

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 169



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Fishing vessel **SCH 6 ALIDA** during sea trials after refit September 2009

Photo : via crew SCH 6

EVENTS, INCIDENTS & OPERATIONS

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The **VANESSA 12** seen in her new Rederij Groen colours in the port of IJmuiden, furthermore are seen at the photo the **BLUSTER**, **LEOPARD**, **KING OF SCANDINAVIA** and the **THETIS**

Photo : Joop Marechal ©

Thad Allen sets up accelerated Jones Act waiver process

National Incident Commander Admiral Thad Allen announced the development of specific guidance to ensure accelerated processing of requests for Jones Act waivers should they be received as a part of the Deepwater Horizon oil spill response.

Currently, though 15 foreign-flagged vessels are involved in the response, but no Jones Act waivers have been granted nor required for the operations in which they are engaged. However, in order to prepare for any potential need, Admiral Allen has provided guidance to the Coast Guard Federal On-Scene Coordinator, U.S. Customs and Border Protection (CBP), and the U.S. Maritime Administration to ensure any Jones Act waiver requests receive urgent attention and processing. "While we have not seen any need to waive the Jones Act as part of this historic response, we continue to prepare for all possible scenarios," said Admiral Allen. "Should any waivers be needed, we are prepared

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to process them as quickly as possible to allow vital spill response activities being undertaken by foreign-flagged



vessels to continue without delay." To date, the administration has leveraged assets and skills from numerous foreign countries and international organizations as part of this historic, all-hands-on-deck response, including Canada, Germany, Mexico, Netherlands, Norway, the United Nations' International Maritime Organization and the European Union's Monitoring and Information Centre. In some cases, offers of international assistance have been turned down because the offer didn't fit the needs of the response.

Generally, federal law prohibits a foreign-flagged vessel from transporting merchandise between points in the United States encompassed by the Coastwise laws. CBP makes determinations as to whether or not

the Jones Act applies to the activities of a foreign-flagged vessel operating within U.S. waters. Even if the Jones Act applies, a foreign flagged vessel can still conduct certain planned operations as part of the BP oil spill response if the vessel is an oil spill response vessel and meets the requirements of 46 USC section 55113.

The guidance provided by Admiral Allen would route waivers related to the BP oil spill response through the Federal On-Scene Coordinator, who will forward requests immediately through the National Incident Commander for expedited clearance. A Jones Act waiver can be submitted by any interested party, either inside or outside the U.S. government.

Source : MarineLog



The **VOS RELIEVER** arrived in IJmuiden with her name "painted out" , the standby vessel is sold by VROON to Fam. Van Laar, she will go on the slip where she will get the "**Van Laar Green**" livery and renamed in **RELIEVER**

Photo : Marcel Coster ©



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The **BERGE STAHL** seen departing from the EECV prior swinging over Portside into the Caland Canal, leaving the **BERGE PACIFIC** behind, seen discharging her cargo of iron ore

Photo : Rik van Marle ©

Self-imposed impotence on pirates has ships dumping German flag

MORE German ships are flying the Liberian flag so they can offer more than the passive resistance to pirates in the face of the inability of the German navy to attack pirates because of passive German laws. Roland Hoger, managing director of German shipowner Komrowski, has revealed to London's Lloyd's List that his company flagged out its 925-TEU **Taipan** to Liberia when passing through the pirate infested Gulf of Aden for its charterer Zim.

Shipowners temporarily adopt the flag of another country, or flag-out as it is called, to allow security contractors aboard to repel pirates if attacked. Unlike Germany, the Liberia recommends the use of armed guards to repel pirates.

The **Taipan** flew the German flag when attacked before and was recaptured by the Dutch navy while the crew cowered in a panic room. The German navy was not able to accompany vessels under German federal law, because under German law, combating piracy is a police matter. The spokesman for the German shipowners association,

Verband Deutscher Reeder (VDR), Max Johns said: "Although they adhere to all passive security measures advised, their ships were still attacked."

The VDR, once adamantly against armed resistance, has changed its mind and now wants armed federal police accompanying vessels through the Gulf of Aden. Said Mr Johns: "There is a lot of legal uncertainty regarding the use of mercenaries under the German flag. The big question is what happens if mercenaries shoot pirates on German sovereign territory." Flagging is politically sensitive in Germany with owners benefiting from a generous tonnage tax regime, for which Berlin expects more ships under the German flag. But despite such efforts, German flagged vessels have fallen steadily. **Source : Schednet**

BP deploying second ship to burn oil, flare gas

BP was deploying a second ship Tuesday to the Gulf of Mexico, where crews will burn up to 10,000 barrels of oil per day in a bid to significantly boost efforts to stem the massive leak. The controlled burn method, deployed at the



direction of the US federal government, would expand total spill containment capacity to 20,000 to 28,000 barrels per day, a team of top US officials said in their latest assessment of how much crude is spewing into the Gulf.

The ship, called the **Q4000**, does not have enough capacity to store oil and continuously barging it to shore would involve "significant safety risks" due to the sheer number of vessels in the area, officials said. But they said the vessel will perform a critical function close to the ruptured wellhead by managing control systems for a critical valve known as the blowout preventer.

The Minerals Management Service, a government agency tasked with overseeing offshore oil drilling, has authorized BP to burn up to 12,000 barrels of oil and flare up to 50 million cubic feet per day through the **Q4000**. BP expects to burn oil for four to six weeks. While burning of the oil siphoned up to the **Q4000** would be gradually phased out, officials said they expected to continue flaring natural gas until relief wells are drilled and the flow has been stopped. That work is supposed to be completed in August. BP said the burner used for the operation has "very high" combustion efficiency and is not expected to cause much smoking. Respirators have been distributed to personnel working in the area. About 15,000 barrels of oil a day are being

siphoned up to another ship -- the **Discoverer Enterprise** -- via a mile-long pipe leading from a containment cap on the fractured wellhead. Officials say that system can pull up to 18,000 barrels a day.

BP deployed the containment cap -- dubbed a lower marine riser pipe -- on June 3, after several unsuccessful bids to cap the leak spewing into the Gulf since an April 30 explosion on the BP-leased **Deepwater Horizon** rig. The company has outlined plans to bring in additional ships and equipment to boost its total collection capacity to 40,000-53,000 barrels per day by the end of June and 60,000-80,000 barrels per day by mid-July.

LAI D UP CONTAINERSHIPS ACTIVATED



Since last year we on the Clyde have had a raft of 5 **Maersk "B" class** ships plus the **SEALAND PERFORMANCE** laid up in Loch Striven a sheltered deep water sea loch.

In recent weeks they have been reactivated before going back to work carrying cargo. First to leave last weekend was the **SEALAND PERFORMANCE** outbound for Cristobal, Panama then a West coast USA port to pick up empty containers for transit to China. After this voyage she is due to broken up in China. For this voyage she has lost her New York port of registry for Majuro. Left is seen her outbound on the Clyde for her trip across the Atlantic.



Next out of the raft was the **MAERSK BOSTON**, she was towed dead ship from Loch Striven by the Svitzer tugs **AYTON CROSS** (bow) and **ANGLEGARTH** (stern) to an anchorage at Greenock for further repairs and to get things running again. A few days after this the **MAERSK BAEUMONT** made the same trip under tow by the Svitzer tugs **AYTON CROSS** and **SVITZER MILFORD** (below)



Photo's : Tommy Bryceland - SCOTLAND ©

Now the raft is down to 3 ships and they will go in the next few weeks.



LIGHTNING STRIKES

BP temporarily suspended siphoning operations on its blown Gulf of Mexico oil well Tuesday after a drill ship collecting the oil apparently was hit by lightning, the company said. A small fire broke out on the top of the derrick on the drill ship Discoverer Enterprise about 9:30 a.m. Central time, according to BP. It was quickly extinguished and there were no injuries. As a precaution, however, the company shut down efforts to contain the highly flammable crude. "Final

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safety and operational assurance inspections are under way and operations are expected to recommence this afternoon," BP said in a statement. The oil spill is President Barack Obama's biggest test in crisis management and could define his place in history. The drill ship is part of a flotilla of vessels gathered 40 miles off the Louisiana coast to collect as much of the crude as possible escaping from BP's ruptured well, which is 5,000 feet below the surface.

BP, using a cap placed over the well, was collecting about 15,000 barrels of oil a day prior to this latest setback. Scientists estimate the well was spewing from 20,000 to 40,000 barrels of oil a day before the cap was put in place, making it by far the biggest oil spill ever in U.S. waters. **Source : ShipTalk**



The **MSC NERISSA** seen enroute Antwerp – Photo : Alain Doods – www.tugspotters.com ©

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A beautiful view of the Port of Rotterdam – Photo : Marijn van Hoorn ©

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SUN PRINCESS IN SINGAPORE



The **SUN PRINCESS** seen moored on the Singapore Cruise Terminal last Monday, noticed on her SB bridge wing beside several security camera's a black round "device" connected to a small aerial mounted on a temporarily construction, most probably this is a kind of " anti piracy " device, if any of the readers has more information about this "device" please let me know so I can relay this to the other readers, the device was only mounted on the SB side (which was also the "outside" in view of vessel was moored with her Portside)

Photo's : Piet Sinke ©



NAVY NEWS



Above seen the Algerian navy salvage ship **MRA EL MOURAFIK 216** approaching to enter Grand Harbour, Malta on Friday 11th June 2010.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Successful Norwegian-Russian naval exercises

The POMOR-2010 exercises are regarded as a success, both from the Russian and the Norwegian side. Today the Norwegian frigate "Otto Sverdrup" left the Northern Fleet's main base Severomorsk. The first joint Norwegian-Russian naval exercises since 1994 formally ended on Saturday. In course of the previous week, the Northern Fleet's anti-

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submarine destroyer “[Severomorsk](#)” and “[Otto Sverdrup](#)” have sailed along the coast from Bergen to Severomorsk. Along the way they have trained on maneuvering, communication, shooting, search and rescue and anti-piracy combat.

Commander of the National Joint Headquarters General Bernt Brovold is very pleased with the results:

- We have reached all the relative ambitious goals we had set for ourselves before the exercises, he said to the Norwegian Armed Forces' web site.

Also Chief of Staff and Second in Command of the Northern Fleet Vladimir Korolyev underlines the good relationship Norway and Russia have developed:

- The level of cooperation that the Russian and Norwegian sailors have shown confirms what President Medvedev said in Oslo earlier this year, that our relationship is good. - The border between Russia and Norway is the most peaceful of all borders, he added.

According to TV Murman, in the next joint Norwegian-Russian exercises also submarine forces are planned to take part. **Source : BarentsObserver**



Spotted in the port of Ponta Delgada (Azores) the Portuguese frigate [F 475 João Coutinho](#)

Photo : Ton Grootenboer ©

Navy Sailor missing presumed drowned in Tonga

The Royal Australian Navy regrets to advise that a member of the ships company of [HMAS Warramunga](#) is missing presumed drowned whilst swimming in Tonga. At approximately 1042 hrs, the 16 June 2010, a ship's officer notified senior authorities that a fellow crew member had possibly drowned at a beach on the western side of Tonga.

[HMAS Warramunga](#) was conducting a scheduled Port Visit to Nuku’Alofa, Tonga at the time of the incident.

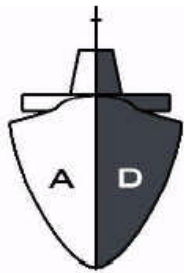
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The ship's helicopter, a Seahawk, was launched in an attempt to locate the missing member. The search continued until dark without success and will resume tomorrow with support from the Tongan Defence Services at first light.

A full investigation into the incident will be conducted. The sailor's family has been contacted and will be provided support by Navy and the Defence Community Organisation. At this time, the family has requested the media respect their privacy. **Source : Gary Luxton**

SHIPYARD NEWS

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The **BBC CHILE** seen arriving at the River Tyne – **Photo : Kevin Blair ©**

Petrobras leases the Inhauma Shipyard

Petrobras has approved the signing of the lease agreement for the Inhaúma Shipyard, also known as the Ishibras yard, with Companhia Brasileira de Diques - CBD, for a term of 20 years and for approximately R\$4 million per month. The shipyard is located in the Guanabara Bay, it has a draft (depth) of 7 meters, is inserted into the urban network of the city of Rio de Janeiro, and may be used to convert vessels into FPSOs (Floating Production, Storage, and Offloading units), a procedure which today is done abroad. The yard will also serve as a support base for ferries owned by Petrobras, and its area will be used to assist in various operations.

The analysis of projects in progress for the naval sector, added to future demands and to the infrastructure available in Brazil for this type of construction, signaled the need not only to build new, but also the reactivate old shipyards.

Throughout its period of activities, the Inhaúma Shipyard has shown it is able to meet various shipbuilding demands, such as constructing small and large vessels, over and beyond undertaking naval repair work. The existence of a large dike next to workshops and of a quay with good a depth, affords several yard usage possibilities, turning the site into an option for the naval works that Petrobras needs in order to meet the goals under its Business Plan.

Source: Petrobras Agency

COSCO units sign 11 contracts, 4 letters of intent worth over US\$440m

Mainboard-listed shipping firm COSCO on Tuesday said that two of its units, COSCO Dalian Shipyard and COSCO Guangdong Shipyard, have signed 11 contracts and four letters of intent totalling over US\$440 million. The agreements were made with four European shipowners to build 15 bulk carriers. Four of the bulk carriers are 82,000 deadweight tonne (dwt) each, while the remaining 11 carriers are 57,000 dwt each. Deliveries of the vessels to the shipowners are expected to take place between the end of 2011 and the middle of 2013.

COSCO said that in accordance with normal operational procedure, the shipbuilding contracts will take a period of time before they become effective. The effectiveness of the contracts is dependent on certain conditions, including the receipt of the initial deposit from the shipowners. The firm will make an announcement as and when the shipbuilding contracts become effective. Source: CNA



The **SMIT JAPAN** and **RPA 10** seen at Van Brink in Rotterdam – Photo : J.Vredebregt ©

Drydocks backs Singapore Eximbank

Singapore should look at setting up an export credit agency, which will level up the playing field for offshore builders against other players for large capex projects. Crude is trading at \$75 to \$85, above the breakeven point of \$40 to \$45 for most oil and gas project, but financing remains a challenge for most offshore builders and their clients, Drydocks World South East Asia's chief executive, Denis Welch said.

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The setting up of an export credit agency will level up the playing field for Singapore builders against their competitors in South Korea and China.

It will also stimulate the development of technical expertise and infrastructure in Singapore.

Yards operating out of Batam could also be tapped on to support Singapore projects, according to Welch.

A strong rig and shipbuilding capability in Batam helps the Singapore Maritime Industry develop its technology and equipment supply - a much better prospect than China, Welch said. Drydocks World SE Asia operates yards in both Singapore and Batam. The chief of the South-east Asian arm of Dubai Drydocks World believes the underlying fundamentals of the oil and gas industry – though constrained by the lack of credit - remain strong.



Drydocks has commenced construction of two jack-up rigs on speculation basis, on an expected rebound in the offshore sector marine 18 months down the road, according to Welch. The yard operator has also branched out to construction of windmill installation vessels on the back of a pick-up in offshore wind development. Drydocks has delivered five such vessels so far to Dutch outfit, Jack-Up Barge. A second self-propelled jack-up construction vessel due for delivery to repeat customer, Master Marine, in the third quarter, will start work on Statoil's Sheringham Shoal windfarm project in January 2011.

Drydocks is understood to be hunting for a buyer for another windmill installation vessel under construction at its Batam yard. Welch was speaking to Upstream at the naming ceremony of Hallin Marine's subsea operations vessel, **Windermere**. Construction on the SOV was completed in 14 months' time.

The newbuild is Hallin's second newbuild with Drydocks World after **Ullswater**. Hallin has

recently signed on Drydocks to build a compact semi-submersible well intervention vessel, the **CSS Derwent**. The vessel will join Hallin's fleet in the second quarter of 2012. Source: Upstream Online



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The **TSHD ISANDLWANA** seen fitting out at the IHC Merwede yard - Photo : Frans Sanderse ©

Pipavav to build world's biggest dry dock

Eyeing business from domestic and international shipping lines that ply through the busy sea route between Dubai and Colombo, Pipavav Shipyard (PSL) is all set to construct a new dry dock in Gujarat, which is expected to be the world's biggest dock to undertake repair and maintenance of vessels operating in the region. Roughly the size of seven soccer fields, the dock will be bigger than Hyundai's in South Korea.

"Ship repair and maintenance is a huge business opportunity for us. We will soon be converting our existing wet dock into a dry dock which, at about 680m, will be the biggest dry dock in the world," said Nikhil Gandhi, group chairman, SKIL Infrastructure, the original promoters of Pipavav Shipyard, a BSE-listed company.

Presently, Hyundai has the world's largest dry-dock at Ulsan, South Korea which is 490m(1,600 feet) long, 115m across and 13.5m deep. A dry dock is a narrow basin or vessel that can be flooded to allow a load to be floated in, then drained to allow that load to come to rest on a dry platform. Dry docks are used for the construction, maintenance, and repair of ships, boats, and other watercraft. Some dry docks are designed mainly for ship construction whereas others are intended for repairs and maintenance. The work on the new dry dock, which is about 680m in length and 60m wide, is expected to begin in a couple of months and may cost over Rs 1,000 crore, an official said.

"Over 15,000 ships annually ply the busy route between Dubai and Colombo. We are expecting to grab sizeable repair and maintenance work from these shipping lines. We are also expecting to offer our services to India, US and NATO Navy that operate in the Arabian Sea, Indian Ocean and China Bay regions," Mr Gandhi said. PSL is planning to enhance its capability to build and repair (dry dock & afloat) most kinds of commercial dry and liquid cargo ships such as: very large crude carriers (VLCC), capsize bulk carriers, Suezmax tankers, Aframax tankers, Panamax bulk carrier and tankers, container ships, chemical tankers, dredgers, platform supply vessels and anchor handling tugs. Recently, PSL bagged a Rs 2,600 crore order for building off-shore patrol vessels for the Indian Navy. This will be the company's first foray into the defence sector. According to official sources, the company's order book currently stands at over Rs 7,000 crore. PSL already has a dry dock that has been converted from a wet dock and measures about 662m in length and 65m in width. It is capable of accommodating ships of up to 5,00,000 dead weight tonne (DWT) and multiple combinations of smaller vessels, including vessels catering to offshore activities such as offshore supply vessels (OSV), anchor handling tug supply vessels and multi-purpose support vessels. **Source: The Economic Times of India**



The **BARKMEIJER SHIPYARDS** built 2300 m3 TSHD **UKD ORCA** which was launched in December 2009 seen June 9th - **Photo : Bas van der Wurf ©**

See the photos of the launch and more information of the **UKD ORCA** at :
<http://www.barkmeijer.com/en/news/posts/trailing-suction-hopper-dredger-ukd-orca-launched-at-barkmeijer-shipyards>

17,500 tonne cargo ship launched

The Bach Dang Shipbuilding Industrial Corporation launched 17,500 tonne cargo ship called **SHINSUNG ACCORD**. The ship lies within a series of 17,500 tonne ships with high technical features and economic value, which are built by the corporation for export to the Republic of Korea (RoK). The ship, 148.2 metres in length, 23 metres in width, 9.5 metres in freeboard height, has a capacity of 6,060 CV. It is equipped with modern electric, wireless and rescue equipment. It will be handed over to its owner being the RoK's SHINSUNG Shipping Company. It was designed by the RoK's MECS company and supervised by the country's register. **Source: Nhan Dan**

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The **NSO FORTUNE** seen alongside Allseas **AUDACIA** – Photo : Robin de Gijssel ©

Aker Solutions completes Gjøa platform for the North Sea

The semi-submersible platform by **Aker Solutions** for the Gjøa oil and gas field offshore Norway, today started on its journey from the yard at Stord to the North Sea, where installation will take place. Production start-up is scheduled for the fourth quarter of 2010.

Gjøa features innovative solutions by Aker Solutions, based on the company's experience from more than 50 semi-submersibles. It will be Statoil's first floating platform supplied with power from shore. This is expected to reduce carbon emissions by approx 250,000 tonnes per year.

Gjøa is one of the largest ongoing field development projects in the North Sea. Aker Solutions has designed, engineered and assembled the platform, which will connect to five subsea templates. With a topside weight of 22.000 tonnes and hull dry weight of 15.000 tonnes, the new platform is ready to create value for its operators and Norwegian society in decades to come.

"We are proud to deliver the Gjøa platform to Statoil ready for operation in the northern part of the North Sea. Gjøa is a strategically important project for **Aker Solutions**, underpinning our position as a leading supplier of floating platforms for oil and gas production. Today's sail away confirms our competence and track record within this area," says Jarle Tautra, executive vice president in Aker Solutions.

The Gjøa deck measures 110 meters long and 85 meters wide, an area larger than a football (soccer) field. The platform's highest point is the flare tower at 143 meters, several floors higher than Norway's tallest building, Oslo Plaza, at 117 meters. In total, more than 500 Aker Solutions engineers have been mobilised to design the platform, from Oslo, Norway, and Mumbai, India. During the final assembly at Stord, peak manning reached 3000 skilled

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operators. Key deliveries have also been made by other [Aker Solutions](#) locations in Norway, including Egersund, Verdal, Moss and Pusnes.

Installation of the mooring system, transportation and installation of the Gjøa platform is carried out by Aker Solutions' subsidiary Aker Marine Contractors.

"The delivery of Gjøa continues our good working relationship with Statoil from the similar, but slightly smaller Kristin platform which we completed a few years ago. We are proud to be their partner in further developing oil and gas resources in the North Sea and beyond. We thank them for their confidence. I would also personally like to congratulate the thousands of employees and subcontractors involved in this project, on a job well done!" says Tautra.

Licencees to the Gjøa field are Statoil, development operator (20%), GDF SUEZ E&P Norge AS, production operator (30%), Petoro (30%), Shell (12%) and RWE Dea (8%). Estimated recoverable reserves amount to 82 million barrels of oil and condensate, and 40 billion cubic metres of gas. In addition, the Vega satellite field has estimated reserves of 26 million barrels of condensate and 18 billion cubic metres of gas. The gas will be sent through the Flaga pipeline to Scotland while the oil will be piped to Statoil's refinery at Mongstad.. **Source: Aker Solutions**



The Belgian pilot cutter no 7 seen at the Westerscheldt River – **Photo : Henk de Winde ©**

Saigontourist welcomes 3,600 cruise passengers this week

Saigontourist Travel Service Co. this week is welcoming to Vietnam around 3,600 passengers and crew members from two cruise ships, the [Costa Classica](#) and the [Costa Romantica](#), of the European cruise line Costa Crociere S.p.A.

Saigontourist welcomed around 1,500 cruise passengers and crew from the [Costa Classica](#) in Halong City in the northern province of Quang Ninh on Monday. The passengers, mostly from China and Hong Kong, are exploring the beauty sites in Halong, Danang and Hoi An, on a two-day visit to the country.

The [Costa Romantica](#) on Tuesday will bring around 2,100 passengers and crew to the Navi Oil Port in HCMC. It is cruising to HCMC and Danang to visit attractions in HCMC, Danang and Quang Nam, before leaving Danang for Sanya, China on Thursday.

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Saigontourist is receiving many more international cruise passengers this month on big cruise ships. Of these, **SuperStar Virgo** has made its first trip to the country this year. The ship called at the Navi Oil Port of HCMC with nearly 3,200 tourists and crew on board.

The cruise ship will be back in the city on June 22 with a similar number of people on board. Saigontourist has reported that since early this year the company has received around 40,000 international cruise passengers from European cruise lines like Costa Crociere S.p.A and Hapag-Lloyd. **Source : The Saigon Times**



The **COSTA DELIZIOSA** seen in the early morning sun in Harwich – **Photo : Bison ©**

Wind farm vessel operator gets backing for fleet expansion

Offshore Wind Power Marine Services Ltd of the U.K. has announced plans to build 60 wind farm crew transfer vessels and create 200 full time jobs. It aims to offer operators vessel service packages during construction, operation and maintenance phases of wind farm development throughout Europe, Asia and the U.S.A.

OWPMS is in a joint venture that will see the Brook Henderson Group put in UKP 20 million (about \$29 million) in equity over the next two years and also negotiate 90% funding for new builds, based on its 15 year track record in asset funding. It adds up to a total investment of up to UKP 60 million (slightly under \$90 million).

OWPMS cofounders Paul Walsh and Eddie Ward say that recent developments in the baking sector had made raising funds to build new vessels very difficult, preventing OWPMS from expanding and making it difficult to tender for new work.

"However," they say, "we are very pleased to be welcoming the Brook Henderson Group onboard who have shown both faith in us as a successful operating company and who can see the benefits of investing in this sector of the renewable energy market. This partnership means we can now pick up and proceed with new and existing tender opportunities as a preferred supplier to the utilities. We can now fund an ambitious build program for our clients and offer them the reassurances of contracting with ourselves and the Brook Henderson Group."

Newly appointed commercial director Rob Stewart, formerly of **South Boats Special Projects**, laid out the strategy of the Joint Venture: "We are looking at this industry from the future rather than organically growing from the past. The design of vessels, access systems, fleet structures and training need to be rationalized as part of an integrated approach focusing on safe, cost effective reliable access to the turbines. Above all it is about partnering with the client and fitting our service around their strategy, which as market leaders allows us to expand globally." **Source :**

MarineLog



Supply vessels seen moored at the Loyang Supply base in Singapore – Photo : Capt. Jelle de Vries ©



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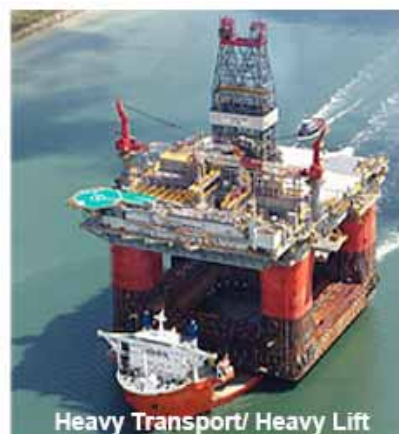
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Korean shipbuilders order PureBallast

Alfa Laval PureBallast systems will be installed on board A.P Møller-Maersk newbuildings



Alfa Laval has received two orders of record size for its PureBallast systems from two leading shipyards in Korea to be installed on board 14 container vessels under construction for A.P Møller-Maersk.

The total order value is about 80 million SEK (\$10.3 million) and the delivery is scheduled for 2011 and 2012. "These are groundbreaking orders in many ways", says Lars Renström, president and ceo of the Alfa Laval Group. "They include the 100th system sold, and are of record size, both in terms of

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value as in number of systems – on top of that it also involves some of the major players in the marine industry. The orders confirm our market leading position in ballast water treatment.”

Alfa Laval's PureBallast, developed in cooperation with Wallenius Water, was the first chemical-free system to be approved by IMO and is seen as the leading technology with most systems sold today in the world. PureBallast systems have now been sold to shipyards in Korea, Japan, China, Norway Germany, the Netherlands, Spain and Dubai to be installed in various types of vessels, including Ro-Ro, container and offshore supply vessels, bulk carriers, and naval vessels.



The **LADY SHANA** seen entering the Westerscheldt river – Photo : Rob van Deijk ©

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Plans for Subic Bay Freeport to Become World Class Industrial Port

The family's Harbour Centre Port Terminal Inc. (HCPTI) is the country's largest private commercial port operator for non-containerized cargo. It has secured a joint venture agreement with Subic Bay Metropolitan Authority (SBMA) to develop the former US naval base in Subic Bay. The Naval Base was a major ship-repair, supply, rest and recreation facility of the US Navy located in Zambales. It was the largest US Navy installation in the Pacific and was the largest overseas military installation of the United States Armed Forces, second only to Clark Air Base in Angeles City.

The Romero family plans to spend initially about P6.4 billion to expand the NSD project. In addition, Harbour Centre has the right to develop other port areas in Subic such as the Boton, Alava, Rivera and Bravo ports.

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The project would also involve the construction of warehouses, cold storage, a food terminal and an oil depot inside the 17-hectare NSD area, making it a multi-purpose terminal that is capable of handling various types of cargo. The SBMA had said the development of NSD will improve Subic's capacity as a maritime logistics and service center in the country.

The SBMA said the venture will guarantee the government to earn a minimum of \$ 500,000 per year for over 25 years from HCPTI plus an annual increase, inclusive of a variable commitment per metric ton of 20 percent depending on the volume.



The agency also said that the project is expected to generate increase in cargo volume, improve economic activity and lower down the costs of doing business in the Subic Bay Freeport Zone. Currently, the NSD terminal caters to the port requirements of businesses in Central and Northern Luzon and the Subic Bay Freeport. The project is also a key to achieve the government's vision to develop Luzon as a major transshipment and logistics hub in Asia.

The development of the Freeport zone will complement the Subic Clark Tarlac Expressway and the Diosdado Macapagal International Airport

(DMIA) to improve our transport and logistics system.

Under the government's economic blueprint, the transport and logistics system should be adequate and efficient to help bring down the cost of food, thereby benefiting workers and their families, especially in the country's industrial heartland.

The Philippines' transport system relies heavily on the road network, which handles about 90 percent of the country's passenger movement and about 50 percent of freight movement. The development of efficient and world class port services in Subic will lead to the transfer of a lot of freight and even passenger movement from the road network to seaborne carriers. The project is also critical to improve the country's ranking in the World Economic Forum's (WEF) annual rating of "economies that enable global trade."

The latest WEF report shows that the Philippines is merely 92nd out of 125 countries included in the survey. It dropped 10 points drop from the 82nd ranking in 2009.

The Philippines' ranking was dragged down by poor infrastructure particularly connectivity of shipping liners, the quality and density of transport infrastructure, including airports and railroads, business Internet use and influence in regulators.

Some companies criticized the SBMA-HCPTI agreement as " a sweetheart deal." But the SBMA firmly denied that accusation. It explained that the HCPTI guarantees the government revenues far larger than presently earned in Subic.

Existing cargo operator Amerasia Terminal Services Inc., which complained against but did not file a bid to challenge HCPTI's proposal, has filed criminal charges before the Ombudsman against SBMA and HCPTI.

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Subic Seaport Terminal Inc. also filed a case before the Ombudsman to stop the awarding of the contract to HCPTI. SBMA had said that the agreement was above-board and invited other companies to come up with a "Swiss Challenge" to HCPTI. No company made a bid against HCPTI.

The SMBA chief also explained that HCPTI offered \$ 32 million, or about P1.54 billion every year to the Subic Freeport for a fixed and guaranteed revenue share for the next 25 years. While Amerasia Terminal Services Inc. proposed a 15-percent share of cargo handling fees or a total income of P740 million for SBMA in the next 25 years. On project cost and the development commitments, the Romero group offered P6.5 billion for a three-phase expansion program and the purchase of additional machinery and equipment.

The Amerasia, on the other hand, committed only P600 million in the first three years for port development. For committed minimum cargo volume, HCPTI also submitted a better proposal of 1.3 million metric tons (MMT) for the first year, 1.4 million MMT for the second year and P1.5 million for the third year.

MSTSI offered 1.350 MMT a year, plus an increase of 2.5 percent per annum over the 25year period. The SBMA also noted that the unsolicited proposal of HCPTI and the offers of MSTSI and Amerasia International Services Inc. were subjected to evaluation by the management. But these were not formal bids. **Source : Dredging Today**



The **CELEBRITY CONSTELLATION** seen moored in Amsterdam – **Photo : Rien Snoep ©**

CMA CGM hikes Asia rates twice, adds peak season surcharges

MARSEILLES-based shipping giant CMA CGM has raised rates and surcharges on a wide range of trades - and will do it again July 1. From June 15 the French shipping line has increased rates from the Far East to Red Sea ports by US\$150 per TEU and will increase rates again July 1 by \$400 per TEU.

From June 15 cargo going from the west Mediterranean to the Caribbean, though not the French West Indies and Guyana, Venezuela, Colombia, Central America and the west coast of South America, will face EUR100 (US\$121.79)

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increase in rate all containers. On top of that, CMA CGM has already levied a peak season surcharge - from June 15 - on cargo from Asia to the Persian Gulf and Indian subcontinent of \$150 per TEU as well as an Asia-to-North America surcharge of \$320 per 20-foot reefer and \$450 per 40-foot reefer.

Also from June 15, Asia-Med/Black Sea cargo, though not north Africa, faces a surcharge of \$200 per TEU, and from July 1, another surcharge from Asia to the Persian Gulf, India and Pakistan of \$100 per TEU - and this in addition to surcharges imposed in June.

There has also been a high-cube surcharge of \$200 per TEU from Asia to the Persian Gulf on June 15 and another to be charge from Asia to the Indian subcontinent from June 21. From July 1, rates will again go up \$150 from Asia to the Indian subcontinent, and from Asia to the Persian Gulf by \$200 per TEU on July 1.

From July 1, Vancouver-to-Asia rates will rise \$160 per TEU and \$200 per FEU as well as \$400 per 20-foot reefer and \$500 per 40-foot reefer. From July 1, Vancouver to the Indian subcontinent rates will rise \$250 per TEU, \$300 per FEU as well as \$400 per 20-foot reefer and \$500 per 40-foot reefer.

From July 1, from Montreal to all destinations rates will rise \$250 per TEU and \$350 per FEU. **Source : Schednet**



Normally Cornelia sends me photos of container vessels, but this time she could not resist to make this beautiful photo of KOTUG's **ZP CHALONE** when she was ships spotting at Bubendey ☺

Photo : Cornelia Klier ©

Finnlines expands and connects St. Petersburg with Spain and Belgium

In a bold move to expand its presence in Russia and enhance the country's maritime links into the global marketplace, Finnlines today announced the extension of its existing Bilbao-Antwerp-Helsinki service to St. Petersburg, the company's press release said. The new service, which reaffirms the company's strong commitment to the promising Russian market, represents an innovative new link between the Iberian Peninsula and western Russia via Antwerp and Finnlines' home port of Helsinki.

But it will also go far beyond this, allowing Finnlines to connect St. Petersburg to the ports of the Mediterranean, West Africa and South America via the far-flung shipping network of its parent company, the Naples-based Grimaldi Group. Finnlines will launch the new service at the beginning of August with three modern ro-ro vessels. Targeted at the automotive industry as well as at the truck-trailer and container business, the service will see vessels leave Bilbao on Tuesday, calling the Grimaldi hub port of Antwerp on Friday and Helsinki on Monday before sailing into their new terminus port of St. Petersburg on Tuesday. Finnlines (part of Grimaldi Group) is a leading carrier of ro-ro cargo, and passenger traffic operator in the Baltic and North Seas. **Source: Portnews**



Seen in the Dutch fishing port of Scheveningen, the traditional festival named **VLAGGETJES DAG**, with which is celebrated the arrival of the first herring in the country, which was this year last weekend.

Photo : Rien Snoep ©

Singapore Port, the world's port of call

Singapore port has sustained its reputation of being at the forefront among the world's busiest ports, handling 25 million TEUs (twenty-foot equivalent units) of containers a year, which it hopes to double by 2018. Operated by PSA Corp., the port contributes about 2 percent of Singapore's gross domestic product (GDP). The whole maritime industry, on the other hand, gives 7 percent to GDP. Formerly the Port of Singapore Authority, PSA Corp. is the world's second-largest ports operator.

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Today, 25 million TEUs of containers are handled across Singapore port's wharves and by 2018, PSA targets to handle about 50 million TEUs. The port has 26 berths which can accommodate 54 ships. The port can handle 70,000 containers a day and 70 ships a day. The vessel turnaround time is 3 to 5 days.

Each crane can move an average of 35 containers per hour. PSA Corp. cites as a concern "preciseness than speed to ensure that the containers all over the world will not get lost." Singapore port's world-class cranes were bought from Japan, Korea and China.



The **MSC SUSANNA** seen moored in Singapore – Photo : Piet Sinke ©

About 1 million vehicles are handled by PSA a year coming from all over the world. It takes only 25 seconds to clear shipment in Customs, since the port has camera x-ray. Shippers are required to submit information of the shipments about 24 to 36 hours before the ship arrives. When the trucks come to Customs area, Customs officials have the basic information of the shipment.

Expansion is ongoing, including reclamation works to prepare for the 2018 targets. Manila North Harbour Port, Inc. (MNHPI) chief executive officer and president . Mikee Romero envisions North Harbor to be like Singapore Port.

Currently, MNHPI is discussing with the Global Maritime and Port Services Pte Ltd (GMAPS) on the possible engineering design of the port. GMAPS is a maritime service and port consultancy group with comprehensive competencies in port master planning and project feasibility studies, designing port approaches, engineering design of maritime structures, pier and cargo handling terminals.

Top officials of GMAPS were deeply involved at the senior management and policy setting levels of the former Port of Singapore Authority, the current PSA Corp. and the Maritime and Port Authority of Singapore.

The Singaporeans have expressed interest and are willing to work with MNHPI, should it decided to get their service. However, MNHPI officials decline to give information as there's no final agreement made.

GMAPS partners and consultants can apply their combined experiences in Singapore and their global experience to work with clients to master -plan a state of the art required operating infrastructure. **Source : Malaya Business Insight**

Maersk to levy super surcharge on eve of peak season

DENMARK's Maersk Line has told customers it is getting ready to levy a surcharge of US\$750 per TEU and a \$1,000 per FEU as well as a \$1,200 per 40-foot high cube surcharge on Asia-to-north Europe from July 15, citing space constraints and equipment shortages. "The container market from Asia to Europe is showing a continued strong trend, which we expect to carry on through the summer, resulting in space constraints and shortage of equipment," Maersk told customers.

European Liner Affairs Association (ELAA) figures show imports into Europe increased 12 per cent in April year on year to 1.25 million TEU. This is supported by Shanghai Containerised Freight Index numbers, which show all-in spot rates on the westbound Asia-Europe trade have reached \$1,874 per TEU, on the eve of the peak season.

Both Maersk and the French carrier CMA CGM plan to introduce equipment re-positioning surcharges because of box shortages, reported London's International Freight Week, adding that forwarders and shipping lines have been warning that there could be an equipment short falls in the peak season.

"The utilisation on the vessels, the demand for transportation in the second quarter has been much higher than normal, which means there's less slack in the network to accommodate for the peak that is coming," Maersk's Asia-Europe chief Vincent Clerc told Reuters. Mr Clerc also said that demand is up 23 per cent year on year, suggesting carriers have been successful in not allowing capacity to outpace demand, thus keeping ships full and rates climbing.

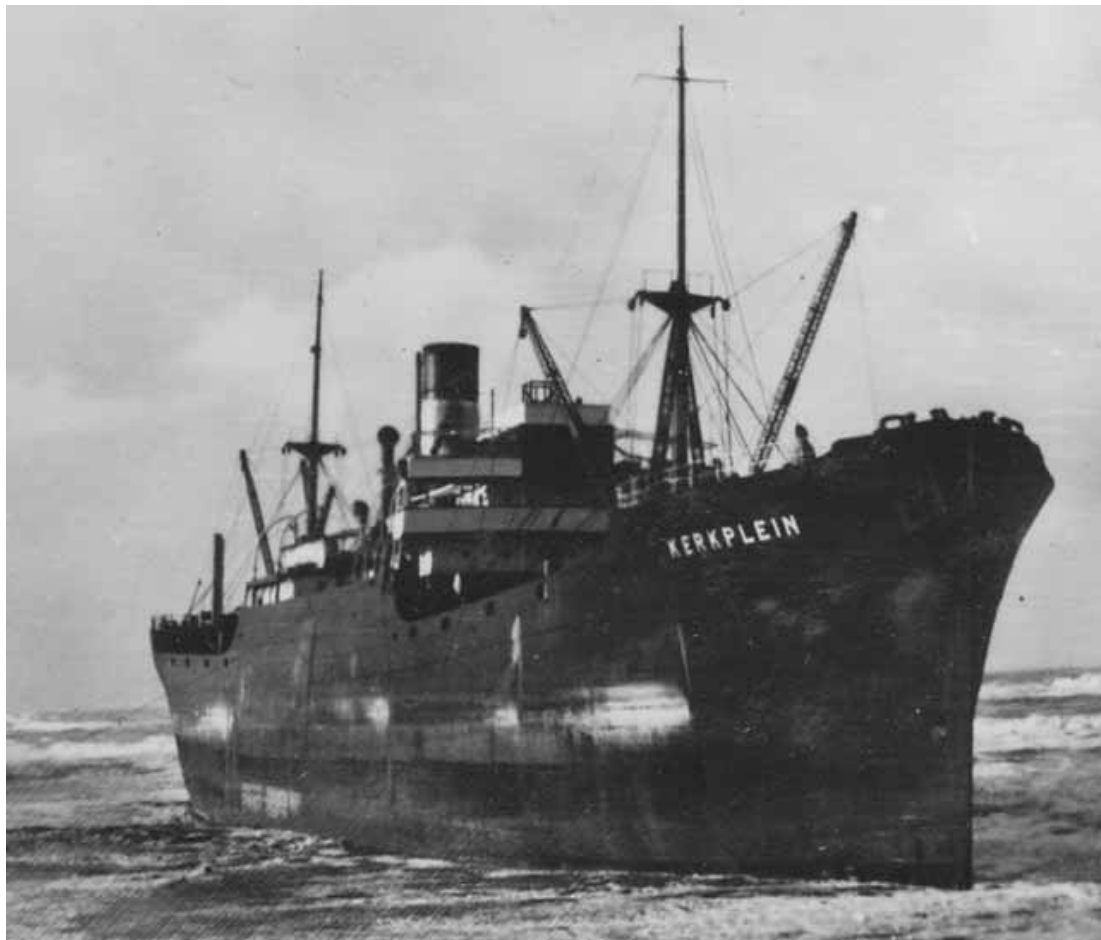
According to American Shipper affiliate ComPair Data, there was 213,973 TEU of weekly capacity on the Asia-to-northern Europe trade on June 13. That's an increase of only 2.6 per cent since April 1, and only nine per cent since January 1. **Source : Schednet**



The tug **COURBET** arrived in the port of Harlingen with the Damen newbuilding hull with **YN 9412** for outfitting at the Damen yard in Bergum, the transport was arranged by **Westcoasting** from Ijmuiden.

Photo : Wytze van de Witte - <http://www.janvandewitte.nl/> ©

OLDIE – FROM THE SHOEBOX



Another grounded vessel at the Dutch coast in the past is seen above, the **KERKPLEIN** grounded near Egmond aan Zee on October 19th 1935, the tug **DRENTE** which came to the rescue also got in problems and ended also up on the beach, her last stop, because she was later broken up on the beach, the **KERKPLEIN** was later refloated by some tugs of L. Smit & Co. **Photo : Coll. Wim Schopenhouer**

See for the whole story and photo's about this accident <http://www.zeesleepvaart.com/gesch9.6.htm>
(Sorry only in DUTCH language available)

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.... PHOTO OF THE DAY



The **NEUWERK** seen in the German Bight - Photo : Sylvia Tervoort ©