

SRM Ship Repair Newsletter

Published weekly by:

A&A Thorpe
131a Furtherwick Road
Canvey Island
Essex SS8 7AT

Tel: +44 (0) 1268 511300

Fax: +44 (0) 1268 510467

Email: shipaat@aol.com

Contact: Alan Thorpe
Sue Morson

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REPAIRS, CONVERSIONS, YARD PROFILES, FEATURE AND ON WATCH

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VIEWPOINT: THE latest issue of The London P&I Club's *StopLoss Bulletin* highlights an increase in the number of stowaway cases the Club handled during the last year. The Club says, "Although the greater number of cases is not obviously associated with any particular country or nationality, the 2008 incidents included two occasions on which stowaways from Lagos, Nigeria were found hiding in rudder trunks. In both cases, the stowaways were discovered and detained as they descended from their hiding places at the ship's next port of call. It is assumed that the men gained access to those hiding places having come under the stern in a small boat." The Club continues, "The most remarkable aspect of these cases is that the men survived the sea passage. Almost certainly there are cases where stowaways hide in a rudder trunk only to perish at sea without the crew ever being aware of their presence. The willingness of stowaways to use such a dangerous hiding place appears to have taken the crew in each recent instance by surprise." The London P&I Club reminds its members that risk assessments by company and ship security officers should include a review of the dimensions of the rudder trunk and that, if stowaway access is achievable, consideration should be given to whether it is possible to retrofit a metal grill to prevent entry and to conduct searches of the area, prior to departure from port.

A&P GROUP: The Bailey Group, based in Cardiff, has taken control of UK's A&P Group – for an undisclosed sum. Paul Bailey, who took a 50% stake in the Group in September 2006, has purchased the remaining 50% shareholding held by a number of A&P directors and senior

managers. The deal was concluded at the end of last week after six weeks of detailed negotiation.

Paul Bailey said the new structure would further strengthen the Group, which had returned good profits over the previous three years, with new investment and dynamic management. "Now that we have secured clear management control we can set about developing the future of a very successful company. Thanks are due to the Group's former CEO and its finance director – David Ring and Ken Thompson – who will both be retained as consultants to the Group," he said.

A&P Group was founded in 1971 and has become a major force in shiprepair, conversion and marine services. Its clients come from over 70 countries and include government departments and commercial shipping lines. The company employs 600 staff at four locations across the UK - Hebburn on Tyneside; Middlesbrough in Teesside; Chatham in Kent and Falmouth in Cornwall.

The Group's former MD, Dave Skentelbery, has been appointed Group Managing Director and a new finance director, Ian Carey, joins from the construction industry. Dave Skentelbery said, "The task before us now is to ensure we continue to deliver a top quality service to our customers. This is an exciting phase in the company's history. The Group can now look forward to a secure future. It will be my intention to ensure the change in ownership has little effect on our day-to-day operations – without doubt it is business as usual."

A&P Falmouth has had a busy second quarter with an impressive order book stretching into August/September (commercial shipping) and next year (MoD work). However, as Managing Director, Peter Child points out – "We still have production gaps over the coming weeks and are actively pursuing more general repair contracts. Last year some 80% of our work was with repeat customers, including the Ministry of Defence (MoD), relationships we are working hard to continue."

The aviation training/transport vessel RFA Argus arrived in the yard during January this year and is scheduled to leave by November, she undocked mid-June.

The 29,531 dwt bulk carrier Federal Polaris, owned by Norway's Viken Shipping and managed out of Norway by Wallem Shipmanagement, is the second of two bulk carriers to carry out a special survey at the yard over recent weeks, her sistership 29,531 dwt Federal Fuji successfully completed her survey prior to the arrival of the Federal Polaris.

Recently departed in June was the 2,443 dwt, 1967-built LST vessel Almirante Saboia, formerly the MoD-owned Sir Bedivere. The ship arrived in the yard in November 2008, following a period in lay-up, as part of the Defence Agency Services' (DAS) contract with Fishers to convert the ship for duty with the Brazilian Navy.

Also, United Marine Aggregate's 2,300 dwt trailing suction hopper dredger City of Cardiff departed in June after a 10-day drydocking. The dredger is one of many operated around the UK coast that A&P repair on a regular basis in the Falmouth and Tees shipyards.

A&P Falmouth has recently won a three-ship contract from Star Reefers involving 14,030 grt reefer sisterships Star Best, Star Prima and Star Stratos, which are all owned by Japan's Nissan KK and managed out of London by Star Reefers.

Other ships due in the yard over the coming weeks include Grimaldi Group's 56,642 grt vehicle carrier Grande Atlantico, which is the first docking this year under a long term contract between Grimaldi Group and A&P Group, Stena Line's 10,957 grt ferry Stena Seafarer, and Euroships' 7,200 dwt vehicle carrier Eglantine. Also sees the start of the P&O ferry season-one of Falmouth's longest partner customers with the arrival of the 22,152 grt European Endeavour in early September. From the offshore market, Seacore's 60 m x 32 m jack-up

(eight-legged) barge Excalibur, is due in the yard for drydocking and general repairs prior to taking up a long term contract.

The next large-scale naval project involves the two Mine Hunter & Counter Measure vessels Cottesmore and Dulverton. Both vessels, following about three years in lay-up, have been sold to the Lithuanian Navy, A&P Falmouth will be carrying out the work under contract to Thales UK. Both vessels are already at the yard, the completion date being late 2010, both ships due for drydocking during February next year.

BVT Surface Fleet has issued a letter of instruction for A&P Tyne to manufacture nine double bottom units for the lower block 02 for the Queen Elizabeth Class aircraft carrier. The nine units will total 900 tonnes of steel structure, with the additional manufacture and installation of seat and ladder items and 600 pipe-work items. This work will enable A&P Tyne to utilise their newly installed panel line and plasma cutter, which will enhance efficiency, reduce cost and project schedule.

RFA Mounts Bay departed the Hebburn yard on May 23rd 2009 after a 26-day repair programme to carryout her annual certification period alongside the Tyne's Bede Quay facility. Work included 538 job maintenance tasks for general overhauls and defect rectification tasks to enable annual surveys and re-certification to be carried out by Marine & Coastguard Agency (MCA) and Lloyds Register of Shipping (LRS). In addition 10 Design Task (DESTask) modifications were carried out to enhance the vessel's operation capability.

P&O Ferries' 26,433 grt Pride of Dover drydocked on April 24th 2009 for an annual refit and survey over a 12-day period, which was completed on time and to the satisfaction of the owners. The works included hull preparation and painting, overhaul of sea valves, steel repairs as well as surveys on tanks, safety, load-line, navigational equipment and the main auxiliary machinery.

After the successful refit of the 34,000 grt passenger/car ferry SeaFrance Berlioz in March 2009, SeaFrance is due to drydock the 7,264 grt passenger/car ferry SeaFrance Nord Pas De Calais at the beginning of August for her annual docking and refit. The project includes the following works:

- main engine and auxiliary engine refurbishment and installation of an oily water separator
- bow thruster overhaul
- electric motor overhaul
- hull preparation and painting
- propeller blade refurbishment,
- minor steel work repairs.

The deck cargo pontoon UR 101, owned by Ugland Marine Services, drydocked mid-April for recertification of all class requirements to a tight schedule, works included:

- major blasting and painting programme,
- structural thickness checks,
- fabrication and installation of tank drain plugs,
- installation of 26 new fenders in specific locations for the vessel's operations,
- removal and replacement of deck equipment,
- steel repairs to underwater areas.

Other vessels drydocked in A&P Tyne during the second quarter a number of offshore supply/support vessels – Anchor Marine's 13,800 dwt flat-top barge Explorer, Global Marine's

11,034 grt OSV North Ocean 102, Gulf Offshore's 3,105 dwt FD Incredible and Seacor Marine's 2,220 dwt Putford Aries. The yard also drydocked Beltship Management's 38,800 dwt bulk carrier Gypsum Centennial.

Boskalis, Hanson, PD Ports & Svitzer have all brought vessels to A&P Tees during the second quarter - to date 19 vessels have been drydocked at the Tees in 2009 and the order book for the third quarter is healthy. At present A&P Tees still has availability in September in Drydock Number 1.

Hanson Aggregates Marine's 2,700 m³ dredger Arco Arun was drydocked, work including deck plating repairs, tank steel repairs & cleaning and general dredge equipment overhauls over a 12-day drydocking programme. Once again A&P Tees completed all works within the client agreed programme. She was followed by another Hanson dredger – the sistership Arco Axe for a 12 day drydocking, work included significant steelwork repairs in way of the ships galley and cooks cabin, installation of boom conveyor platforms, full blast and re-coating of the external hull. The repair of Boskalis' 1,077 kW back-hoe dredger Manu Pekka required A&P Tees to perform spud and housing steel repairs, excavator and deck equipment, tank repairs and blasting & painting of the external hull.

Svitzer Marine's tugs Svitzer Susan & Svitzer Stephanie were drydocked to perform their five-year surveys, both Voith propulsion units were fully overhauled, steelwork repairs undertaken and the external hull of both vessels were blasted and re-coated, all completed over a tight 21-day period.

During the second quarter A&P Chatham has welcomed new and returning customers including A2Sea, Union Transport and Finnlines. A2Sea operate the Sea Jack floating crane barge and supporting vessels for installing the wind farm off the Thanet coast. A&P have been providing repair services, platform fabrications and modifications, crane installation, repair and modifications to sea fastening and inspection of major structural welds together with engine repairs and maintenance on both the Sea Jack and support tug Osprey Fighter. The workforce completed sea survival training to support this work.

Union Transport had three general cargo vessels alongside for repairs, work on the 3,774 dwt Union Pearl included steering pump, aft tank and hatch cover repairs, on the 4,443 dwt Union Ruby work included windlass repairs, tank cleaning and pipe and safety rail modifications, and the 3,330 dwt Union Mars - work including ballast pump and tank cleaning.

A&P Hull has continued to develop their relationship with PD Ports in Immingham, receiving an emergency call from PD Ports to carry out work on a damaged shell plate on Osterreichischer's 4,280 dwt general cargo vessel Wilson Hook berthed at Immingham Docks. Removal and installation of the new plates was completed within 57 hours of the call. Another emergency repair was carried out for Baltimar Overseas on the vessel Boreas Scan berthed in Goole. Work included the replacement of the tank top (6 m x 4 m) located in the forward fire pump room as well as seven various sized bulkhead inserts located in the cargo hold. All work was completed within a tight time scale and to the satisfaction of the customer and Lloyd's Register's surveyors.

MARSEILLES FOS: A major call this week from France's Marseilles Fos (Port Automme de Marseilles) - for the use of Nos 8 and 9 graving docks within the port area. The drydocks, located in the Marseilles harbour area, have become available following the recent closure of the shiprepairer Union Naval Marseille (UNM), which is part of Union Naval Barcelona (UNB), which remains fully operational. The port authority is seeking bids from repair specialists with recent experience of handling high added value ships such as car ferries, cruise

vessels and lng tankers. Applicants must demonstrate that they have a workforce of appropriate size and quality, capital of more than €200,000 and annual turnover of at least €15m.

In return the port is offering a 15-year concession that also covers offices, workshops and two afloat repair quays with a total length of 450 m. The winning bid is due to be confirmed early next year. Meanwhile the drydocks will be made available to occasional users such as sub-contractors or shipowners with technical control capacity.

ARNO DUNKERQUE: During the month of June France's Arno Dunkerque carried out an annual survey of the tug L'aventureux, as well as the drydocking of Ernst Russ's 10,471 grt ro/ro Friedrich Russ and Cobelfret's 7,628 grt ro-ro Taurine.

Other work carried out at the yard, include propeller repairs onboard CGG Marine's 1,500 dwt high-spec 3d vessel CGG Fohn and valves on CMA Ships' 30,442 dwt containership CMA CGM Manet.

HUD SHIPREPAIR: Hong Kong's HUD Shiprepair (formerly Hongkong United Dockyard) has seen a total of 23 containerships along with Wilh Wilhelmsem's 7,150 dwt cable layer Nexans Skagerrak arrive at the yard for general repairs within the last six months.

Containerships repaired include - five from Hapag Lloyd - the 67,680 dwt Dresden Express, the 67,684 dwt Hoechst Express, the 67,685 dwt Essen Express, the 67,680 dwt Ludwigshafen Express, and the 67,680 dwt Leverkusen Express, two from Hamburg Sud - the 65,037 dwt Monte Olivia and the 64,963 dwt Monte Cervantes, two from CMA CGM - the 34,194 dwt ANL Explorer, and the 43,174 dwt Ville De Mars, and two from Hartmann Schiffahrts - the 33,847 dwt Cap Doukato and the 39,269 dwt Ital Oriente.

Other containerships repaired include AP Moller-Maersk's 87,843 dwt Maersk Kyrenia, Bernhard Schuldt's 85,400 dwt Busan Express, CMA Ships' 65,903 dwt CMA CGM Tapon, ER Schiffahrt's 66,983 dwt Maersk Denver, MPC Munchmeyer's 34,415 dwt Maersk Naples, Blue Star's 34,317 Nedlloyd Valentine, Worden's 16,509 dwt Montana, Dauelsberg's 55,461 dwt YM Taichung, Zim Integrated Shipping's 62,270 dwt Zim Shenzhen, Dohle (IOM)'s 20,580 dwt TS Keelung, Matson Navigation's 38,261 dwt Maunawili, and D.Oltmann Reederei's 52,785 dwt MSC Ulsan.

ÖRESUNDSVARVET: The three passenger/car ferries – the 24,745 grt Tom Sawyer, Gotland Ferry's 29,746 grt Götaland and the 12,131 grt Povl Anker have all been in Sweden's Öresundsvarvet, Landskrona this year for painting and yearly refit. Major steel work was also carried out on the 1,210 kW backhoe dredger Maricavor. Fabrication and assembly of two new decks houses has been carried out on the offshore jack-up rig Sound Prospector, work including a new freshwater tank and rebuilt sewage tank. The 20,871 grt passenger/car ferry Vikingland was drydocked for propeller work.

Engships' 4,402 dwt general cargo vessel Najaden visited the Öresundsvarvet this year for major steel renewal work and painting works, including ballast tanks, and normal yearly refit operations were also completed. The 2,600 dwt offshore supply vessels Balder Viking and Vidar Viking have both visited Öresundsvarvet for assembly of new winches, which included fabrication and assembly of new foundations on both the vessels. Öresundsvarvet had prefabricated and assembled a moon pool on Balder Viking similar with the one earlier assembled on Vidar Viking. Yearly refit and overhaul of the steering gears have been carried out during the icebreakers shipyard visit in February and March.

Brostrom Tankers' 14,766 dwt chemical tanker Bro Deliver was in drydock earlier this year for painting and normal overhaul. Gangways on deck were renewed and propeller works was carried out during the dock staying period.

Reconstruction of the 4,906 dwt Swedish icebreaker Oden's multibeam system was carried out in April parallel with the vessel stayed in dry dock for its propeller work, painting work and Oden's yearly overhaul.

Repair projects carried out in June at Öresundsvarvet included Viking Line's 46,398 grt Cinderella, which underwent refurbishment of her interior, annual refit and painting work. Major steel repair work was also carried out on Engships' 4,401 dwt general cargo vessel Trenden during the vessel's stayed at the Öresundsvarvet in June.

The yard's orderbook is currently very healthy (fully booked up to October this year) and, with this in mind, the yard is planning the future expansion of its drydocking facilities. Recently Öresundsvarvet has invested in new equipment in its workshops to expand its service and capacity:

- A carousel lathe with a table capacity up to 10 tons, working width 1,700 mm and working height 1500 mm.
- In the steel shop has been invested in a steel roller with a capacity of rolling steel plate to thickness 20 mm, width 3,000 mm and 3,700 mm diameter. At thickness 35 mm and width 1,000 mm the diameter is 1,000 mm.
- The steel cutting station has been increased in capacity for burning of steel plates up to 12 m in length with width 2,500 mm.

The yard has expanded its capacity to supply electricity to ships as: 2,000 amps, 380-440 v and 50-60 Hz

HEMPEL: Hempel's Hempadur Ultra-Strength is a new epoxy coating for ship cargo holds with an industry-leading repair interval. Officially released in July, the durable coating provides excellent abrasion and impact resistance – making it ideal for protecting ship cargo holds from rough treatment. Hempadur Ultra-Strength 47500 protects ship cargo holds from both mechanical damage and the severe abrasion caused when loading hard cargoes. With a 10-year repair interval, the best on the market, it enables shipowners to extend periods between repairs – and so helps bring down maintenance costs.

Michael Aamodt, Group Marine Product Manager at Hempel, comments: “The cargo hold is exposed to more battering and rough treatment than any other part of a ship, so shipowners need an extremely tough cargo hold coating. Hempadur Ultra-Strength offers better protection than any other epoxy coating. This means it lasts longer and shipowners can save time and money as they have to do less repairs or recoating.”

Scientific & Technical Services Limited in the UK has performed independent coal cargo testing on Hempadur Ultra-Strength and ranks it as the best performing epoxy coating against warm, hard angular cargoes. Hempadur Ultra-Strength is also best in class in application performance. It dries quicker than similar coatings on the market, and can be applied all year round in most weather conditions. With a high glass transition temperature, the coating will remain hard even when exposed to very warm coal cargoes. Hempadur Ultra-Strength has the following characteristics:

- 10-year repair interval
- 75% volume solids
- VOC compliant (below 250 g/l)

- Grain certified by Newcastle NHS
- Application temperatures: -5°C to 40°C (23°F to 104°F)
- Dry film thickness: 2 x 125µm
- Suitable for: cargo holds, decks, outer hull and other exposed areas
- Easy to clean between cargoes

JET EDGE: Jet Edge has introduced the iP36-280DS diesel-powered waterjet intensifier pump. Ideal for use in remote and/or mobile locations where electricity is scarce, the iP36-280DS is powered by a reliable 280 hp Cummins turbo diesel engine that meets domestic and international Tier 3 emissions standards. It is capable of producing a flow rate of up to 27 liters/min of 2,500 bar ultra-high pressure water for waterjet cutting, surface preparation and cleaning applications.

The iP36-280DS waterjet intensifier pump utilizes a pressure-compensated hydraulic system to drive dual plunger-style intensifiers. The use of hydraulic fluid power provides smooth flowing UHP water resulting in long system life. Reliable and precise control of the electronically shifted intensifiers ensures superior performance standards with reduced operating costs. The water jet pump is built on a skid-mounted frame with lifting eyes and forklift guides provided for increased mobility. It also is available in a 4,100 bar model.

SYSTEM HYGIENICS: System Hygienics, the UK's leading air hygiene specialist, was recently called aboard Condor Ferries' Commodore Clipper to complete full trunk cleaning of the vessel's ventilation systems.

The Commodore Clipper was in A&P Falmouth's drydock for a refit when System Hygienics operations staff carried out the work. This involved a thorough inspection and lean of the ventilation system that runs throughout the ferry, including accommodation, bathrooms and galley extracts.

Unscheduled repairs to another vessel in Condor Ferries' fleet delayed the cleaning programme on several occasions, but Mike Mustill, Hotel Services Operations Manager for Condor Ferries, was delighted with the reliability and professionalism of System Hygienics' office and operations staff and wrote a letter complimenting the team's good work.

Mike said: "Reports back from the vessel were of hard working technicians who achieved an excellent standard of cleaning, which has been highlighted in the photographic report of before and after shots and certificate of cleanliness supplied by System Hygienics. I would also like to thank the office team responsible for scheduling the technicians as our plans were changing from week to week due to circumstances out of our control. The level of understanding was very much appreciated."

System Hygienics' JetVent system cleans ventilation ductwork with negligible disruption. Minimal access to ductwork is required, as up to 100 m can be reached from one point. There is no leakage of contaminants, and cleaning is achieved quickly and efficiently.

Mike continued: "The conventional vessels Condor Ferries operates will require vent cleaning every two years when entering dry docks and I would not hesitate to contact System Hygienics when dates become available."

System Hygienics is a member of the Hotchkiss Group, which provides specialist services in ductwork contracting, fire-resistant duct systems, ventilation products and accessories and fire-resistant and acoustic ductwork coatings.

WILHELMSSEN: The Russian Register (RR) has accepted and approved the ISO 9001:2008 certificate held by Wilhelmsen Ships Service for their fire, rescue and safety services network. In addition and as part of the same approval process, the Russian Maritime Register of Shipping has awarded Wilhelmsen Ships Service its own Certificate of Approval and Recognition. These global certificates and approvals cover the company's entire fire, rescue and safety services network. According to RR, Wilhelmsen Ships Service is now the only international service network that holds these Russian Register approvals. "These certificates signify a major breakthrough in meeting requirements for Russian flagged and/or Russian classed vessels," reports James Parson, Area Director Eastern Europe at Wilhelmsen Ships Service.

In addition to the Russian approvals, Wilhelmsen Ships Service's fire, rescue and safety service now holds global approvals from DNV and Lloyd's register of shipping. All certificates and approvals cover inspection and maintenance of extinguishing equipment and systems. They also cover service of life saving equipment including inflatable life rafts, life jackets, HRUs, inflatable and rescue boats as well as inspection and testing of centralized gas welding and cutting equipment, and survey and maintenance of self-contained breathing apparatus.

MAN DIESEL: MAN Diesel introduces PrimeServ Trident, an unique retrofit-financing package where saved expenses cover the investment MAN Diesel PrimeServ is addressing the present decline in the world economy and maritime shipping by introducing a financial product to help its customers invest in retrofit technology.

The 'Trident' package aims to support shipowners looking to cut expenses by employing particular retrofit solutions. The first retrofits are:

- Alpha Lubricator – reduces cylinder-oil feed-rates by 20-30%
- Turbocharger cut-out – improves main-engine performance during low-load operation
- Blending on board – blends additives into system oil for use as cylinder oil

MAN Diesel has developed PrimeServ Trident as a value-added solution for its customers and the concept will eventually expand to include more retrofit types. The investment required to purchase these retrofit solutions is relatively low compared to the resultant savings, and the pay-back period is 2 years or less.

The new financing scheme is directly linked to the two-year pay-back period, such that payment is spread out over the pay-back period and balanced by the savings created by the retrofit itself. PrimeServ sees this distributed payment model as an incentive that will draw attention to its retrofit solutions.

As such, Trident offers funding through bank-to-bank financing using a letter of credit with deferred payment and standard documentation. Otto Winkel, Senior Vice President, MAN Diesel PrimeServ, Copenhagen states: "The PrimeServ Trident package represents a non-cash investment and is a standard bank product that we are convinced will appeal to many shipowners. We have pinpointed essential, environmentally friendly retrofits where the opportunity for reducing running expenses is great, and believe that it will appeal to many of the potential 4-5,000 shipowners globally that can benefit from this package. We look forward to adding more retrofit solutions in the future."

FEATURE – What’s it worth?

Since last September and the collapse in shipping markets, the plunge in vessel values has been truly astonishing. And with sound employment opportunities of any duration increasingly hard to find, it’s no surprise that more tonnage has been sold for scrap so far this year than throughout the whole of 2008. Demo rates have, of course, fallen sharply from their peaks of \$700-plus per ldt last year, but in historical terms, they are still holding up reasonably well, in the mid to high \$200s.

Analysts are predicting that high scrapping rates will continue in the months ahead. With so much new tonnage now available at cheap rates, charterers hold the whip hand. Elderly bulkers are right at the back of the employment queue and mid-sized container ships are also proving difficult to fix. In terms of trading assets in the current market, they have practically no value.

Ship values are important for everyone and it is no surprise that London valuations experts have been inundated with business so far this year. However, valuing ships today is a major challenge when yesterday’s deal – even if there was one – has no relevance to the market today. But owners with financed assets need to keep an eye on values – their bankers may well be watching loan covenants, and temporary waivers may not get extended for much longer. Owners whose assets are fully written down, meanwhile, may be asked for additional security: the value of their unmortgaged fleet is also pretty important.

This week, shipping accountants Moore Stephens warned that shipping companies must be able to substantiate any decision to use a ship’s present value as calculated on the basis of future earnings, rather than a broker’s valuation. Whatever accounting policy is adopted, says the firm, vessels will always need to be written down if they are worth less than their current carrying value. “Market values will always be the starting point for such assessments,” it says, “although in limited circumstances, it may be possible to look at future long-term income streams.”

This could come as music to the ears of those struggling with loan to value covenants and increasingly at loggerheads with bothered bankers. But they shouldn’t get too excited too soon. Moore Stephens explains that so-called “asset impairment” is determined by comparing the book value of an asset with its recoverable amount. In this market, that could be very difficult to determine. The starting point is a broker’s valuation but the firm says these have been called into question by some shipping companies for several reasons. One, in a thin market, there is little data to work on; two, some say that brokers’ valuations do not reflect “fair value”; and three, the market has over-reacted.

Moore Stephens says that if broker valuations are below book value, companies can still try to demonstrate that future cash flow exceeds that value. Here, different accounting rules apply, however. The International Financial Reporting Standards (IFRS) test is based on the present value of future cash flows, whereas the US Generally Accepted Accounting Principles (GAAP) test uses nominal amounts. Ships valued in this way are therefore worth more under GAAP and asset impairments are less likely.

Moore Stephens says that, in some instances, future cash flows can be used to support a valuation – after all, a long-term charter with a sound counterparty at a good rate has a value. Without any employment, companies could try to demonstrate why likely future earnings mean their ship is worth more today, but they will have to survive the sceptical scrutiny of the auditor!

On Watch

- News has crossed this desk that Chris Bell, CEO of **Malta Shipyards**, is to leave his position as from July 15th, at the end of his current contract. The management of Malta Shipyards will now comprise:
 - Vince Micallef – Head of Production
Email: vmicallef@maltashipyards.com – Tel +356 2399 3018/3086
 - Ivan Borg - Finance Executive
Email: iborg@maltashipyards.com – Tel +356 2399 3499/3084
 - Tony Restall – HR Executive
Email: arestall@maltashipyards.com – Tel +356 2399 3014/3013
 - The Commercial department for all vessel enquiries remains as:
Email: info@maltashipyards.com – Tel +356 2399 3045/3046
 - The office of Chairman and CEO can be contacted for high level matters on Email: chairman@maltashipyards.com or through Fiona Cachia – Email: fcachia@maltashipyards.com – Tel +356 2399 3002
- **MAN Diesel SE** and **MAN Turbo AG** are to work more closely together in future with the aim of forming a merger with each other under corporate law. By combining the complementary product portfolios, the merged company will strive for further growth and a stronger position in its respective market segments. “This will allow the MAN Group to combine the engine and power plant expertise of the Diesel Engines business area with the compressor and turbine technology of the Turbomachinery business area to form a strong Power Engineering unit for the long term,” says Håkan Samuelsson, Chairman of the Executive Board of MAN SE. MAN Diesel is the world’s leading provider of large-bore diesel engines for use in ships and power plants, while MAN Turbo specialises in the development and construction of compressors, gas and steam turbines.
- **Wilhelmsen Ships Service** is pleased to announce that their Lifteraft and Marin-Ark service station in Miami, Florida is now fully operational. It is a stand-alone station conveniently situated between the port of Miami and Port Everglades in South Florida, approximately 4 kms from the current Wilhelmsen Ships Service premises in Miami. The station is certified to service all Unitor branded rafts as well as Marin-Ark MES Systems, which are among the largest rafts in the world, with a life-saving capacity of 430 persons per evacuation system. The station is also fully stocked to deliver and exchange Wilhelmsen Ships Service liferafts in all southeast ports for any customer with an LRE (Lifteraft Rental Agreement). The station’s team will be attending a scheduled training course in France this October to be certified to service Seasafe rafts. They will continue to work on gaining further approvals for all other brands within the Survitec group offer.
- **The Liberian Bureau of Maritime Affairs** has reached an agreement with the Liberian International Ship & Corporate Registry (LISCR), the US-based manager of the Liberian Registry, to extend for a further ten years the agreement under which LISCR manages the registry. LISCR has managed the Liberian Registry since January 1st, 2000. During this period, the registry has greatly improved its levels of service, safety, security and client satisfaction, as a result of which it has attracted a record number of shipowners from around the world. Under LISCR management, the registry has grown in size from 1,700 vessels of 53m grt to over 3,000 vessels of almost 90m grt – the highest totals in its sixty-year history.