



Number 051 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 20-02-2013**

News reports received from readers and Internet News articles copied from various news sites.



Birdseye view of the AEGIR moored in the Port of Cape Town as seen during a helicopter ride by the offsigning crew.

Photo : Wouter Blom ©

IN MEMORIAM

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daglicht dooft, rest ons één eeuwige
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EVERT GROOTVELD ~ EEF ~

30 januari 1941

16 februari 2013

Eef kwam in september 1975 als 2e wtk bij Smit-Lloyd in dienst en werd eind 1976 bevorderd tot 1e wtk. Vanaf 1982 zat hij in de ondernemingsraad en had zitting in de Commissie Sociaal Beleid en de Financiële Commissie.

Als collega was Eef een bijzonder prettig mens met veel gevoel voor humor en erg betrokken bij de sociale gebeurtenissen van de Smit-Lloyd mensen en Smit-Lloyd. Later maakte Eef zich verdienstelijk voor de SP en werd voorzitter van de afdeling Maassluis.

De crematieplechtigheid wordt gehouden op zaterdag 23 februari om 12.15 uur in de aula van crematorium De Ommering, Oprelsegweg 3 te Spijkenisse.

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The tug **JACQUES** moored in Cape Town – Photo : Glenn Kasner ©

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Experts Scrutinise War Risks and Piracy Clauses

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 051

A BIMCO working group with expertise in war risks, piracy and marine insurance met in London on 12 February to begin a project to review and update BIMCO's widely used CONWARTIME 2004, VOYWAR 2004, and Piracy Clauses.

Among the group's tasks is adding greater clarity to the provisions of the War Risks clause in determining if there is a risk of the vessel being exposed to danger. The recent Triton Lark judgment on this issue is being carefully studied. The group will also study the references to "additional insurance" in the clauses to ensure that it is sufficiently clear to the parties what insurances are considered "normal" for an owner to have and other insurances which may be required for a particular voyage that involves the sort of risks contemplated by the clause. A broader definition of "piracy" will be added to the War Risks Clauses to make them consistent with the definition used in the Piracy Clauses.

The issue of the suspension of hire payments after 90 days under the Piracy Clause for time charter parties will also be revisited. Provision will also be made for the time required to restore the vessel after release from seizure by pirates to her previous trading condition. As the Piracy Clauses have been closely modelled on the War Risks Clauses, efforts will be made to harmonise the two as much as possible.

Work on the revision of these important clauses will continue in March, and it is hoped that a set of first drafts will be ready to present to the Documentary Committee at its next meeting in May. **Source: Bimco.**



The 4433 DWT 108.8 mtr long **COPPENAM** moored in Ijmuiden lading fish, the **Seatrade** Groningen owned and operated reefer is built in 1989 at the **Hayashikane Dockyard Co Ltd** in Nagasaki under Yard/hull No.: 966, was named **SIERA NAFRIA** between 2001 and 2008 **Photo : Marcel Coster (c)**

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I sounded the alarm before the crash, Lamma IV coxswain insists

Latest testimonies on whether whistle was blown and number of life vests on board contradict those given by previous witnesses

By : Thomas Chan and Simpson Cheung

The coxswain of the ill-fated [Lamma IV](#) sounded one short blast on the whistle before the deadly collision off Lamma Island on October 1, an inquiry into the tragedy heard. Captain Chow Chi-wai's testimony yesterday contradicted those previously given by passengers on the [Lamma IV](#), [Lamma II](#) and [Sea Smooth](#). None of them said they heard the whistle.

"I was quite sure I sounded the whistle because I heard it myself," Chow said when Clive Grossman SC, for Hongkong Electric and [Lamma IV](#), brought up the contradiction. Chow, who has been captain of Hongkong Electric's fleet since 1996, said after sailing for three minutes, he saw for the first time the Sea Smooth's yellow flashing light ahead of the [Lamma IV](#).

At that time, the radar indicator showed that the [Lamma IV](#) was moving at a speed of 12 knots, the inquiry heard.

Chow said that apart from sounding the siren, he also commanded the vessel to turn to starboard - that is, to turn to the right. This was in accordance with the Collision Regulations, he said, which require ships to do so when two vessels approach each other head on.

When asked why he had not spotted the [Sea Smooth](#) earlier, the captain, who has been off duty since the tragedy, replied: "Because there was only me on the bow of the vessel."

"The track of [Sea Smooth](#) was not shown on the radar screen yet. And also, the light from the North West [Lamma] Anchorage was blinding my sight."

Chow said that prior to the vessel's departure from the Lamma Island power station pier, he turned on the ship's navigation lights - including the white masthead light, red and green sidelights and the stern white light. "I did turn them [the navigation lights] on," he said. "It's my usual practice to turn them on by the main switch." Chow also told the inquiry that there were 232 life vests under the ferry's seats, and another 33 to 35 in the crew space.

Based on his account, the number of life vests on the ship outnumbered the number of passengers on board that night. Meanwhile, a Marine Department senior ship inspector insisted he had seen children's life vests on the [Lamma IV](#) when he inspected the launch last year.

Wong Kam-ching said there were 232 adult life vests - the maximum number of people allowed on the ferry - and 12 children's life vests, which complied with requirements for the number of children's life vests to be 5 per cent of adult ones.

This contradicted previous testimonies, Grossman pointed out, in which Hongkong Electric senior staff member Francis Cheng Cho-ying and marine officer Tang Wan-on said there were no children's life vests on board. Grossman also revealed that crew members from the [Lamma IV](#), who would be testifying against their own interest, would confirm in a future session that there were none.

But Wong insisted that he was correct. He also said he did not find it problematic that he wrote only asterisks on the ferry's certificate of survey to indicate that there were enough life vests. In the past, the certificate would indicate the actual number of life vests on board. Commission chairman Mr Justice Michael Lunn suggested that Wong was trying to put people in a satisfactory state of ignorance by masking the number of life jackets, but Wong denied it. **Source :** [South China Morning Post](#)

Lyubov Orlova to be used for testing marine monitoring system

The unknown location of the [MV Lyubov Orlova](#) is now being used as a way to test the ability of a new system of marine monitoring called the Global Maritime Awareness system. Guy Thomas is a retired former science & technology adviser to the U.S. Coast Guard and has been involved in maritime surveillance for more than 40 years. In 2005 he had an idea that if the countries of the world combined their technologies and everybody banded together, a global maritime awareness system could be established that would allow for greater monitoring of the marine environment.

The idea is based on the four types of satellites that exists, says Thomas, each of which offers a different type of data. The Automatic Identification System (AIS) is an automatic tracking system used on ships as a means of collision avoidance. It's used for identifying and locating vessels by electronically exchanging data with other nearby ships. "It was designed for ships in the immediate vicinity of each other and control points in harbours to be able to reach out and signal to a specific ship," he says. Information such as a ship's position, speed, course and even the captain's name can be shared back and forth between vessels. That tried and true method of sharing information lit a spark in Thomas' mind. "I had the idea that if you put that receiver in space, you would now have the international identification system for ships that was lacking."

That was done and a second satellite system was created that provides radar information from space. It expanded on the ship-to-ship ability of the initial idea allowing for vessel information to be shared over larger areas. The third satellite type is probably the one that people are most familiar with — the ones that take pictures.

"There's been an explosion in that technology in the last five years, as well," says Thomas. "From space, now you can routinely see tie downs on holes. You can see anchor chains by links." The imaging systems have a big downfall though, he adds. They can't operate at night and they don't operate through clouds.

That is the advantage of the radar systems. They operate in both those conditions.

The fourth type of satellite data involves a small box on ships that sends information to satellites in space. It tells a ship's location and even some conditions on the ship. This became known as Long Range Identification and Tracking or LRIT. Ships have to report into the governmental authority of any country they're going to pass within 2,000 miles of, says Thomas. All ships have to report on LRIT four times a day and companies use it to track their assets on ships. Those four satellite systems, combined, Thomas says they would make for a very effective tool of monitoring marine environments for illegal activity, including such things as polluting and smuggling.

"If you meld those together you could come up with a system to allow you to improve security of your shores," says Thomas.

So how does the drifting Lyubov Orlova fit into all this?

Well, it's a dead ship who's location is unknown and even with the knowledge of current patterns, it's a big ocean out there. Using a combination of the types of satellite information available will test the notion that cooperating and sharing technologies will result in a Global Maritime Awareness system far superior than any individual system.

Thomas, who lives in Baltimore, actually saw the [Orlova](#) tied to the wharf in St. John's while he was here December past giving a presentation to the National Research Council's Institute for Ocean Technology on his idea for a Global Maritime Awareness system. However, he found out about the ship's current state of affairs through the Irish Coast Guard, with whom he also has dealings.

Thomas says that Chris Reynolds, the director of the Irish Coast Guard, had mentioned to Thomas that he had serious concerns about a dead Russian cruise ship that was heading toward his country from Canada, and that he didn't want his country to bear the burden of it coming aground in Ireland.

Thomas suggested they use his method of combining different satellite data to find the location of the ship. Of course, the drifting Orlova isn't going to be sending signals to satellites the way an active ship would be, but sometimes what a ship doesn't send out lets you track it too, says Thomas.

If they know they're are so many ships in an area from a satellite image and they can tell one of those ships isn't transponding through the AIS system, then that's a little curious, he says. They'll find the Orlova by scratching out the vessels that are sending out data through the satellite systems. You're left with the dead ship. It's a process of elimination and it works in keeping the marine environment safe from illegal activity, too, says Thomas, since those ships breaking the law won't be responding either because they don't want to be tracked. They want their location to be as mysterious as that currently of the Lyubov Orlova.

"It's the fellas that aren't transponding that you want to look at," he says. "AIS tells you where the good guys are. AIS tells you where the guys who are obeying the law are." Thomas is now in collaboration with the Irish Coast Guard to track the ship through these methods. They know the last position of the Orlova as taken by Transport Canada before the vessel went A.W.O.L. and by studying ocean currents, they can come up with an idea of where they think the vessel might be.

Then, by using various types of satellite information, they can get a read on how many ships are in that area and if any aren't transponding.

The challenge was not just taken up the Irish but also by an Italian company called e-Geos, which specializes in Earth observation and in geo-spatial application. They, too, took the last location of the [Orlova](#), and by taking ocean currents into consideration came up with a location, they felt should be where the ship is located. Then they got a satellite image of the area.

And they got a hit.

There's something they found south southeast from the tip of Greenland, says Thomas, that has some probability of being the Orlova, though that's not written in stone as of yet. The company is going to get more images over the next few days to see if they're really onto something. Regardless if this it or if they have to have to keep searching, Thomas is confident in his method working and working punctually. "We are going to find it. Before it ever approaches Ireland we will be able to tell the various navies where it is," he says. His plan then is to also give the location to the ship's owner, Reza Shoeybi. **Source : The Telegram**



The "**WIND STAR**" passing the Panama canal- **Photo : Crew Alberto Aleman Zubieta(c)**



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Schorpioen bij Marinemuseum maakt water

Museumschip **Schorpioen** dat bij het Marinemuseum in Den Helder ligt, is maandagochtend begonnen met zinken. De marine en brandweer zijn met man en macht bezig om het water uit het schip te pompen. Waardoor het lek in het schip is ontstaan, is nog onbekend. **Bron Noordkop - dichtbij**



The **HANJIN NEWCASTLE** enroute Amsterdam – Photo : Marcel Coster ©

UK Seafarer Numbers Down, More in Training

The union **Nautilus International** voices concern over new government statistics showing a fresh slump in the number of UK seafarers. The Department for Transport report reveals that the total number of UK officers and ratings dropped by 10% last year, with an estimated 24,100 British seafarers active at sea. The number of certificated UK officers has fallen by 19% since 2006, it notes, while the number of uncertificated officers dropped by 27% last year – a reduction that the DfT puts down as 'primarily the result of a large company transferring their operations out of the UK'. On the positive side, the number of officer cadets in training last year was 2,160 – a 19% increase from 2011. A total of 903 new entrants started under the SMarT scheme last year. Nautilus general secretary Mark Dickinson commented: 'Whilst it is good to see that cadet numbers have more than doubled since the tonnage tax training link was introduced, the report demonstrates the disturbing long-term decline in UK seafarer numbers. It underlines need for the government to urgently deliver the strategic maritime policy proposals promised by the shipping minister last year and to revisit the training package that was jointly tabled by the unions and the owners in an effort to ensure that we have the seafarers we need for the future.' Nautilus International's mission is to be an independent financially viable international trade union and professional organisation, committed to equal opportunities, providing a high quality, cost effective service to members and welfare to needy seafarers and their dependants. Source: **Nautilus International**



17-02-2013 : **MV UAL AFRICA**, leaving K5 harbour at Malabo, West Africa bound for Houston, Texas. The photo is made from her sister vessel, **MV UAL BODEWES**, photo : Capt Sergiy Frolov. Master **UAL Bodewes** ©



13 -02-2013: the **OLEG STRASHNOV** on her way to Riffgat wind farm (north-west of the German island of Borkum).

Photo: Skeyes for Seaway Heavy Lifting (c)



16-02-2013 - The installation of the topside has been completed successfully.


Photo: Seaway Heavy Lifting (c)

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45 ocean-going ships imported in 4 years

Local importers bought and got registered a total of 45 ocean-going reconditioned ships during the present overnment's four-year tenure paying Tk 220 million in taxes and employing around 1,400 mariners to the industry, sources said. Several policy decisions by the present government including reduction of registration cost, flexibility in call signing process, allocation of frequency and providing ship station licences caused the rise in registration of ocean-going ships.

Sources said local steel giant, Kabir Steel and Reolling Mills (KSRM), owns a total of 13 ships followed by Bashundhara Group which owns five ships. HRC Group, Granidiur Group, Ratanpur Shipping, Trans Ocean Group, Abul Khair Group, Ibrahim Navigations, Akij Group, Meghna Group, East Coast Group, Desh Bandhu Group and Vanguard Group are the other business houses, which own three or two ocean-going ships each. Despite the rise in the ocean-going ships the local businessmen could cut only 6.0 per cent mark out of the entire maritime export-import business of the country.

Principal Officer of Mercantile Marine Department (MMD) Capt Habibur Rahman said the present government made many complex rules easy to pave the way of local businessmen into shipping business. "The registration fee for a 40,000 tonnes ship was over Tk 100 million previously which has been brought down to Tk 5.0 million only. This lower rate of registration fee has attracted local businessmen to join shipping business," Habibur Rahman said. He said the fleets of local businessmen have now emerged as an alternative to the foreign-owned shipping companies. This will help stabilise the shipping business and reduce cost of services, Rahman added. When asked, Chittagong Chamber of Commerce and Industry (CCCI) President Morshed Murad, who own two ocean-going ships, said the local businessmen are gradually learning the shipping business and will soon start international shipping business.

He said by procuring ocean-going ships local importers of mainly essential commodities and basic products - sugar, oil, and steel billet - bought ships to reduce dependency on shipping companies and to cut cost of essential commodities.

Many other local businessmen are aware of the benefit of the business and are trying to buy dozens of ships in the coming years, he added. The International Association of Classification Society (IACS) is now delaying the registration of local ships and the ship owners have demanded of the government to negotiate with them so that they can get IACS registration as soon as they become registered with MMD. "Without registration a local ship cannot be identified as Bangladeshi Flag Carrier and cannot start business internationally," Morshed Murad said. General Secretary of Marine Officers Association Capt Faisal Azim said the employment opportunity for the local mariners is being expanded as local mariners are gathering experience in the shipping companies. He said the country would be able to get chance of employing around 20,000 mariners in the international shipping companies in future. Sources said due to the registration complexity with IACS, at least 25 more Bangladesh-owned ocean-going ships were being registered as flag carriers of many countries like Panama, Bahamas, Liberia, Antigua and Saint Antilles before the present government came into power. **Source: Financial Express**



The **LEWEK MARTIN** anchored off Singapore – Photo : Piet Sinke (c)

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)



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The **PRIDE OF ROTTERDAM** enroute Keppel Verolme shipyard - Ronald Beekman ©

Passenger airlifted off cruise ship

A CRUISE ship passenger has been airlifted to safety after falling and seriously injuring his head while the vessel was off the NSW mid-north coast.

Paramedics aboard the Westpac rescue helicopter stabilised the 37-year-old after he took a tumble yesterday on the [Radiance of the Seas](#) luxury cruise vessel, which had been travelling north about 80km off Coffs Harbour.

The chopper landed on the ship's helipad without incident. A helicopter spokesman said the man, who had an existing medical condition, was flown to Coffs Harbour Hospital in a serious but stable condition. **Source : The Daily Telegraph**



17-02-2013 : The MV [UAL Bodewes](#), entering K5 harbour at Malabo, West Africa as seen from sister vessel, [MV UAL Africa](#), by [Capt Geert v/d Berg](#) – [Master UAL Africa](#) ©

Society for Underwater Technology's International Salvage & Decommissioning Committee Third Annual Conference

Tuesday 19 March 2013

**HQS Wellington, Temple Stairs, Victoria Embankment,
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The SUT's International Salvage & Decommissioning Committee aims to bring the salvage, oil and gas, wet renewables and insurance industries together with marine scientists to address the issues associated with the management of man-made objects in the marine environment. Now, having successfully brought interested people from all these disparate disciplines together, its third annual conference shall focus on the Environmental Impact, Liability of Subsea Objects and Working Practice as all three are intrinsically linked.

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The EUROFERRIES MALTA at Palumbo Shipyards in Malta – Photo : Gaetano Spiteri ©



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Pakistan port integral to China maritime expansion

China's acquisition of a strategic port in Pakistan is the latest addition to its drive to secure energy and maritime routes and gives it a potential naval base in the Arabian Sea, unsettling India. The Pakistani cabinet on January 30 approved the transfer of Gwadar port, a commercial failure cut off from the national road network, from Singapore's PSA International to the state-owned China Overseas Port Holdings Limited.

The Pakistanis pitched the deal as an energy and trade corridor that would connect China to the Arabian Sea and Strait of Hormuz, a gateway for a third of the world's traded oil, overland through an expanded Karakoram Highway.

Experts say it would slash thousands of kilometres off the distance oil and gas imports from Africa and the West Asia have to be transported to reach China, making Gwadar a potentially vital link in its supply chain. China paid about 75 per cent of the initial \$250 million used to build the port, but in 2007 PSA International won a 40-year lease with then-ruler Pervez Musharraf who was reportedly unwilling to upset Washington by giving it to the Chinese.

Although it may take up to a year for the deal to be signed, Gwadar would be the most westerly in a string of Chinese-funded ports encircling its big regional rival, India, which was quick to express concern over the impending transfer.

In Nepal, China is building a \$14 million "dry port" at Larcha, near the Tibet border, along with five other ports and is upgrading transport links with an eye to the huge Indian market.

In Bangladesh, China is one of four countries, including India, Japan and the United States, interested in building a \$5-billion deep-sea port at Sonadia island in the Bay of Bengal, according to the shipping ministry.

Sri Lanka in June 2012 opened a new \$450 million deep-sea port at Hambantota, close to the vital east-west sea route used by around 300 ships a day, built with Chinese loans and construction expertise. Although China has no equity stake in Hambantota, they have taken up an 85 per cent slice of Colombo International Container Terminals Limited, which is building a new container port adjoining the existing Colombo harbour.

Beijing is also a key backer of a port and energy pipeline in Myanmar that will transport gas pumped offshore and oil shipped from Africa and the West Asia to China's Yunnan province, due to be finished by the end of May. The ports were dubbed China's "string of pearls" – or potential naval bases similar to those of the United States – in a 2004 report for the Pentagon. But some analysts now pour cold water on suggestions that Beijing is scouting for naval bases in the Indian Ocean. **Source : The Hindu Business Line**



The fishing vessel **KOYA** in Busan Port – Photo : Fop Leder ©

Bumi Armada and Shapoorji Pallonji joint venture secures second FPSO from ONGC

Malaysia-based international offshore oil and gas services provider, **Bumi Armada Berhad** announced that its jointly controlled entity, SP Armada Oil Exploration Private Limited ("SP Armada") has received a Notification of Award ("NOA") from Oil and Natural Gas Corporation Limited ("ONGC") for charter hiring of a Floating Production, Storage and Offloading Vessel ("FPSO") for the Cluster-7 field in India, the company reports.



18-02-2013 : The "**TORM CAROLINE**" outbound from Rotterdam with destination Riga under an overcast sky and passing Maassluis Photo : Kees van Schie ©

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USS San Diego declared ready for combat operations

The US Navy's sixth San Antonio-class amphibious landing platform dock (LPD), **USS San Diego (LPD 22)**, has been declared ready for combat operations following the successful completion of final contract trials (FCT). Conducted by the US Navy Board of Inspection and Survey (INSURV), the FCT helps ensure that the **USS San Diego** ship meets all standards and requirements expected by the service. The final in-depth examination involved identification and fixing any potential problems, while the ship will remain under warranty for one year. Following delivery to the US Navy in December 2011, **USS San Diego** has passed INSURV tests prior to post-shakedown availability (PSA). San Diego commanding officer captain William Grotewold said that the PMS 317, Huntington Ingalls Industries, NASSCO shipyard and the regional maintenance centre crew worked together to identify and fix the major issues. "We're the first in the **San Antonio-class** to conduct final contract trials prior to PSA," Grotewold said. "We're the first in the San Antonio-class to conduct final contract trials prior to PSA." Currently undergoing PSA, **USS San Diego** is expected to begin basic training phase in 2014 in preparation of its maiden deployment, scheduled for the same year. The 684ft-long, 105ft-wide ship has a displacement capacity of 24,900t, can accommodate a landing force of up to 800 marines and cruises at a speed of 22k. Officially christened in June 2011, **USS San Diego** will also provide support for a range of amphibious assault, special operations and expeditionary warfare missions through the first half of the 21st century. A total of 11 ships are being procured by the US Navy under the LPD 17 programme to replace its ageing LST 1179 Newport-class tank landing ships, LKA 113 Charleston-class amphibious cargo vessels, Anchorage-class dock landing ships (LSD 36), and Austin-class vessels (LPD 4). **Source : Naval Technology**

SHIPYARD NEWS



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Schiffahrtskontor Baltik's Germany Dwt 4,470 General Cargo "**GRETA**" under dry dock works at **Mario López Shipyard** in Málaga. **Photo : Enrique Pérez - CernaVal Shipyard ©**



The 1983 built m/v **MAINPORT OAK** (ex-Smit-Lloyd 32) together with the seismic vessel **VERITAS VIKING** in the Antillean Dry-Dock from the Curacao Dry-Dock Ltd/Curacao for Docking survey, repairs and maintenance. m/v **MAINPORT OAK** (Seismic support vessel) was working for the **VERITAS VIKING** off Rio de Janeiro last year. **Photo : John Smit ©**

Sinopacific wins deal to build four AHTS vessels

Sinopacific Shipbuilding won an order to build four anchor handling tug supply (AHTS) vessels for Russia-based **Femco Group**. The offshore vessels, to be built at Dayang shipyard in China, are scheduled to be delivered within 2015 and are expected to be deployed in the waters of Southeast Asia and Far East of Russian Federation. Each of the DP2-enabled AHTS vessels will have 12,240 bhp and 150 tonnes bollard pull, based on Sinopacific's inhouse SPA-150 design. Financial details of the newbuilding deal are not disclosed. **Source: Seatrade-Asia**

Aker Philadelphia in product tanker agreement

Aker Philadelphia Shipyard ASA has announced that its wholly-owned subsidiary, **Aker Philadelphia Shipyard, Inc.** (APSI), and an undisclosed potential buyer have signed a non-binding term sheet regarding the construction and sale of two to four product tankers with expected delivery in 2015 and 2016. The transactions contemplated by the term sheet are subject to agreement on definitive documents and fulfillment of certain closing conditions, including, but not limited to, securing commitments for financing. **Source : MarineLog**

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The **HARBOUR LOYALTY** outbound from Rotterdam – Photo : Jan Oosterboer ©

Inocean develops Arctic drillship

Inocean has developed an Arctic Drillship - based on the companies' modern and effective INO-80 concept. The new unit has been named IN-ICE, the company reports. The ship is completely enclosed and winterized, is environmentally friendly, and has enhanced logistics/ storage facilities. The ice class is for a substantially extended drilling season for a large part of the Arctic – with a PC-4 ice class.

- "This gives us the opportunity to keep a conventional bow for operations in rough open water wave conditions, as well as to implement a moderate stern for aft-way operations in managed ice", says Jørgen Jorde, Project Manager for Inocean. - "We envisage the stern more optimized for avoiding ice into the moon pool than for ice breaking, but also because drilling operations in Arctic areas are expected to be conducted primarily in "managed ice". Positioning will be done through "Thruster Assisted Turret Mooring" in the shallow parts of the operational area, and by DP in the deeper parts", says Jorde.

As there is a lack of experience with drilling operations in heavy ice conditions with a floating drilling unit, in addition to the limited qualified rescue- and oil collection concepts in ice, Inocean believes a heavy ice class (e.g. PC-1/2) will not come into use for some years yet. - "We are very aware of the environmental challenges related to Arctic Operations and all the requirements that will apply for activities in this area. This aspect has been crucial for the development of our IN-ICE concept", says Jorde.



The **PRESTIGE ACE** at the Westerscheldt River – **Henk de Winde** ©

Maersk moves reefer box making to Chile - where they are most needed

MAERSK Container Industry (MCI), San Antonio, Chile, will create the first factory outside China making insulated reefer boxes when it opens in December because that is where they are most needed.

"There is a huge amount of food exported from the west coast of South America and every year and there is a significant shortage of reefers. Placing the factory in Chile will save reefer owners US\$1,400, because they won't have to ship in empties," said MCI spokesman Erik Hogh-Sorensen. Mr Hogh-Sorensen conceded the rising costs of Chinese producers - CIMC, MCI and Singamas - was a factor, but the main the reason for choosing Chile was changing trade patterns.

MCI's reefer box factory in Qingdao, in China's north-east, produces 40,000 containers and Star Cool reefer machines a year. The \$170 million San Antonio factory will equal that output once production is fully underway. "We will have two fully-fledged reefer factories once this is up," said Mr Hogh-Sorensen. "We're going to have the South American market to ourselves, and with current consumer trends, even when we reach 40,000 reefers at the new factory this will still not satisfy the market." China is moving away from being a low-cost production centre, especially in well-established manufacturing areas, reports Lloyd's Loading List, which added that this was not sufficient reason to move out as the labour force become more demanding and expensive. "What it means, however, is that it has become more difficult to attract labour in south China, where we have our dry box factory in Dongguan, on the Pearl River," he said.

"We're well-established in Dongguan and we'll deal with the challenges of the business environment. I think on that account we're doing pretty well. We also have a good co-operation with the Chinese authorities, who appreciate the fact that we have a good work environment at our factory," Mr Hogh-Sorensen said.



The **BRO ANNA** outbound from Rotterdam – **Photo : Kees Torn** ©

Songa Offshore appoints new president

Songa Offshore SE strengthens its rig organisation through the recruitment of Bjørnar Iversen as new president of Songa Rig AS, the company reports. Recent events have demonstrated the need for Songa to significantly strengthen its management capabilities. The recruitment of Bjørnar Iversen will strengthen our management capacity and - critically - allow us to be much more hands-on on key projects and processes. This, in combination with the recent appointments of new board directors with extensive financial and industry experience, will make the organisation much more fit to face the challenges ahead, says interim CEO and chairman of the board, Jens A Wilhelmsen.

Bjørnar Iversen will become president of Songa Rig AS, assuming overall responsibility for Songa Rig AS's commercial relationship to Statoil on the Norwegian Continental shelf. Rig operation and Rig management will still be delivered by Songa Management AS, led by Vidar Skjelbred.

The new president of Songa Rig AS, Bjørnar Iversen, has extensive industry experience. Currently president and CEO of Odfjell Galvão Ltda in Brazil and member of the executive leadership team at Odfjell Drilling AS, Iversen has held a number of executive positions through his almost 16 year's tenure at Odfjell Drilling. He has also been executive vice president for Business Development and executive vice president for Odfjell Drilling Technology. Iversen has a Master of Science in Business (siviløkonom) from the Norwegian School of Business and Economics (NHH), and various management courses from Harvard Business School and NHH.

- Bjørnar has exactly the qualities we are looking for in his new role. He understands the industry and the business, he has extensive management experience and - as an additional bonus - is very familiar with Statoil and of constructing drilling units in South Korea, says Jens A Wilhelmsen. Songa has built a unique relationship with Statoil and is assuming a leadership position in the mid-deep water segment on the Norwegian Continental Shelf, says Bjørnar Iversen. - Despite obvious challenges, I believe Songa with the new CAT-D rigs is uniquely placed to become one of the flagship rig companies on the NCS. I am very enthusiastic about getting the opportunity to play a key role in building this.

MARITIME ARTIST CORNER



Watercolor made by **Hans Breeman** of the "**Hr. Ms ABRAHAM CRIJNSSEN**" a minesweeper from the Dutch Navy build in 1936. She left Holland in 1937 with three sister ships to serve in Dutch Indië . The **A Crijnsen** was the only one from the four ships, that survived the Japanese forces in the Indian waters on an unusual way. The ship was camouflaged with nets holding trees and plants all over completely. In that way she sailed from Surabaya to Australia but moved only in the night, while she stayed near islands during the day to refresh the green camouflage.

www.hansbreeman.nl

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.... PHOTO OF THE DAY



Upon completion of a crew change and taking bunkers and stores Heerema's **AEGIR** departed from Cape Town bound for Rotterdam - **Photo : Robin van Singerwood ©**

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