sophisticated niche assets at lower than market prices; at least 30% less than our competitors can achieve. The state-of-the-art design and operational efficiency of jackup barges like **GMS ENTERPRISE** means we can also offer cost-effective solutions to our clients. This, along with our excellent safety record, is what defines **GMS**."

During the past five years, the company has strategically expanded its fleet, offering adaptable multi-purpose jackup barges that can provide a range of offshore services in the oil, gas and renewable energy sectors world-wide, from well intervention to wind farm installation. **GMS**, which has offices in Abu Dhabi, Saudi Arabia, Nigeria and the UK, recently agreed a USD 360 million growth facility with Abu Dhabi Islamic Bank that will allow it to capitalize on the growing international need for its vessels. The company's key areas of operations are in the Middle East, South East Asia, West Africa, the Mediterranean and the Southern North Sea, with current commitments worth around \$460 million.

**More . . .**

Mr Anderson adds: "Our **E-Class** vessels, **ENDEAVOUR** and **ENDURANCE** (built in 2010) are technologically advanced and robust; they can withstand harsh weather environments and operate in deeper waters. **GMS ENTERPRISE** will have further operational capabilities built into her design and will be an important addition to our fleet." **GMS ENTERPRISE** has four legs and provides a stable working platform with accommodation for up to 150 people; this can be increased depending on the contract and configuration. Deck machinery includes a 400 ton main crane and a 60 ton auxiliary hoist. The vessel also has a 22.2m diameter helideck which can accommodate an **S-92**



**helicopter.** **GMS ENTERPRISE** can operate in a water depth of 85 meters and travel at eight knots. The vessel has clear advantages over conventional jackup barges (those with three legs and those which are not self-propelled). The jacking speed to move from one location to the next in-field is faster and safer with four legs as no ballast is required, and the weather window required for **GMS** to make the move is a few hours, compared to the average of three days. The dynamic positioning (DP2) allows the vessel to move independently, with no need for anchor-handling or tug support, and ensures high accuracy positioning alongside platforms and pipelines.



**Danaos Shipping's COMMODORE** anchored off Singapore last Sunday afternoon, the 275 mtr long container vessel is built in 1992 at **Hyundai Heavy Industries Co Ltd** - Ulsan under yard number 768 for **HYUNDAI**, as the **HYUNDAI COMMODORE** in August 2003 the vessel was sold to **Danaos Shipping Co Ltd**, in August 2008 the vessel was named **MOL AFFINITY** and in May 2009 returned to the name **HYUNDAI COMMODORE**, in Sept 2009 the vessel was named **APL COMMODORE** and in 1012 again in **HYUNDAI COMMODORE** earlier this year (03-2013) she was renamed in **COMMODORE** - Photo : **Piet Sinke** ©



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## Port Qasim handles 46,451 tons of cargo

**Port Qasim** handled a cargo volume of 46,451 tons during the last 24 hours that included 16,575 tons of imports and 29,876 tons of exports, **Port Qasim Authority** reported on Saturday. Accordingly, the port handled imports, including iron ore (6,000 tons), diesel (3,690 tons), and containerised cargo (6,885 tons). It handled exports including cement (7,056 tons), vinyl chloride monomer (900 tons), and containerised cargo (21,920 tons). "Berth occupancy was maintained at 71 percent at the port on Friday," the Port Qasim Authority said. It said that it moored two ships during the last 24 hours, which were carrying containers and palm oil. With this, a total of 10 ships loaded and offloaded containers, cement, containers, diesel, palm oil, iron ore, and VCM.

They were MV **KPS-I Alican Bey – Powership**, MV **Vindo Nissa**, MV **Faith**, MV **Kerstin-S**, MV **MSC Kerry**, MV **Alliance ST Lotus**, Al **Soor-II**, MT **Golden Ambrosia**, MT **Norgas Challenger**, and MV **Pearl of Jebal Ali**, it said.

Besides, another four ships, carrying containers, and furnace oil, palm oil and cement also arrived at the outer anchorage of the port during the last 24 hours, it said. Those four ships included **MT Quetta**, **MT Karachi**, **MT Stolt Zulu**, and **MV Flora**, it said. Source: **The News International**



The **DanTysk OSS** at **Hollandia** in Krimpen aan den IJssel (the Netherlands) : The helicopter landing deck has been mounted on the platform. Topside and jacket structure have been placed on a barge (**Wagenborg Barge 8**) ready for sail in the direction of DanTysk. DanTysk is a German wind farm project consisting of 80 wind turbines (Turbine Capacity 3.6 MW, Total Turbine Height 148 m, Hub Height 88.00 m).

**Note:** The red ship on the background is Subsea 7's '**SEVEN WAVES**', a new pipelaying vessel launched a month ago at **IHC Merwede**. The image was taken on July 7th 2013 by a camera lifted by a kite. **Photo : Hans Elbers, [www.fotovlieger.nl](http://www.fotovlieger.nl)**

## MPA to insist on ILO labour certificates on large Singapore flagged ships

THE **Maritime and Port Authority (MPA)** of **Singapore** has introduced a transitional arrangement for all national-registered vessels to continue to operate after August 20 when the Maritime Labour Convention 2006 (MLC) comes into effect. Under the UN's International Labour Organisation convention, all vessels on the Singapore Registry of Ships (SRS) ordinarily engaged in commercial activities and those over 500 gross tonnes are required to carry and maintain a Maritime Labour Certificate and a Declaration of Maritime Labour Compliance (DMLC).

There will be a transition period while Singapore's national laws and regulations are being promulgated. The ILO has requested to give due consideration to allowing ships to continue to operate for a one year period following August 20 without the Maritime Labour Certificate and the DMLC. To facilitate the transition to full MLC certification, MPA requires all SRS ships of 500 gross tonnage and above to obtain a statement of compliance by August 20. The statement of compliance will serve as proof of compliance with the requirements of the MLC during the transition period, and is to be carried on board until the ship is issued with a Maritime Labour Certificate.

After the promulgation of Singapore's national laws and regulations, all SRS ships of 500 gross tonnage and above are to be issued with a Maritime Labour Certificate by March 31 2014. Norwegian training specialist Seagull has urged seafarers and shore-based staff alike to know their rights and obligations in the event of non-compliance with the new United Nation's Maritime Labour Convention (MLC), reports London's Tanker Operator.



Finland, Greece, Malta, France, Nigeria, South Africa and Barbados have each ratified the convention recently, ensuring that it will come into force, as planned, on August 20, replacing 37 existing International Labour Organisation (ILO) maritime conventions and related recommendations adopted since 1920. Seagull warns of MLC penalties

New ILO rules establishes minimum requirements for almost all aspects of working conditions for seafarers and sets out the seafarer's rights to decent conditions of work. These include conditions of employment, hours of work and rest, accommodation, recreational facilities, food and catering, health protection, medical care, welfare and social security protection. **Source : Schednet**

## BMT Designers & Planners Develops Unique Program for Port Engineers

**BMT Designers & Planners (BMT)**, an operating company of **BMT Group Ltd**, the leading international design, engineering and risk management consultancy, has developed a unique training program to assist Port Engineers (PEs) with maximizing investments in the repair and sustainment of their maritime assets. With the complex management of ship repair constantly changing, PEs are tasked with understanding many challenging requirements. These include surface preparation and preservation, dry-dock evolutions and safety, propulsion system alignment, welding processes and procedures, non-destructive testing, inspections, general shipyard safety and more.

BMT has many years' experience of working in port environments and in particular, with different types of ship lifts, industrial facilities and on-going ship repair. The company is well placed to deliver this three week training program, which consists of three one week modules and is the first of its kind to cover a range of tailored subjects to support operator, engineering, contracting and shipyard organisations. The course looks at everything from the preparation for a maintenance period, engineering administration, to the fundamentals of project management and beyond.

PEs are being invited to find out more about the program and take advantage of BMT's expertise and knowledge of changes to policy and procedure in the field – [www.dandp.com](http://www.dandp.com). The modules are due to take place on the following dates:

- Module 1: 12th – 16th August 2013 in Portsmouth, Virginia
- Module 2: 19th – 23rd August 2013 in Portsmouth, Virginia
- Module 3: October – exact dates to be confirmed

## NYK carries out crisis-response drill on LNG vessel to prepare crews

JAPAN's shipping group **NYK** has carried out a crisis-response drill based on the scenario of a serious accident occurring on an LNG vessel operated by an NYK subsidiary. This drill was part of the company's "Remember Nakanose Campaign", which has been conducted over July and August every year since 1998 to remind NYK Group members of the importance of safe operations and to ensure that lessons remain learned from the oil spill that occurred in July 1997 from the crude carrier **Diamond Grace**.

The laden 260,000 dwt **Diamond Grace** went aground in calm weather in daylight hours on the Nakanose Shoal in Tokyo Bay on July 2, 1998 after veering out of the prescribed sea lane and into the shallows. A total of 1,300 tonnes of UAE crude escaped from a single cargo tank in the 1994-build single hull tanker. It was later determined the a marker buoy was out of position.

The drill carried out a response to the scenario of a blackout on an LNG vessel while the vessel was sailing in Tokyo Bay, making it impossible for the vessel to continue under its own power. After that, according to the scenario, the vessel collided with a domestic product tanker, causing a fire to break out on the tanker with crewmen gone missing. The collision left a hole in the fore starboard side of the LNG carrier and seawater was flowing into the ballast tank.

Based on the assumption that the LNG vessel was involved in a serious accident, NYK established a crisis-management headquarters with the shipmanagement company in response to an urgent report from the vessel to its management company. To control the fire on the tanker, NYK corresponded with related parties at its crisis management headquarters. NYK handled the accident so that power could be quickly restored to the LNG vessel. NYK sent out press releases as the situation progressed, responded to media inquiries, and held a mock press conference at which NYK senior managing corporate officer Hitoshi Nagasawa and NYK corporate officer Tsutomu Shoji explained the accident



to the media. The drill outlined the importance of immediate and precise explanations of accidents to the public - in this case carried out by **NYK LNG Shipmanagement Ltd**, an **NYK Group** ship management company. Source : Schednet

## ICOTA CALLS FOR ENTRIES TO ANNUAL INNOVATION AWARD

Leading oil and gas industry body the **Intervention & Coiled Tubing Association (ICoTA)** is inviting nominations for its widely respected European Chapter Innovation Award. The award recognises the application of technical innovation in the area of well intervention, with entrants being judged by the ICoTA European Chapter Committee.

The judging guidelines comprise three main criteria: technology, application and value to industry and is open to service companies and operators, which have developed technology within Europe across the past 18 months.

The deadline for entries is September 23, 2013. Finalists will be required to deliver a short presentation to judges on October 31, 2013 at the Marcliffe Hotel, Aberdeen. The winner will be announced at the coveted 19th SPE ICoTA European Well Intervention Conference in Aberdeen's AECC on November 13 and 14, 2013. The successful finalist will receive a trophy and a small award.

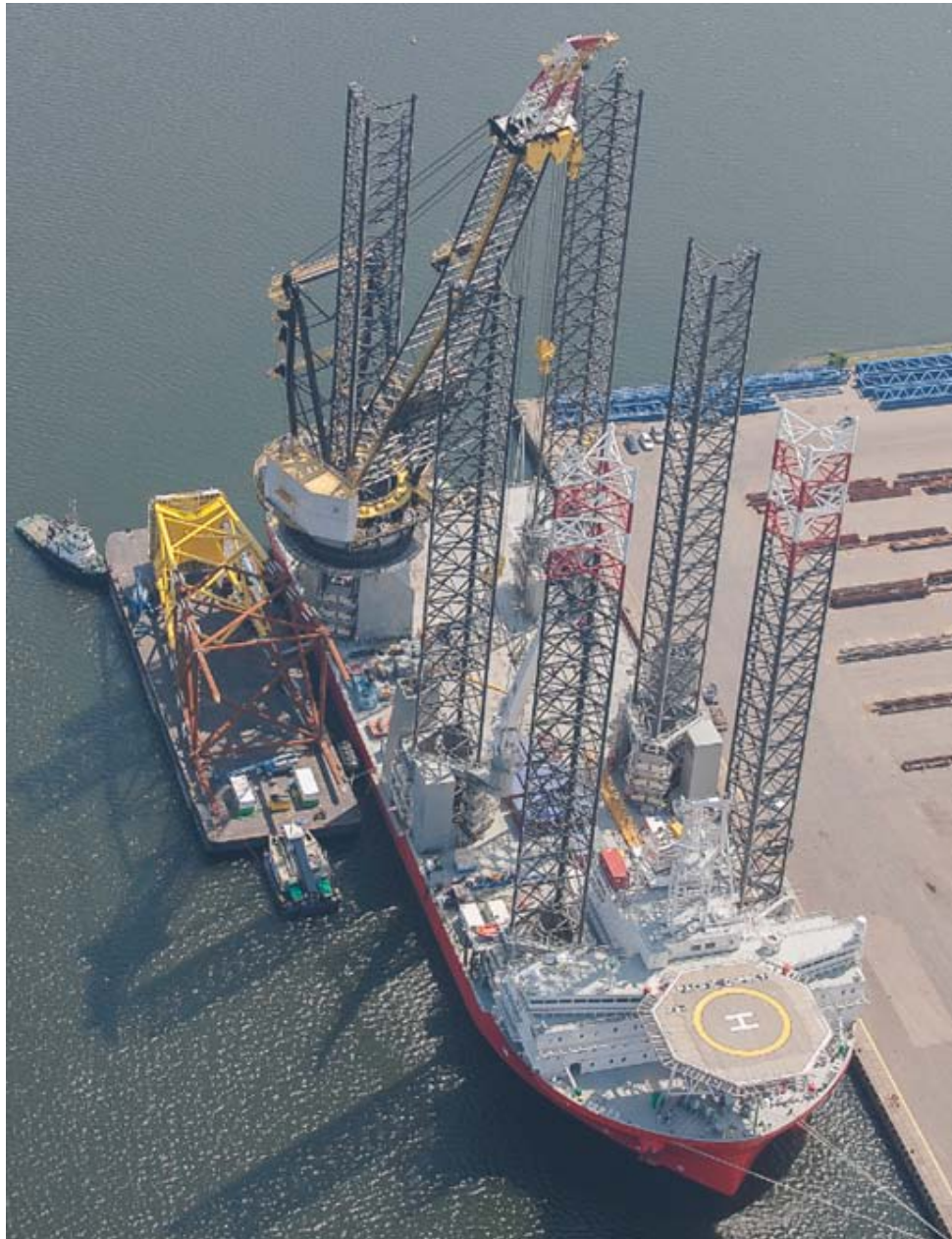
ICoTA Europe chairman, Michael Taggart, said: "This award gives organisations the opportunity to showcase their products and knowledge in well intervention, an increasingly important sector within the North Sea. The award is unique in not only recognising new technology development but also understanding the application of existing technology to solve challenges in an innovative way. "The annual conference also encourages and promotes ICoTA's main aims, giving the industry an opportunity to gather and network, sharing expertise, experience and know-how." Entry forms can be found on the ICoTA European Chapter website with the link : [www.icota-europe.com](http://www.icota-europe.com)

## MARITIME ARTIST CORNER



Recent oilpainting from Hans Breeman: **ss POOLZEE** from **L SMIT & Co.** She was build in 1900 at the yard of **L Smit & Son** in Kinderdijk. This tug used a triple expansion 3 cil steamengine to get 1000 i.p.k. Between 1914 and 1918 she was used in the Royal Dutch Navy, after that returned and operational for Smit till 1932. [www.hansbreeman.nl](http://www.hansbreeman.nl)

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



After discharging jackets at **Hoondert** the **PACIFIC OSPREY** is now seen loading project materials at **Verbrugge** at the Bijleveldhaven in Vlissingen Oost.

Photo: Hans van der Linden.....[www.aerolin.nl](http://www.aerolin.nl).....@AerolinPhoto BV ©

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