

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 275



Number 275 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 06-10-2009**
News reports received from readers and Internet News articles copied from various news sites.

stevedoring & warehousing		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS</p> <p>ISPS CERTIFIED</p>
SHORECRANES UP TO 208 M / TONS		
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The GULF SHEBA seen moored in Rotterdam-Europoort
Photo : Martin Kramer (c)

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The **SARTOR** seen departing from Flushing after loading materials for the **HERMOD** at the Heerema premises
Photo : Wim Kosten – www.maritimephoto.com (c)

Stowage crisis inquiry urged

AN URGENT inquiry into the poor stowage of trucks – which caused the **Riverdance** grounding and the more recent **Stena Voyager** casualty – was demanded today. The UK's Maritime Accident Investigation Branch's deputy chief inspector Steven Clinch told Fairplay today: "There is a general lack of awareness by the transport agencies. "A surprisingly large number of trucks and trailers carried on ships don't have proper securing rings so the ability to lash them is limited and accidents occur," he added. MAIB said too many accidents are caused by poorly lashed trucks. It urged the transport department and the UK Marine & Coastguard Agency to act now and publish an industry study on "stowage and stability issues". Source : Safety at Sea



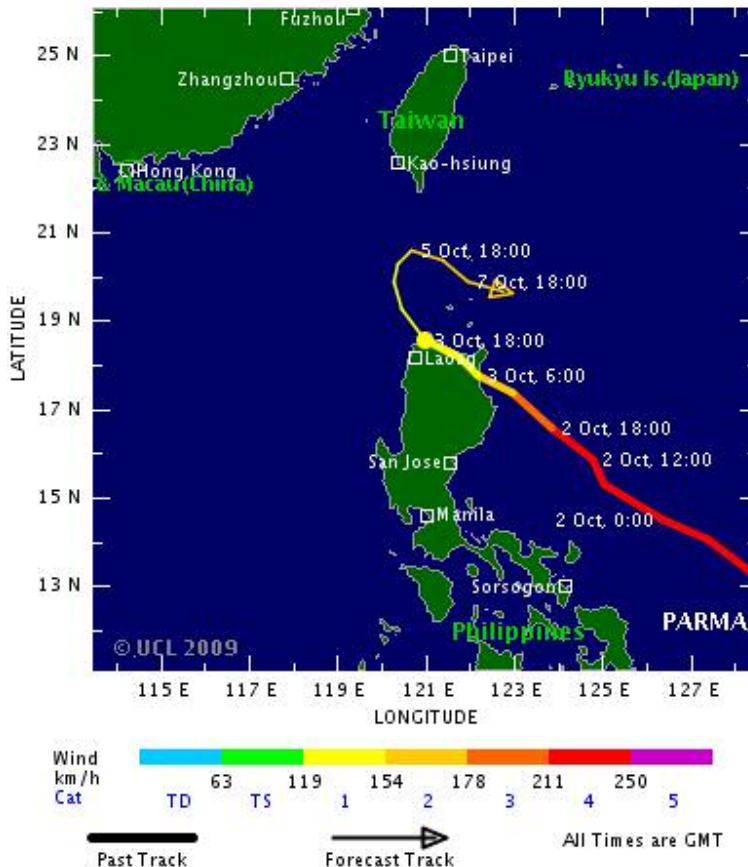
The steampowered tug **HERCULES** seen during the **FURIADE 2009** in Maassluis
Photo : Kees van der Kraan (c)

Schip verliest containers op de Noordzee.

Rond 03.00 vannacht meldde het onder Liberiaanse vlag varende containerschip '**Navi Baltic**' dat het negen 40-voets containers had verloren circa 11 kilometer noord van Terschelling. Het schip was onderweg van Zeebrugge naar Hamburg. Door het Kustwachtcentrum Den Helder werd het ladingplan van het schip opgevraagd en bleek dat de containers geen gevaarlijke stoffen bevatten. Met daglicht is het Kustwachtvliegtuig ingezet en deze heeft 8 van de 9 containers gelokaliseerd, drijvende noord van Ameland. De 9e container is nog zoek. In de loop van de dag zal het vliegtuig nog een vlucht maken. Het schip heeft zijn reis voortgezet. Bron : Ned. Kustwacht



Typhoon slams into northern Philippines, 4 dead



A powerful typhoon slammed into the northeastern Philippines on Saturday, killing four people, tearing roofs off houses and uprooting trees, but damage and flooding was much less than expected.

Typhoon Parma, the strongest typhoon to hit the country since 2006, made landfall in the northeastern tip of the remote Cagayan province. The weather bureau said the storm would be back over the sea by early on Sunday.

The system brought rain across the main island of Luzon but not as heavy as feared, especially along the densely populated west coast where floods in and around Manila from Typhoon Ketsana seven days ago killed nearly 300 people.

Officials had feared rain would spark fresh floods in Manila since reservoirs and dams around the capital are full and the sewage system is inundated with mud and rubbish brought by last week's deluge.

"Our relief work slowed down because we placed our troops on standby for possible rescue operations in case of floods," said Lieutenant Colonel Ernesto Torres, spokesman of the national disaster agency.

"But the typhoon was hardly felt here." A storm signal posted for the capital region overnight was lifted, but officials warned nearly half a million people living in shelters after their homes were flooded last week to stay put. "There is still a risk of rain," President Gloria Macapagal Arroyo said on national television. "We ask the evacuees to stay one more night in evacuation centres."

Authorities in Taiwan issued a warning to mariners as Parma was likely to enter its southern waters in the next few days. Fallen trees and floods cut off roads in Cagayan and neighbouring Isabela province. Soldiers, on rubber boats and armed with chain saws, started to clear roads and rescue marooned communities, officials said.

"So many trees have been uprooted, blocking roads," regional police chief Robert Damian told reporters. "Galvanised iron sheets from houses are flying all over and power and communications are also down." Some areas had been flooded, and four people were reported killed, officials said. Arroyo declared a nationwide calamity on Friday to allow local governments to access emergency funds and cap the prices of essential goods. She also ordered troops to evacuate over 100,000 people from areas at risk from the typhoon.

Officials said some 5.5 billion pesos (\$115 million) in crops, mostly rice about to be harvested, were damaged by Ketsana last week. The damage to bridges and roads was estimated at 1.6 billion pesos. The Asia-Pacific region has been hit by a series of natural disasters, including Ketsana that killed more than 400 in the Philippines, Cambodia, Laos, Thailand and Vietnam. Tens of thousands also were displaced in southern Laos and flash floods were reported in northern Thailand.

Two powerful earthquakes rocked the Indonesian island of Sumatra, with the death toll likely to be in the thousands, and a tsunami battered American and Western Samoa, killing nearly 150. In the Philippines, Arroyo ordered a one-year deferment in repayment of loans provided by state pension funds, part of liquidity-boosting measures to protect the economy following the massive typhoon devastation. She said she would ask the central bank to set up a five-year special rediscounting window to help lenders refinance loans to small and medium-scale businesses, a proposal the central bank said it would study.

Due to travelling abroad this week the newsclippings may reach you irregularly



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No rules on wreckage removal cost India dear

India is paying the price for not having rules to deal with removal of shipwrecks along its coast. This was driven home after a vessel laden with iron ore fines sank near Paradip port in Orissa on 9 September. When a ship sinks within its territorial waters or a port area, the responsibility of removing spilled oil and the wreck rests with the shipowner, who in turn pass on this task to the ship's insurer.

But in this case, the dry bulk carrier named **Black Rose** did not have a valid insurance certificate. The ship's owner—Pacmar Shipping Pte Ltd—fraudulently used a certificate from another ship. Therefore, the insurance firm is not undertaking the salvage operation. Paradip port authorities are now trying to remove oil from the sunken ship at its own cost. The port is also mulling legal action against the owner. This could have been avoided if India had wreck removal rules in place. It did try to frame one but gave up following opposition. In 2005, the shipping ministry drafted rules making it mandatory for ships calling at Indian ports to possess a valid cover for wreck removal and oil pollution from a government-approved insurer.

The wreck removal and port entry rules were drafted to ensure that shipping companies pay for damages caused by ships to ports and harbours. If ships have valid cover, ports can claim expenses for wreck removal and damages for oil spillage directly from insurers. But the proposed rules were put in cold storage after strong lobbying against it by the International Group of Protection and Indemnity (P&I) Clubs, a group comprising 13 mutual P&I clubs that between them provide cover for oil pollution and wreck removal for about 90% of the world's ocean-going ships by capacity. These clubs, based in the UK, Norway, the US and Japan, are associations owned and controlled by insured shipowners. They operate on a non-profit-making mutual basis; members pool their resources to meet losses suffered by individual members. The sinking of the **Black Rose** may also have happened due to lapses on the part of Indian exporters of iron ore fines, overseas buyers of the commodity and shipowners, ignoring the dangers involved in shipping it during the monsoon. Iron ore fines, pieces of which are less than 6mm, are created as a result of mining, crushing and processing the larger pieces of ore.

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Besides the Black Rose, two other incidents just a few days apart involving ships carrying iron ore fines from India also point in the same direction. These casualties reveal negligence in complying with applicable international and national regulations for safe carriage of solid bulk cargo, particularly iron ore fines. The flouting of these regulations may have resulted in shifting of cargo at sea that could have led to the sinking. The export of iron ore fines from India's east coast has seen a spurt over the past couple of months despite the monsoon. This is because ports on the west coast are closed for loading iron ore fines between June and September. When iron ore fines are loaded in the rain or left uncovered on the berth, they absorb significant amounts of water. Such cargoes tend to slide, disrupting a ship's stability and could cause sinking. An exporter of such cargo is obliged to provide both the moisture content and the transportable moisture limit to the carrier.

Another issue is the age of the ship. Though India's maritime regulator has set an age limit of 25 years for vessels hired by Indian entities to carry cargo in and out of the country, this rule has failed to check older and substandard ships such as **Black Rose** from operating in Indian waters. This is because foreign buyers do not need the regulator's permission when arranging transportation of cargo is their job. India's exporters looking to maximize profits, overseas buyers looking to buy cheap and shipowners looking to earn some money during a downturn may have overlooked norms when China turned to India for buying the commodity while it was locked in price negotiations for annual contracts with Rio Tinto and other suppliers. It would, therefore, not come as a surprise if the panel set up by the shipping ministry headed by national shipping board chairman P.V.K. Mohan to look into the recent mishaps were to suggest a ban on export of iron ore fines during the monsoon from all Indian ports. **Source: Live Mint**



The **BORDER HEATHER** heading down the Tyne for Grangemouth after a 3 week refit at A&P, Hebburn yard.

Photo : Kevin Blair ©

Verloren containers Noordzee

Van de containers, die afgelopen zondagnacht werden verloren door het schip 'Navi Baltic', zijn er nog drie vermist. Op Ameland zijn 2 containers aangespoeld plus een stuk van een 3e container. Op een zandplaat bij Schiermonnikoog zijn ook 2 containers aangespoeld. 1 container is geborgen en van 1 container is het zeker dat die is gezonken na het overboord vallen. De andere 3 containers zijn nog zoek. Vandaag is het Kustwachtvliegtuig wederom ingezet, maar die heeft geen containers meer op zee gevonden. Een aantal containers is beschadigd, waardoor de lading er uit is gespoeld. Daarna zijn de container restanten vermoedelijk gezonken. Daardoor spoelt er nu ook losse lading aan, zoals speelgoed, computerapparatuur en fietsonderdelen. Deze week wordt beslist of er naar de vermiste containers gezocht gaat worden. **Bron : Kustwacht centrum**

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Left and below seen the cruise terminal in Istanbul were
5 cruiseships docked in a line on 3rd October

As seen at the photos, the **Seven Seas Voyager**,
Celebrity Equinox, **Wind Spirit**, **Turama**, **Minerva**
and **Nautica**



Photo's : Tony Stansfield – Ch. Off Wind Spirit (c)

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The Russian icebreaker **Kapitan Khlebnikov** arrived at Lyttelton (New Zealand) in the early hours Monday morning from Busan. While in port she is taking on bunkers before heading to Hobart to load passengers and then head down to the Antarctic.

Photo : Alan Calvert ©

Garnalenkotter met net in de schroef en windsurfer in problemen

Op donderdag 1 oktober omstreeks 20.00uur, kreeg de 24-meter lange garnalenkotter, de Hercules uit Zoutkamp,



tijdens het halen van de netten een net in haar schroef. De **Hercules** voer op dat moment dicht onder de kust voor de Oude Kerk in Katwijk. Hierop werden de reddingboten van de Koninklijke Nederlandse Redding Maatschappij in Katwijk en Scheveningen door het Kustwachtcentrum gealarmeerd.

Foto : Arie van Dijk ©

Reddingboot **De Redder** uit Katwijk was als eerste ter plaatse en zette

twee opstappers over op de **Hercules** die steeds dicht naar de kust dreef. Reddingboot **Kitty Roosmale Nepveu** uit Scheveningen arriveerde snel daarna en maakte een sleepverbinding met de **Hercules**. Nadat tot twee keer toe de sleeptros brak, slaagde de KNRM er toch in om de **Hercules** gaande te houden. Waardoor een stranding werd voorkomen.

Rond 21.00uur werd de sleepverbinding overgegeven aan de Scheveningse sleepboot **Ocean II**. De twee Katwijkse opstappers aan boord van de **Hercules** begeleidden samen met de Scheveningse reddingboot de sleep naar Scheveningen. De Katwijkse reddingboot arriveerde om 22.00uur weer in het boothuis.

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Windsurfer

Op zaterdag 3 oktober rond 17.00uur zagen leden van de Katwijkse Branding Surfclub een windsurfer voor de Oude



Kerk. Op een gegeven moment werd de windsurfer door hen niet meer waargenomen en werd er alarm geslagen. Tien minuten na alarmering voer reddingboot **De Redder** uit naar de plek waar de windsurfer voor het laatst gezien was. Er stond op dat moment een stormachtige wind uit het westen met windstoten die piekten tot 9 beaufort. De maximale golfhoogte liep op tot ongeveer 4 meter wat het zoeken er niet eenvoudiger op maakte. Omstreeks 17.30uur meldde de windsurfer zich bij de

tractor van de KNRM. Hij was door de sterke stroming in korte tijd uitgekomen op het noorderstrand en zelfstandig uit het water gekomen. Zijn gescheurde zeil had hij op zee achtergelaten. **Foto : Arie van Dijk ©**

An advertisement for MULTRASHIP TOWAGE & SALVAGE. The logo features a stylized yellow and blue knot icon next to the company name in bold blue letters. Below the logo, the website 'www.multraship.com' and phone number '+31 (0) 115 645 000' are listed. The background shows a large industrial ship at sea, with a blue curved graphic element at the bottom.

NAVY NEWS



The 1982 build German FPMB **P6121 S 71 GEPARD** seen operating in the Baltic

Photo : Bernt Koning (c)

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The 10 units type **143 A Guided Missile Patrol crafts** of the German Navy were ordered during 1978 from AEG-Telefunken, and build at the Lurssen shipyard in Vegesack and Kroger in Rendsburg, Design is a repeat of Type 143 with RAM point-defense SAM system in place of the Type 143's after 76-mm gun and mine rails in place of the wire-guided torpedoes. Were originally to have been retired by 2007, but in 1999 they began refits to extend their lives by 10 years. Constitute the 7th Fast Patrol Boat Squadron, based at Warnemünde.

TECHNICAL DETAILS TYPE 143A CRAFTS

D: 300 tons (390.6 fl) S: 36 kts (32 fl)

Dim: 57.6 (54.4 pp) × 7.76 × 2.99 (2.56 hull)

A: 4 MM 38 Exocet SSM; 1 21-round Mk 49 RAM point-defense SAM syst.; (RIM-116A missiles); 1 76-mm 62-cal. OTO Melara DP; 2 single 12.7-mm mg; 2 mine rails

Electronics:

Radar: 1 SMA 3RM 20 nav.; 1 Thales WM-27 track-while-scan f.c.

EW: EADS FL-1800S Stage II intercept; 2 6-round Buck-Wegmann Hot Dog/Silver Dog decoy RL; Wolke chaff dispenser

M: 4 MTU 16V956 TB91 diesels; 4 props; 16,000 bhp (at 1,515 rpm)

Electric: 540 kw tot. Range: 600/30; 2,600/16 Fuel: 116 tons

Crew: 4 officers, 18 petty officers, 12 ratings

Navantia Lays Keel for the First LHD for Australia

Navantia has laid on 23th. September the keel for the LHD "**Canberra**" at the Ferrol shipyard. It is the first of the series of two that Australia contracted with Navantia in 2007. The ceremony has been presided by the Chief of the Australian Navy, Admiral Russ Crane and by Aurelio Martínez, CEO of Navantia. Amongst other relevant attendants we must highlight the Deputy Premier of South Australia, Hon. Kevin Foley, the Australian Ambassador to Spain and members of the Spanish Navy.

This milestone consisted of the erection in slipway 3 of the 4 blocks of the keel (numbers 320, 322, 323 y 328) out of a total of 104 blocks. This ship was started exactly 12 months ago, and after this milestone, the ship will be launched in 18 months and it is expected to be commissioned to BAE Systems (Tenix in 2007). The second ship will be started in 2010 and will have the same sequence. The design of these ships is based in the LHD "**Juan Carlos I**", currently under construction for the Spanish Navy, and was selected over the French company Armaris offer, because it completely fitted the Royal Australian Navy requirements.

The contract reaches 1,411.6 million euros, being 915 million euros for Navantia, that includes the design and construction of the ships, as well as some equipment as engines and platform control system, that will be provided by Navantia. Both contracts mean a very important milestone for Navantia, as its biggest export operation in the history, reaching 1,200 million euros and will make of Navantia the reference naval designer and shipbuilder in the world.

The debate is on: Do submarines have room for women?

Earlier this week, Navy Secretary Ray Mabus was in town and confirmed his desire to end the ban on women serving aboard submarines. "All other ships have women sailors on board, and they're all doing great," he said.

But the idea has renewed a vigorous debate among submarine veterans and interest groups. Supporters say the Navy should open a door that has been closed to women, but opponents foresee a slew of problems — from flirting, romances and tiffs that harm crew morale to whether female submariners in the early stages of pregnancy would risk the health of their unborn children. The issue promises to hit home in Hampton Roads. In Norfolk, seven submarines

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are home-ported at the world's largest naval base. Across the water in Newport News, submarines are built by Northrop Grumman Corp. in alliance with General Dynamics Electric Boat.

On Thursday, the Navy held a change of command ceremony for the **USS Scranton**, a fast-attack Los Angeles-class sub. Navy leaders did not address the debate, but sitting in the audience were submarine veterans from the boat's namesake — the hardscrabble Pennsylvania city that built its reputation on coal and railroads.

"It's an experiment doomed to failure," said Bob Mahon. "It's going to have a negative impact on operational readiness." "Leave it up to the submarine commanders," added John Saeli. "These are the most intelligent guys in the United States Navy. You have to ride to know what goes on." Bill Hobler, of Newport News, has taken more than a few rides. Now 75, the retired Navy commander served 22 years in the Navy, 16 aboard submarines. He is worried about the stress on military families if crews are mixed.

While submerged, communication is one way — from families to crew — and spouses would be left to speculate about what is going on. Let's say a sub leaves San Diego and resurfaces months later in Japan, and maybe at that point, the stories start to fly. "Just think of a rumor getting out that this guy is fooling around with this young sailor," he said. Commanders must deal with crews and their families, "and as a commander, I would be on pins and needles with my crew and their wives," he said. Hobler and other critics say their comments should not be seen as insulting the ability of women sailors, who serve with distinction. The most scathing criticism is reserved for Navy brass who are backing the move.

Critics say leaders don't understand the special dynamics of submarine duty: the crews are small, the quarters cramped and everyone knows everyone else. In this type of environment, even the smallest dispute could be magnified to the detriment of the entire crew. Adm. Mike Mullen, chairman of the Joint Chiefs of Staff, lit the powder keg when he recently told congressional lawmakers it is time to end the ban. He spoke of broadening opportunities for women, and he was joined by Chief of Naval Operations Adm. Gary Roughead.

Mabus, who appeared Tuesday at the Newport News shipyard, told the Daily Press that accommodating women on subs would not require a redesign. "He doesn't know what he's talking about," said Elaine Donnelly, president of the Center for Military Readiness, an independent public policy group. "Frankly, I think he's embarrassing himself in front of the entire Navy." Donnelly said she is disappointed in Mabus, Mullen and Roughead for pursuing the idea. In particular, she said Mullen "has demonstrated an appalling unawareness of the health hazards involved." Because the air is constantly recycled while undersea, the carbon monoxide and carbon dioxide levels — while safe for adults — present a high risk of birth defects in unborn children, especially early in gestation when a woman might not know she is pregnant.

Donnelly pointed to a 1995 study prepared for the Navy by Science Applications International Corp. that she says should be required reading before proceeding further. It points out the difference in habitability standards between surface ships and submarines and the dangers of having to evacuate a pregnant sailor in the middle of a deployment.

And Donnelly agrees about the prospect of romances and affairs with young men and women living shoulder to shoulder, bonding socially through the shared hardships of deployment. "We know on the surface ships it has been a problem," she said. "We know people are human. And any kind of distraction, if it interferes with the operation of the ship, it becomes a safety issue." . **Source : Daily Press**

THE REMAINS OF THE KURSK

Interesting..the scrapping of the Kursk.



The bow was sawed off with a diamond rope while she sat on the bottom of the Barents Sea. You can see the anti-ship missiles still in their launchers...all foamed in. and...there's a nuclear power plant in that mess somewhere.

K-141 Kursk was a Russian nuclear cruise missile submarine which was lost with all hands when it sank in the Barents Sea on August 12, 2000. It was named after the Russian city Kursk, around which the largest tank battle in military history, the Battle of Kursk, took place in 1943.



The **Kursk** sailed out to sea to perform an exercise of firing dummy torpedoes at **Pyotr Velikiy**, a Kirov class battlecruiser. On August 12, 2000 at 11:28 local time, the torpedoes were fired, but an explosion occurred soon after in the submarine.

The only credible report to-date is that this was due to the failure and explosion of one of Kursk's new developmental torpedoes. The chemical explosion blasted with the force of 100-250 kg of TNT and registered 2.2 on the



measured between 3.5 and 4.4 on the Richter scale, equivalent to 3-7 tons of TNT. Either this explosion or the earlier one propelled large pieces of debris far back through the submarine.

Kursk was eventually raised from her grave by a Dutch **Mammoet / SMIT** team using the barge **Giant 4**, and 115 of the 118 dead were recovered and laid to rest in Russia. Russian officials have strenuously denied claims that the

sub was carrying nuclear warheads. When the boat was raised by a salvage operation in 2001, there were considerable fears that moving the wreck could trigger explosions

FAMILYDAY ONBOARD DUTCH Hr Ms VAN AMSTEL



Friday October 2nd a family day was held onboard the Dutch frigate **VAN AMSTEL**,



herewith a photo impression by **Andre de Groot (c)**



Iran to build medium-size submarines

A senior commander of the Iranian Army's Navy announced on Saturday that the navy will launch medium-size submarines in the next two years. ""God willing, we will launch a medium-size class, 500-ton submarine in the next two years and we will reach self-sufficiency in this field (in building this class of submarines),"" Navy's Lieutenant Commander for Self-Sufficiency Admiral Farhad Amiri told FNA.

He underlined that Iran's defense industries are currently mass producing different classes of submarines and that the vessels have boosted the country's sub-surface capability.

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""We can claim that all the needs of the (naval) force are supplied from inside the country, thanks to the efforts made by local experts,"" the commander reiterated. Elsewhere, Amiri pointed to a newly launched missile-launching frigate in the jetty of Iran's fourth naval zone in Iran's northern province of Mazandaran, and added, ""The frigate is among the Navy's missile launching frigates used in southern waters (in the Persian Gulf).""

Iran has been pushing an arms development program in recent years in a bid to reach self-sufficiency. It has produced its own jet fighters and armored vehicles as well as radar-avoiding missiles and other high-tech weapons.

Iran announced in June that a home-made submarine, named **Ghadir 948**, had joined the naval brigade of the first naval zone. In November, Iran announced that its first domestically built **Ghadir class** submarine launched operation.

The Iranian military said that the submarine can easily evade detection as it is equipped with sonar-evading technology and can fire missiles and torpedoes simultaneously. Iran's Navy Commander Rear Admiral Sayyari said in November that Ghadir-class submarines are the second Iranian-built underwater craft outfitted with ""state-of-the-art electronic equipment."" He said it took 10 years to build the submarine. **Source : Tehran Times**

SHIPYARD NEWS

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BOREALIS TO BE LAUNCHED NEXT MONTH

Nordic Heavy Lift's 5,000 tonne crane vessel **BOREALIS** has been designed by the reputable engineering company **Sea of Solutions BV** in Vlaardingen, the Netherlands (www.seaofsolutions.nl) with years of experience in designing many state-of-the-art offshore vessels.

The **Nordic Heavy Lift** 5,000 tonne crane vessel **BOREALIS** will measure 181 x 46 m and with a depth of 16 m. Its draft will range between 7-11 m. Being a ship shaped vessel as opposed to a semisubmersible design, the Vessel will be able to perform a speed of 13-14 knots when transiting from one major operating area to another, meaning that a typical North Sea to the U.S. Gulf transit would take about 15 days, U.S. Gulf to West Africa (Angola) about 20 days and West Africa (Angola) to the North Sea (Rotterdam) about 15 days. Semisubmersible crane vessels would typically use at least twice the time. The Vessel's propulsion system includes two 5.5 MW main thrusters. In addition in order to comply with DP 3 requirements, the Vessel has four retractable thrusters; each of 3.2 MW and a bow thruster of 2.7 MW. The retractable thrusters can also provide additional thrust during transit. The Vessel will be equipped with six 5.765 MW Rolls Royce / Bergen Diesel generator sets.

The Vessel will be equipped with a 5,000 tonne revolving mast crane which has been designed and developed by **Huisman Special Equipment BV** of Schiedam, the Netherlands (www.huisman-itrec.nl). The Vessel can lift a maximum of 5,000 tonnes over the stern and 4,000 tonnes revolving. For general support, the Vessel will be equipped with two 40-tonne fixed knuckle-boom cranes, one of which will be located on the forward starboard deck area of the Vessel and the other on the back portside. The Vessel is scheduled to have a crew of 52 people which will increase

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according to the type of work to be performed. The Vessel's basic capacity is 220 beds divided into 20 single bed cabins and 100 two-bed cabins. This capacity can be increased to 400 beds



The new crane vessel **BOREALIS** seen under construction at the NANTONG YUHUA shipyard in China for **NORDIC HEAVY LIFT**, the hull is scheduled to be launched 19th October, and will be towed to Singapore for final outfitting at the Sembawang shipyard

The Vessel has a clear deck of about 5,500 m². It further has a deckload of 10 tonnes/m² throughout meaning that it can transport reasonably large modules over long ocean distances thus reducing the need for barges or other transportation units, reducing interface needs. On the Vessel's starboard side, extra strengthening is provided for future potential installation of pipelaying facility.



Fisheye view seen from the wheelhouse of the newbuilding **Stornes** for Van Oord at the Yantai Raffles yard
Photo : Peter Linden (c)

S.Korea STX Offshore wins \$150 mln European orders

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South Korean shipbuilder STX Offshore & Shipbuilding said on Monday it had won orders worth a total of \$150 million from units of Europe's Jan De Nul Group. STX, the world's No. 4 shipbuilder, said in a statement that it would build two trailing suction hopper dredgers and one side stone dumping vessel for the group by 2011. **Source : reuters**

ROUTE, PORTS & SERVICES

The advertisement features a collage of four images: a large suspension bridge, a white and blue ferry, a white and blue cargo ship, and a white and blue passenger ship. The text 'Seamanship' is written in large white letters on a blue background, with the slogan 'Whatever the ship. Wherever delivered.' below it. The Redwise logo is visible in the bottom right corner of the collage, and the website 'www.redwise.com' is written in white on a red background at the bottom.

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered



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GL Receives Certification Contract for Te Giac Trang Oil Field

Te Giac Trang (TGT) is a major oilfield project offshore Vietnam due to come on stream in mid-2011. Hoang Long Joint Operating Company, consisting of PetroVietnam E&P, UK company SOCO and Thailand upstream player PTTEP, now awarded international technical assurance and consulting company Germanischer Lloyd (GL) with both certification and quality assurance and quality control (QA/QC) services during all project phases from design and procurement to final documentation.

"These two contracts are the largest ever awarded for inspection and certification services to GL Vietnam," Raymond Haveron, GL's Country Manager Vietnam for Industrial Services, said proudly. Together with Dr.

Ngo Huu Hai, General Manager of Hoang Long JOC, Raymond Haveron sealed the deal at an official signing ceremony in Ho Chi Minh City. The contracts concern the project's two wellheads (H1 & H4), in-field pipelines, flexible riser, pipeline end manifold (PLEM), and moorings.

Amongst others, GL will perform design certification; source inspection; surveillance during fabrication, installation, hook-up and commissioning; issuance of Certificate of Safe Operation in conjunction with the Vietnam Register; as well as periodical inspections during operational life and a renewal of certificate every five years throughout the design life.

"Generally, we will provide all necessary inspection personnel and coordinate all inspection activities of the project," states Raymond Haveron. Te Giac Trang is a major oilfield project in Block 16-1 of the Cuu Long basin offshore Vietnam. The production capacity of the Te Giac Trang FPSO will approximately be an initial 40,000 barrels of oil per day and 20 million cubic feet per day of gas, and the vessel will have oil storage of a maximum 1 million barrels.

Source : gl-group.com

LNG carriers begin slow recovery after touching bottom

The LNG shipping market dipped to historic lows earlier this year as a result of the recession and production plant delays. However, the sector is emerging from its nadir and beginning a slow recovery. Like every other part of the world fleet, the LNG shipping sector is having to deal with the perfect storm created by the confluence of an overheated orderbook, collapsing demand and the credit crunch. The fact that LNG is a particularly high stakes game is evidenced by the fact that conventional LNG carriers currently under construction are priced at USD 240 million per vessel. Fortunately, LNG carriers in general are doing better than most other shipping sectors. The majority of LNG carrier owners are cushioned by the blue chip charters traditionally utilised to secure the project shipping required for the long-term sale and purchase contracts arranged by gas buyers and sellers. In addition, clean-burning natural gas is a much sought-after fossil fuel that is, in relative terms, in more plentiful supply than oil.

Plumbing the depths

Nevertheless, LNG shipping has plumbed its own depths over the past year, culminating in record-low freight rates in the spot and short-term LNG trades in spring 2009. Euphoria about the prospects for LNG in the earlier part of this decade had prompted an unprecedented level of newbuilding contracts, including, for the first time, speculative orders. When the financial markets went into meltdown in September 2008, sending leading economies into recessionary spirals and pulling the plug on world trade, a substantial portion of the LNG carrier fleet rapidly became surplus to requirements. The fortunes of the LNG industry have traditionally been closely tied to gas demand in Japan and Korea, two Asian nations that between them account for nearly one-half of the global trade in LNG. Korean and Japanese imports so far in 2009 are running at approximately 7-8% below the levels of the same period a year earlier. This represents an unprecedented drop in LNG demand in the two countries and stands in stark contrast to the steady rise in annual shipments to Japanese and Korean import terminals over the past two decades.

A record annual total of 54 ships were delivered to the LNG fleet during the course of 2008. Combined with delays to the planned start-up of many new LNG production plants, this surge in shipping capacity was already putting pressure on short-term LNG freight rates prior to the onset of the financial crisis. For most of 2008 shipowners were accepting USD 40-50,000 per day for their LNGCs, well down on the peak levels of around US\$80,000 per day secured for a brief period in September 2007. Freight rates continued to tumble during winter 2008-09 and by May 2009 brokers were quoting rates as low as USD 25,000. In addition, a significant proportion of the LNG carrier fleet has struggled to find employment during the past year. For example, most of the large new 216,000 m³ Q-flex and 265,000 m³ Q-max vessels built to serve the six 7.8 million tonnes per annum (mta) Super Trains being built at Ras Laffan in Qatar secured only sporadic employment following their delivery due to delays in completion of the trains and the fact that the ships are too large to serve most existing trades elsewhere.

The 54 new ships delivered in 2008 pushed the global LNG carrier fleet up to the 300-vessel mark in January 2009, twice the number of ships that were in service in January 2004. At the start of this year the LNGC orderbook stood at 82 ships, some 45 of which were due for delivery in 2009.

The 100 or so vessels with 2008 and 2009 delivery dates form the core of an ordering boom that took place between the start of 2004 and the end of 2007. Over this period contracts were placed for 165 new LNG carriers, spurred by a slew of proposed new LNG export projects and optimistic long-term natural gas demand forecasts.

Liquefaction plants delays and start-up problems pushed back the completion dates for many of the projects against which the new ships were ordered and contributed to the record low short-term freight rates reported in early 2009. In contrast to the 10% increase in LNG shipments that had been forecast for 2008, trade volumes stagnated.

The principal redeeming feature of the LNG carrier market last year was the longer distances that ships travelled, primarily as a result of vessels loading in the Atlantic Basin being diverted to Asia following the collapse in demand for US LNG imports. A recent study on the LNG shipping market by Wood Mackenzie states that in tonne-mile terms global trade in LNG expanded by 7.4% in 2008. The prop offered by cargo diversions disappeared in winter 2008-09 when Japanese and Korean LNG imports began to slump. An estimated 10% of world LNG carrier capacity was surplus to requirements by early 2009. Industry responded by putting a handful of vessels into layup, idling others and using some ships to temporarily store LNG to take advantage of seasonal and regional gas price fluctuations.

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On a more positive note the delayed liquefaction plants have finally started to come on stream in recent months and a total of 40 million tonnes of new LNG production capacity is expected to be in place by the end of 2009. The new projects are pulling their earmarked ships into service and helping to ease the LNGC fleet overcapacity situation. Short-term freight rates, in turn, have recovered to some extent and are now averaging around USD 40,000 per day. Ship oversupply has also been eased, albeit marginally, by the conversion of conventional LNG carriers into floating storage and regasification units (FSRUs) to enable the use of the vessels as LNG import terminals. Two such conversions have already been carried out, two additional projects are going ahead and further options that would give existing ships a new lease of life as FSRUs are under review. Most LNG carriers currently on order will have been completed by the end of 2010. Deliveries in 2011 will be marginal and only two LNG carriers are scheduled to be handed over in 2012. There have been no new orders for conventional LNG vessels since January 2008.

Despite the current recession the medium and long-term prospects for gas in the world's energy mix are bright. Many new LNG projects are on the drawing board and several have now advanced to the final investment decision stage. In recent weeks, for example, a mammoth new Australian export scheme has been sanctioned and several more projects are poised for similar positive decisions.

When considering the ships that will be required to serve the new LNG export terminals to be built, project developers will have the option of choosing between existing ships with no current employment and new ships that will no doubt be contracted at a considerably lower cost than their counterparts ordered earlier this decade.

The recovery of the LNG shipping market over the next few years will be slow and tentative but the continued availability of surplus tonnage, low gas prices and competitive freight rates will encourage a rebound in spot and short-term trading. This, in turn, will help ease the pain being felt by the new entrants to the LNG trade who speculatively ordered newbuildings several years ago without any employment lined up for the ships. The availability of these independent vessels offers a relief valve to the shipping market at a time when the LNG importer/exporter trade matrix continues to expand strongly. **Source: BIMCO**



The **COSCO GUANGZHOU** seen at Westerschelde just prior to berthing on Thursday 1st October 2009
Photo : Luc De Schutter (c)

PANAMA CANAL COST REDUCTION SCHEME CONTINUES

The Panama Canal Authority (ACP) says it will continue a programme that provides short-term cost reduction and greater flexibility to its Reservation System until 30 April, 2010.

The ACP says the programme, which consists of temporary measures designed to help mitigate the impact of the economic crisis on the canal's clients, was the result of consultations with customers and was initially introduced on 1 June 1 this year for four months ending 30 September 30. It says it has now agreed to extend the scheme at the request of its customers and the Round Table of International Shipping Associations, "The ACP is committed to keeping an open dialogue with its customers through these uncertain economic times," said ACP Administrator/CEO

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Alberto Alemán Zubieta. "Demonstrating sensitivity to the industry's needs, listening to our clients' concerns and doing what we can to help mitigate the impact of the economic crisis on them, is part of our responsibility as a global service provider. Our customers find value in the temporary measures, and for this reason we are extending them." The two primary components of the temporary measures are: A redefinition of ballast (ships without passengers and cargo) for full container vessels transiting the Canal; and, Modifications to the Reservation System to increase flexibility and reduce fees.

The temporary redefinition of the ballast concept for full container vessels allows a ship that carries 30% or less of its capacity to be charged the ballast rate of \$57.60 per TEU, \$14.40 less than the \$72 laden (ships with cargo) rate.

The reductions in the base reservation price for all segments that use the ACP's Reservation System will continue. For example, the base reservation price for a super vessel, with a beam greater than or equal to 100 feet and a length greater than or equal to 900 feet, is \$5,000 less per transit than the rate that was in effect last May. **Source :** **Maritime Global Net**



The Dutch newbuilding tanker **CAROLINE ESSBERGER** seen enroute Dordrecht for the first time
Photo : Michel Kodde (c)

State to buy new ferry

The state has signed a contract for a new \$13 million ferry to operate in Pamlico Sound routes, including the route from Ocracoke to Cedar Island. The new ferry is expected to be ready by May 2011.

The contract for the ferry was awarded to Orange Shipbuilding Co. Of Orange, Texas. It will be 220 feet by 50 feet.

It will hold 50 cars and 300 passengers, said Lucy Wallace, a spokeswoman for the N.C. Ferry Division. In addition to the Ocracoke to Cedar Island route, the ferry will run the Ocracoke to Swan Quarter route.

Wallace said that previous bids for the ferry came in over budget. The most recent bid was about a year ago. This one came in lower than expected, a result of the economic recession. "We were real pleased," Wallace said.

The Department of Transportation says that the new ferry will meet Americans with Disabilities Act and Environmental Protection Agency regulations. It will have an elevator and will be powered by the latest diesel technology to meet EPA standards. **Source : Havelock News**



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The **EDDA FJORD** outward bound from Rotterdam - **Photo : Marijn van Hoorn (c)**

BISSO MARINE ACQUIRES NEW SAT SYSTEM

BISSO MARINE, a premier provider of energy and maritime support services, has acquired a 12-man portable Saturation Diving System. The new SAT System has a working depth of 1,000 feet (300 meters). It features a dual-lock, six-man deck decompression chamber, a 12-man launchable flyaway hyperbaric rescue chamber, a dual-lock, six-man come-out chamber and a three-man diving bell.

"This SAT System expands our working depth and fully maximizes our bottom time, allowing us to provide maximized safety and an even greater level of diving services to our clients worldwide," said President and Chief Executive Officer W.A. "Beau" Bisso IV.

The portable diving system has a bell launch and recovery system, a saturation dive control van and two machinery vans. It has a 12-ton main bell winch and a six-ton guide wire winch. The bell umbilical is 1,150 feet long and the bell handling system is a hydraulically actuated A-frame. The SAT System is fully classed by ABS and IMCA DO24.

Since 1890, **BISSO MARINE** has provided quality services to the marine and energy industries, offering marine construction, pipe laying, salvage, heavy lift and diving services. With offices and strategic alliances located across the Gulf Coast, South America, Europe and Asia, the **BISSO MARINE** fleet is uniquely positioned to provide a full range of maritime services and emergency response across the globe. For more information, please visit www.bissomarine.com

Two NYK Ships Recognized for Their Advanced Designs

Two of NYK's environment-friendly ships, **Auriga Leader** and **NYK Super Eco Ship 2030**, received awards at the 2009 Good Design Awards* organized by the Japan Industrial Design Promotion Organization. **Auriga Leader**, the first ship to use solar power for propulsion—an achievement that is a major step forward toward a next-generation eco ship making greater use of a renewable energy source—is the first cargo ship to be recognized with a Good Design Award. This ship's application was jointly submitted by NYK and Nippon Oil Corporation (headquarters: Tokyo; president: Shinji Nishio).

These are the first Good Design Awards for NYK since the former NYK Museum (currently BankART Studio NYK) received such recognition in 1994. Good Design Frontier Design Award was created this year to evaluate and advocate products and conceptual embodiments yet to be implemented, those that suggest near-future lifestyles from the perspectives of enabling a sustainable society and providing an opportunity for us to contemplate the future.

Source: NYK Line

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Shipping Corporation of India plans to sell 7 tankers this fiscal

Shipping Corporation of India plans to sell seven single-hull tankers by the end of this fiscal year to meet the global deadline to phase out single-hull tankers by 2010. "Initially, we had planned to sell five single-hull tankers, but now we are looking to scrap one or two more," Capt K.S. Nair, Director Bulk Carrier and Tanker Division, SCI, told Business Line.

In 2005, legislation by the International Maritime Organisation, a UN body for ship safety, made it mandatory to replace single-hull tankers with double hull by 2010 to check marine pollution. A double-hull ship, in which the bottom and sides have two complete layers of watertight hull surface, is considered a safer bet against oil spill due to underwater damage or collisions. Recently, the State-owned company sold one tanker. "At present, we are planning to sell another two tankers and the deal will be done soon," he added. The sale rate would be around \$250-300 per light weight tonne.

Capt Nair said the tankers being phased out have been around for 20-25 years. Currently, SCI has around 42 tankers, of which around 30 per cent are single-hull. "With the soft freight market, especially in the tanker segment, accentuated by the entry of new buildings in the global market, there is no sign of recovery till end of 2010. Therefore, it is a good time for Indian shipping companies to scrap old vessels," said a shipping analyst with a brokerage firm.

The State-owned shipping firm is also looking to borrow Rs 1,300 crore by the end of the current fiscal year for acquisition of vessels. It is looking for second-hand vessels as rates have fallen steeply. "We will be substituting new buildings with second-hand acquisitions, which are relatively three to five years old," Mr S. Hajara, Chairman and Managing Director, SCI, said. **Source: thehindubusinessline**

BBC'S NEW AMERICAS SERVICE



BBC Andino Express Line announces service from the Port of West Palm Beach to Northern Columbia, Ecuador, Peru and Chile. Beginning in November 2009, the Andino Express Line will offer a monthly sailing from the Port of West Palm Beach. This will be the first time BBC Chartering has offered a liner service for shippers who use a Florida gateway.

Left : **BBC AFRICA**
Photo : **Richard Wisse (c)**

Since its inception in 2005, BBC Andino Express Line has been offering breakbulk and shipper owned container services for shippers from Houston to the West Coast of South America. **Source : Maritime Global Net**

NEW IRELAND-NIGERIA RO-RO SERVICE

DUTCH-based RMR Shipping has opened a new route between Dublin, Ireland and Tin Can, Lagos, Nigeria. The company has many years' experience in exporting used vehicles, machinery and plant equipment to West Africa.

Lagos, Nigeria is the primary destination port for RMR, with additional calls in Monrovia, Liberia. Large Roll-on/Roll-off vessels, of some 2,500 metre lanes, are being deployed on this route **Source : Maritime Global Net**



BERLIAN LAJU MAKES CAMILLO EITZEN OFFER

Indonesian shipowner Berlian Laju Tanker has made a voluntary takeover offer for Norway's Camillo Eitzen in a move which would create the world's largest chemical tanker operator, with a fleet including newbuilds of 157 such vessels as well as over a hundred tankers, gas carriers and bulkers. Combined revenue for the two companies totalled around US\$2.3bn last year. Camillo Eitzen's board and majority shareholders have voiced their support for the bid, and the deal is expected to be completed relatively quickly if BLT can convince the 95% of shareholders it needs and can raise US\$200m through an equity placement to finance the deal. **Source : Maritime Global Net**



The **MSC BLACK SEA** seen at the Westerscheldt River - Photo : Henk de Winde (c)

South Africa to bar Russian P&I Pool insured ships

South Africa's maritime authorities have warned that any vessel insured by the Russian P&I Pool will effectively be barred from entering the country's ports following a dispute that could see the government paying for a \$15m salvage operation. The drastic move by South Africa's maritime safety agency Samsa was taken in the wake of an increasingly expensive salvage operation to remove the 30,529 dwt bulker Seli 1, which grounded off Cape Town on September 7. The Turkish-owned handysize bulker was insured for hull risks by JSC Rosgosstrakh of Moscow and for P&I by Hamburg based Zeller Associates Management Services on behalf of the Russian P&I Pool. However, after several weeks of limited contact with the two companies, Samsa has told Lloyd's List that both the hull and P&I insurers had "sought to withdraw insurance cover" for the vessel. Samsa is now resigned to the fact that it will be left to pay the salvage costs, which according to the latest estimates could cost up to \$15m.

This is not the first time that the insurance company behind the Russian P&I Pool has been at the centre of such disputes and the Seli 1 episode has raised concerns about its associated companies, which also offer a fixed premium liability pool arrangement made of general insurers. Zeller was involved in a 2008 case with some similarities to the **Seli 1** dispute when the Algerian maritime administration threatened to ban vessels belonging to Zeller-managed Hanseatic P&I, following a ro-ro grounding near Skikda. The situation was later resolved, but the fixed premium insurer found itself sued by the Greece-based Tsaviris salvage group in pursuit of a Lloyd's Open Form salvage award. Zellar managing director Bert Wardetzki insisted that the two cases were in no way related. "These are two different P&I facilities that have nothing to do with each other. We did honour the Sophia claim, for us it is a multi-million dollar claim... There are however legal proceedings in Athens which mean I cannot comment on this."

According to Samsa regional manager Dave Colly a letter from Zellar was received late last week confirming that insurance cover had been withdrawn. Mr Wardetzki, however, insists that the cover was not withdrawn, rather it was null and void. "The policy maintained that hull and machinery cover must be maintained through the entire insurance period," he explained. According to Mr Wardetzki the Russian P&I Pool was not informed that the hull insurance had expired and therefore there was a breach of contract. "I regret this situation as well but there is no cover."

According to Mr Colly, this is unacceptable. "They have effectively said the owner is in default, end of debate," he said. "The owner, meanwhile, claims to be insured, but is ducking out on a technicality. It's quite a big technicality though as far as we are concerned." Samsa has already informed both the vessel's operator TEB of Turkey and Zeller Associates that salvors Smit had obtained an order from a Lloyd's Open Form arbitrator in London and directed the owners or their insurers to put up \$2.8m in security for Smit's special compensation claims. As of October 2, this had not occurred. The 29-year-old bulker sought refuge in Table Bay suffering from engine problems and, said Mr Colly, this and its other activities along the South African coast were "allowed on the strength of [its] P&I cover". The Russian P&I Pool is not one of the International Group P&I clubs which make up 90% of the world's ocean-going fleet and is therefore not a 'traditional' club. Although the non-IG group fixed premium pools only make up a small quantity of the world's international tonnage. "The rest of P&I Clubs are tainted because this guy chooses to use the term P&I in his name," said Mr Colly. "He doesn't act like a P&I and I don't think he has anyone's interests at heart here". **Source: Iloydslist**

OLDIE – FROM THE SHOEBOX



The tug **Maximus**, seen working in Ipswich January 1991 - **Photo : Derek Sands (c)**

.... PHOTO OF THE DAY



The 1973 built **SNOW CRYSTAL** seen arriving in IJmuiden - **Photo : Marcel Coster ©**

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