

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 185



Number 185 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 04-07-2010**

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



M3 Marine Pte Ltd

One of Asia's largest independent offshore ship broking and marine consultancy firms



- Brokerage — S&P, Charter, Newbuild
- DP Consultancy
- Market Research
- Due Diligence
- Technical Editing
- Legal & Insurance Claims Support

- Vessel Valuation
- Project Analysis
- Vessel Suitability
- Newbuild Specification
- Shipyard Selection
- Contract Drafting & Negotiation

Professionals who add Technical and Commercial Competence to your Offshore Marine vessel needs www.m3marine.com.sg



Vroon's latest fleet addition, the VOS HYPERION seen moored at the Raffles Marina in Singapore ready for the naming / christening ceremony

Photo : Piet Sinke (c)

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore

PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS

EERSTE MARITIEME LUNCH IN SINGAPORE GROOT SUCCES



Afgelopen vrijdag is de eerste Nederlandse maritime lunch georganiseerd door de Maritieme Club **de Ruyter** in Singapore gehouden, gezien de opkomst (42 personen) kunnen de organisatoren stellen dat het een succes was,



de volgende Maritiem lunch staat gepland op de eerste vrijdag van augustus (6 augustus), in de **Polo Club** van 12:00 tot 14:00 uur. ben je toevallig in Singapore voor je (maritime) werk ben je van harte welkom, om te netwerken, andere Nederlandse mensen uit de maritieme wereld te ontmoeten, of gewoon voor de gezelligheid, of weet je iemand anders, geef het door aan elkaar graag even een mailtje naar clubderuyter@gmail.com zodat we weten voor hoeveel mensen de kok moet koken ☺

Deze lunch werd gesponsord door **COMPASS ENERGY – Bedankt Hendrik !! namens ons allemaal**

NCDOT fires Ferry Division chief

When the North Carolina Department of Transportation hired retired U.S. Coast Guard officer Harold "Buddy" Finch as the new director for its Ferry Division back in April, NCDOT Deputy Secretary for Transit Jim Westmoreland, noted that he brought "more than 30 years of leadership, management and maritime experience to this position," adding "I'm confident he'll serve North Carolina's coastal residents and our visitors with distinction."

Mr. Finch, who took over a department battered by a federal probe into illegal dredging in Currituck Sound, may have provided a little more leadership and management than the Ferry Division was ready for. On June 25 he was fired from the \$92,500 job. And the News & Observer newspaper reports him as saying that in two months of running the division "he ran into nepotism, payroll padding and questionable spending." "He brought it to the attention of the department's top officials and its inspector general. "They launched an investigation - and fired Finch for not being a team builder." **Source : MarineLog**

New generation Dutch Pilot vessels enroute Europe



The **AQUILA**, **DRACO** and **ORION** are initial delivered by **Kvichak Marine Seattle** to the Dutch Pilot organization.



The vessels are sailed by Loodswezen crew from Seattle to Vancouver BC in the early morning of the 30 June 2010. Later that day the vessels are loaded on **MV Star Alabama** on the Fraser, Surrey Docks in Vancouver. After a long beautiful day full of new experience, sailing through the area of the Putgend Sound, helicopter pictures by the yard and Canada's customs, the crew and building team went satisfied home with a small water plane aircraft from Kenmor air lines.



Vessels will be expected in Europe by the end of July. After an internal training of the crew members the vessels will go in full operation as soon as possible. **Photo's : Ton Schouten**

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

Senator John McCain introduces legislation to repeal Jones Act

Senator John McCain has introduced legislation to repeal the Jones Act, and has cited the fact that it has hampered the clean-up operations in the Gulf of Mexico as a reason for doing so.

In a statement, Senator McCain said:

"Today I am pleased to introduce legislation that would fully repeal the Jones Act, a 1920s law that hinders free trade and favors labor unions over consumers. Specifically, the Jones Act requires that all goods shipped between waterborne ports of the United States be carried by vessels built in the United States and owned and operated by Americans. This restriction only serves to raise shipping costs, thereby making US farmers less competitive and increasing costs for American consumers.

"This was highlighted by a 1999 US International Trade Commission economic study, which suggested that a repeal of the Jones Act would lower shipping costs by approximately 22 per cent. Also, a 2002 economic study from the same Commission found that repealing the Jones Act would have an annual positive welfare effect of US\$656 million on the overall US economy. Since these studies are the most recent statistics available, imagine the impact a repeal of the Jones Act would have today: far more than a US\$656 million annual positive welfare impact – maybe closer to US\$1 billion. These statistics demonstrate that a repeal of the Jones Act could prove to be a true stimulus to our economy in the midst of such difficult economic times.

"The Jones Act also adds a real, direct cost to consumers – particularly consumers in Hawaii and Alaska. A 1988 GAO report found that the Jones Act was costing Alaskan families between US\$1,921 and US\$4,821 annually for increased prices paid on goods shipped from the mainland. In 1997, a Hawaii government official asserted that 'Hawaii residents pay an additional US\$1 billion per year in higher prices because of the Jones Act. This amounts to approximately US\$3,000 for every household in Hawaii.'"

"This antiquated and protectionist law has been predominantly featured in the news as of late due to the Gulf Coast oil spill. Within a week of the explosion, 13 countries, including several European nations, offered assistance from vessels and crews with experience in removing oil spill debris, and as of June 21st, the State Department has acknowledged that overall 'it has had 21 aid offers from 17 countries.' However, due to the Jones Act, these vessels are not permitted in US waters.

"The Administration has the ability to grant a waiver of the Jones Act to any vessel – just as the previous Administration did during Hurricane Katrina – to allow the international community to assist in recovery efforts. Unfortunately, this Administration has not done so.

"Therefore, some Senators have put forward legislation to waive the Jones Act during emergency situations, and I am proud to co-sponsor this legislation. However, the best course of action is to permanently repeal the Jones Act in order to boost the economy, saving consumers hundreds of millions of dollars. I hope my colleagues will join me in this effort to repeal this unnecessary, antiquated legislation in order to spur job creation and promote free trade."

Source : Dredging News Online

Somali pirates use new boarding techniques

Somali pirates have been coming up with new techniques to board merchant vessels that are using razor wire and/or electrical wire as defensive measures to prevent unauthorized boardings, says NATO. The pirates use big iron sticks on the electrical wire in order to provoke electrical malfunction. They sometimes throw blankets and ladders over the wire

to circumvent this security measure and then they place on the blankets either surf boards or aluminum ladders to make easier the access on lower deck. Simultaneously, pirates in skiffs shoot at the vessel to facilitate the boarding attempt.

NATO says that mariners are advised to incorporate this information into their practices using all suitable tools described in "Best Management Practices to Deter Piracy".

Who can help ?



Above photo is taken by **Harry Stott** in Port of Spain in June 1985. He is suspecting this vessel is of Dutch origin.
Who can help Harry ?? seawinds@msn.com

Simply reliable



Avra Towage BV
Scheepmakershaven 32b
3011 VB Rotterdam
chartering@avra.nl
0031 10 281 0886

www.avra.nl

Record newbuilding deliveries, slow China demand hurt dry bulk shipping

The dry bulk concluded yet another dreadful week, with the industry's benchmark, the Baltic Dry Index, posting further losses by 3.02% on Friday, down by 71 points to 2,280. It was the 27th straight loss, with rates now down to nine-month lows, with the week marking a total loss of 9% for the BDI. As was the case this week, the biggest hit was taken by the Panamax market with Friday marking another heavy loss of the Baltic Panamax Index (BPI) ending Friday down by 6.85%, to 2,447 points. The panamax market lost almost 20% during the week. As a result, panamax vessels

can now earn an average of \$19.719 on a daily basis, the lowest since October 2009. By contrast, the larger Capesize market, which is a good indication of China's iron ore needs and as a result the dynamics of the country's steel industry, has behaved better this week, losing ground but not without a fight. The Baltic's Capesize Index lost 31 points Friday, now at 2,627 points. This is translated to average daily rates of \$23,469. According to Braemar Seascope, which was quoted in a relative story by Reuters, "we can only hope that with the expected iron ore price drop for Q4, the Chinese will start buying again, lifting the capes, and ultimately the panamaxs," the broker mentioned. "Rates continue to come under pressure, with average capesize rates remaining depressed. The dry bulk market could remain slow in the near term." Dahlman Rose & Company said.

In a separate report by Weberseas, it is noted that "whilst iron ore demand for China has remained high, spot ore prices and imports are showing a decline as the Chinese steel mills have cut their steel production. This is an action taken by steel mills, as they are trying to take out the market excess steel, in an attempt to reduce the recent decline in steel prices. Steel production in China will be at lower levels in the short term before being increased to the usual levels once the prices show signs of improvement, however by no means is expected to collapse. As steel production has been reduced so has the demand for iron ore and this has put pressure on freight rates, primarily for the larger capesize and panamax segments. We expect that demand for thermal coal and global grain trades will compensate for this short term decline, but how much remains to be seen as we progress throughout the summer months" said the shipbroker.

It went on to comment that traditionally there is a slow down of activity in the Western hemisphere during the summer months, so we expect that the market will continue to struggle to find direction and sales activity will be sluggish. In a separate comment in Reuters, shipbroker P.F. Bassoe said "Panamaxs have been suffering badly this week as the market has gone very quiet. Rates have dropped substantially and there are no signs of a nearby recovery".

Another factor expected to add further pressure on freight rates is the looming overcapacity in the sector, as a result of record new building deliveries. Current projections point to inflow of new tonnage even higher than the BIMCO estimate of 13.7%. Shipping analyst at BIMCO, Peter Sand says, "should newbuild dry bulk vessels continue to be launched at the same pace throughout the rest of the year, demolition of older ships must pick-up from current levels in order to keep supply growth below 16% in 2010." The current pace of deliveries of Capesize vessels is one new ship launched every second day. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



Man overboord bij Hoek van Holland.

Vrijdag om 03.12 uur, meldde de onder Griekse vlag varende tanker '**Maran Lyra**' het Kustwachtcentrum te Den Helder dat op ongeveer 15 km ten noordwesten van Hoek van Holland een Filipijnse opvarende over boord was gevallen. Door het Kustwachtcentrum zijn de volgende eenheden gealarmeerd:

- Offshore SAR helikopter van Den Helder

- KNRM reddingboten van Scheveningen, Hoek van holland en Terheijde.
- Verder hebben diverse andere schepen meegedaan met de zoekactie, n.l. de Hrms **De Ruyter** van de Koninklijke Marine, de loodsboot **Markab**, 2 politieboten, de zandzuiger **Utrecht** en diverse vissersboten.

Om 04,18 uur meldde de reddingboot van Scheveningen dat ze de persoon hadden gevonden en dat ze aan het reanimeren waren. Hierop zijn 2 artsen van de **Hrms De Ruyter** op de reddingboot overgezet om de behandeling over te nemen. Met hoge snelheid is men vervolgens naar Scheveningen gevaren om de man aan de ambulancedienst over te dragen. Bij aankomst te Scheveningen bleek de man echter te zijn overleden. **Bron : Kustwacht**

Evergreen out of the top five

For the first time since the early 1970s Taiwan's top liner firm is not among the top five containerlines of the world, according to figures released by Paris-based box watchers, Alphaliner. Evergreen, run by the wily octogenerian, Chang Yung-fa, found itself neatly placed in terms of financial overhang at the start of the global financial crisis, being the only top 20 boxline without anything on order. However, that has let rivals usurp its place. Germany's Hapag-Lloyd has just beaten it to fifth spot with 16,000 extra teu in its fleet. COSCO, CSAV, China Shipping and Hanjin all have an orderbook larger enough to push Evergreen out of the top ten. However, the Taipei-headquartered giant will not let this happen and is putting the finishing touches to a mammoth 100-ship order, which is beginning to unfurl, with ten 8,000 teu class ordered in South Korea and a further 12 ships set to be signed at Taiwan's CSBC Corp shortly. Chang is adamant that none of his ships to be ordered will cost more than \$10,000 per teu, a sticking point that held him back in the previous ordering cycle. **Source: SeatradeAsia-Online**



The **CIELO DI VENEZIA**, (IMO 937435) seen on Kiel-Canal transit on Juli 2nd, 2010.

Photo : Michael Brakhage ©

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

Need Cheap & Secure Lay-up?

In our protected, private harbour just outside of Rotterdam, we offer premium and secure lay-up facilities for seagoing vessels, barges and pontoons as well as extensive services to manned or unmanned vessels in lay-up, all against affordable prices. Dutch Harbour is suitable for vessels up to 200 m in length and with a draft up to 5.50 m, while its 700 m floating jetties safeguard against any tidal influences. The harbour entrance is closed off by a floating security barrier and the surrounding harbour terrain is accessible only to owners and crew. Harbour access is monitored 24h by security cameras.

For additional information and rates, please contact

Dutch Harbour Lay-up Services

Harbour G950 • Griendweg 14, 's Gravendeel

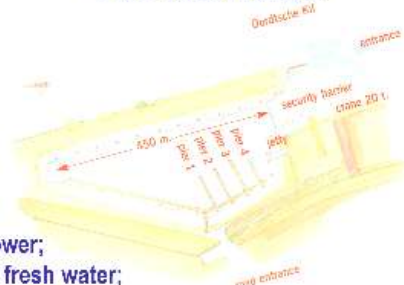
T: 085-8779114 • F: 085-8779115

E: info@dutchharbour.nl • W: www.dutchharbour.nl



Facilities:

- Closed, private harbour;
- Secure mooring & safe access;
- Camera surveillance;
- Free domestic garbage disposal;
- Free wireless internet.



Optional Services:

- 380V/220V shore power;
- Supply of MDO and fresh water;
- Crane services;
- Various alarm systems for cold lay-up.



The **CMA CGM ANDROMEDA** seen departing from Rotterdam-Europoort with onboard pilot and shippingnewscontributor **Rik van Marle**

Photo : **VCH – Hoek van Holland ©**

Gulf oil cleanup resumes, new drilling rules awaited

Washington was preparing a revised offshore oil drilling moratorium and cleanup efforts in the Gulf of Mexico returned to normal on Friday after hurricane Alex passed through the region without doing major damage. The U.S. Interior Department, one of the departments spearheading the response to the BP oil spill, could issue a revised offshore oil drilling moratorium for U.S. waters in the coming week.

A federal court last week struck down a six-month drilling ban imposed by the Obama administration in response to the worst offshore oil spill in U.S. history. The new moratorium is expected to be more flexible and could be adjusted to allow drilling in certain subsea fields. In another political development, bipartisan lawmakers on Friday sought tax

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 185

breaks for mostly small business to help cushion the economic blow from the disaster, which has devastated Gulf fishing and tourist industries. U.S. senators from Florida, Mississippi and other spill-hit states asked the leaders of the Senate's tax-writing finance committee to back tax relief aimed at boosting economies in states with thousands of workers displaced by the spill.

BP's cleanup operations, interrupted this week by choppy seas and gusty winds from Alex, were getting back to normal as the storm weakened and passed through the spill area off the coast of Louisiana, company spokesman Mark Proegler said.

Those operations included containment booming and flights to spray dispersant chemicals on the water's surface, he said. Alex had pushed more crude onto beaches and marshes along the U.S. Gulf coast, hampering efforts to clean up the oil leaking from the BP's blown-out undersea well. BP said its oil-capture systems collected or burned off more than 25,000 barrels of oil on Thursday.

Robert Dudley, chief of BP's Gulf Coast restoration efforts, said high seas and winds had propelled the landward advance of the far-flung oil slick. "It has brought in oil, unfortunately, from the panhandle of Florida to Louisiana ... at a higher rate than it has been over the last few days," he said in a PBS online interview.

Retired Coast Guard Admiral Thad Allen, the government's point person for the spill response, said his team was ready to begin flights to assess storm damage to boom and check for oil -- particularly in Louisiana's marshland.

He said absorbent snare boom will initially be used to soak up oil where waves from the hurricane pushed crude inland. In a move to help wildlife, environmental groups, BP and the U.S. Coast Guard reached tentative agreement on Friday on measures to prevent sea turtles from being incinerated alive in controlled burns of the spilled oil, one of the containment methods being deployed. Under the accord, the parties agreed to a plan allowing biologists or other trained wildlife observers to accompany oil-incineration vessels at sea to remove as many turtles as possible from designated areas before burning starts.

BP's cleanup operations, involving nearly 43,000 personnel and more than 7,000 vessels, were halted on Tuesday as weather conditions worsened with the approach of Alex. Allen said seas were still rough but skimming operations should resume soon.

The National Hurricane Center is monitoring a new weak low pressure system over the northeast Gulf of Mexico that is drifting west toward the BP spill area. Even though the center only gave the system a low chance of developing into a tropical depression, its location could further hamper cleanup efforts and scatter more oil after Alex churned up Gulf waters.

Meteorologists have warned that this hurricane season, which began on June 1, is likely to be one of the most intense in years, with as many as five major tropical storms expected.

The Obama administration's drill ban targeted exploratory and development wells in more than 500 feet (152 meters) of water to give a special commission time to investigate the spill and propose safety regulations.

But oil companies and many U.S. lawmakers said the moratorium would force U.S. oil rig operators to take their business to other countries, making the United States more reliant on oil imports and at a higher risk for oil spills from the big tankers bringing in the crude.

The Gulf of Mexico holds the most promising untapped crude oil reserves in the United States, and a string of major discoveries over the past decade by companies including BP have rejuvenated investment in deeper and more difficult waters.

The head of oil major Total warned of tougher safety rules that could push up crude prices and said it was necessary to drill in deep-water fields to meet global demand. "Our policy is clearly towards zero risk," The Wall Street Journal quoted Total CEO Christophe de Margerie as saying on Friday. "All this means ... potential additional costs," he said, warning oil prices could reach \$90 a barrel by year end. **Source : The Star**



www.multraship.com +31 (0) 115 645 000

NAVY NEWS



The Portuguese P 1055 CENTAURO - Photo : Ton Grootenboer ©

SHIPYARD NEWS



- Crewing Solutions
- Global Ship Delivery

www.tos.nl



http://www.tos.nl/en/companies/ship_delivery

Samsung Heavy wins \$1.7 billion shipbuilding deals

South Korea's Samsung Heavy Industries Co. said Friday it had won deals worth 1.7 billion dollars to build 19 vessels, as global demand for new ships recovers. The country's second largest shipbuilder after Hyundai Heavy Industries Co. won a 1.03 billion dollar order from Taiwan's Evergreen Marine Corp., under which Samsung Heavy will build and deliver 10 container ships by November 2013. Samsung Heavy has also clinched another 670 million deal from two unidentified Asian shipping firms to build nine oil tankers.

The two deals, signed on Friday, brought the total orders placed with Samsung Heavy to 51 ships valued at five billion dollars, accounting for 63 percent of the company's yearly target for orders. In contrast, the company received just one order worth 700 million dollars during the same period last year. South Korea overtook China to regain its status as the world's top shipbuilder in the first four months of this year thanks to a rise in demand from European shipping lines, the government said on Tuesday. The knowledge economy ministry said orders won by local shipbuilders, including Hyundai Heavy, Samsung Heavy Industries and Daewoo Shipbuilding and Marine Engineering, totalled 2.4 million compensated gross tons (CGT) in January-April -- 43.6 percent of orders placed worldwide. This was 500,000 CGT more than runner-up China, which secured 1.90 million or 34.5 percent of the total. Japan and European countries won orders for 200,000 CGT. South Korea was the world's top shipbuilder from 2003-2008 but lost the title to China last year. **Source: AFP**



Above seen hull **HAVYARD 855** for Havila Offshore 30 miles east off Malta on Wednesday 16th June 2010 under tow of the 1985 built DNK flag tug **BAMSE TUG** bound to Leirvik Sognefjord for completion.

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

Gas cargo system could impact on LNG-fuelled ships

Daewoo Shipbuilding and Marine Engineering (DSME) says that it has developed what it claims to be the largest yet independent-type LNG cargo containment system. The new containment system, known as ACT-IB (aluminum cargo tank – independent type B), has the largest storage capacity of any independent type containment systems DSME will apply this technology to its LNG-FPSOs, which produce over 2 million tonnage of LNG annually, and to LNG carriers. This new system can contain a maximum of 210,000m³ of LNG, three times more than a conventional containment system of about 80,000m³ or 50% higher than Korea's current daily LNG consumption of 150,000m³. The development of the ACT-IB system means that DSME no longer has to pay a technology royalty to French or Japanese LNG containment system patent holders. The new technology can be immediately adopted for use in LNG carriers or floating facilities, which DSME says will save it a significant amount of royalty fees. DSME believes that possession of its own effective containment system should prove a deciding factor in the choice of shipbuilder for LNG-FPSO and LNG carrier contracts. Maintaining the conditions and temperature of natural gas that is usually liquefied and stored under -163°C without interruption is a challenging task, which the company regards as a measure of a yard's shipbuilding technological abilities.

The independent tank type LNG-FPSO design technology will be offered in addition to DSME's conventional membrane type LNG-FPSO design. The company says that it has obtained an international certification for its safety for B-Type tank following completion of a test programme, including thermal stress analysis, fatigue analysis, and crack growth analysis. Additionally, DSME has jointly developed an insulation system with a number of other Korean companies, attaining DNV certification earlier this year. The company intends to apply the ACT-IB system to its new-generation of 'green ship' technologies, including LNG-fuelled ships. **Source: The Motorship**

Ulstein delivered seismic research vessel Oceanic Vega

Ulstein Group delivered the seismic research vessel Oceanic Vega to Eidesvik Seismic Vessels on 2 July.

Oceanic Vega was named and delivered on 2 July. She is owned through a joint venture between shipowner, Eidesvik, and the geophysical company, CGGVeritas. "We are proud to deliver one of the most modern and advanced seismic research vessels in the world. We wish the owners all the best with their new vessel," says managing director

at Ulstein Verft,
Karsten Sævik.



*From the naming ceremony of **Oceanic Vega**. From left: Karsten Sævik, managing director Ulstein Verft, Jan Fredrik Meling, CEO Eidesvik Offshore, Alf Rune Jensen, Captain Oceanic Vega, Christine Chambovet, lady sponsor **Oceanic Vega** and Jean-Georges Malcor, CEO at CGG Veritas.*

Eidesvik Offshore is recognized in the industry for its green initiatives and is a frontrunner in the development of environmentally sound ships. Commenting on the latest vessel to join its fleet, Jan Fredrik Meling, CEO at Eidesvik Offshore, stated: "Oceanic Vega meets strict environmental standards. Equipped with state-of-the-art technology, the

ship reduces harmful atmospheric emissions and prevents oil discharge through its double hull construction. We are very satisfied with the X-BOW® vessel **Viking Poseidon** delivered by Ulstein in January. The ship operates smoothly with minimal vibrations and movements. This grants optimal vessel comfort, which is very important for the working conditions of our seafarers."

The Oceanic Vega is the first of two vessels of the SX120 type, designed by Ulstein Design & Solutions. It is a powerful seismic research vessel with a towing force of 140 tons during seismic operations. The vessel is ideally suited to acquisition of large 3D, 4D or high-resolution projects, utilizing a current streamer configuration of up to 16 streamers separated by 100 metres or more. The vessel's 20 streamer winches are each capable of spooling 9 kilometres of streamers.

Carrying an ICE-C classification, the Oceanic Vega is able to operate in cold waters. The vessel is designed to stay permanently at sea, with five years' docking intervals, and complies with the redundant propulsion notation from DNV. There are enough engines and generator sets to conduct maintenance at sea, and refuelling is carried out by dedicated support vessels. The vessel is equipped with straight shaft lines to the two CP propellers in a nozzle, each driven by two frequency converter-driven electric motors. This allows smooth speed control of around five knots during seismic acquisition. Two work boats will be used for maintenance of in-water equipment.

Oceanic Vega complies with the Clean Design demands from DNV, and with the SPS requirements for up to 60 persons. There are 52 single cabins and only nine double cabins. The mess room, galley and the four dayrooms have large windows facing the sea to add comfort for the crew. The vessel is equipped with a helideck to facilitate an efficient crew change. The X-BOW® results in lower added resistance and smoother bow immergence. This leads to reduced operational disturbances or involuntary speed reduction.

The instrument room is located at the stern, with large windows facing the sea. It is placed directly over the seismic area, with a direct view of the streamer deck. A storage area above the instrument room is served by a gantry crane with a capacity of 2 x 7.5 tons. The two deck cranes, placed on C-deck mid-ship, have a capacity of 15 tons at 18 metres, and serve the storage and provision rooms.

Ulstein Power & Control has delivered a substantial amount of equipment for the vessel, such as the information and communication system ULSTEIN COM®, the navigation system ULSTEIN NAV, and the integrated automation system ULSTEIN IAS®, which is equipped with integrated modules, among them PMS (power management system) and monitoring of helideck.

Glossary:

Seismic exploration: A geophysical method for investigating the Earth's subsurface. Acquisition of seismic data involves the transmission of controlled acoustic energy into the Earth, and recording the energy that is reflected back from geologic boundaries in the subsurface. Processing these reflections produces a synthetic image of the geologic structure of the Earth's subsurface.

Streamer: Energy reflected from beneath the seafloor is detected by numerous 'hydrophones' contained inside long, neutrally buoyant 'streamers' - often almost 5 miles long - also towed behind the vessel.

High-resolution projects: The streamers are towed closer together.

Redundant propulsion: The propulsion systems are separated. If one system fails, a certain bollard pull is still maintained by using the other system.

CP = controllable pitch propellers.

Clean Design: Environmental requirements including reduced emissions of NOx, double hull and prevention of oil storage next to hull.

SPS code: SPS = Special purpose ships = requirements related to special vessels, which provide increased stability if hull damage occurs.

ROUTE, PORTS & SERVICES

Seamanship

Whatever the ship. Wherever delivered.





www.redwise.com

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



GLOBAL SHIP DELIVERY & CREWING

info@redwise.nl



Far from her usual port of Milford Haven is the **SVITZER MUSSELWICK** helping out on the Clyde with the **Maersk Bentonville**. The **Maersk Bentonville** and her sister **Maersk Brooklyn** were towed in a double dead ship move an hour apart from Lay up in Loch Striven for re activation into service.

The initial raft of six ships is no more and the remote sea loch now has an empty barren look once more.

Photo :Tommy Bryceland, SCOTLAND ©

Sydney harbour dredging talks to restart next week

CBC reports that discussions on the dredging of Sydney harbour will continue next week between the Nova Scotia government and federal politicians. Talks were put on hold for two weeks as both levels of government were focused on the Queen's visit, and the G8 and G20 summits, a spokesperson for Premier Darrell Dexter said. Deputy Premier Frank Corbett said he will make a call to Ottawa on Monday.

"As a politician, as a resident of Cape Breton, you're always hopeful, and we've always dealt peer to peer with the folks from Ottawa and they've been very forthright. They have been honest with us through this whole play, so I'm expecting good things from it," Corbett said. "Good things don't just happen. You have to work at them and we're prepared to do the hard work."

A dredged harbour would allow the city to receive cargo ships that are too big for most other ports on the continent. In June, the Nova Scotia government promised to spend \$15.2 million if the federal government covers the rest of the bill. The Cape Breton Regional Municipality has offered to contribute \$2 million and Nova Scotia Power will put \$1 million towards the \$38 million plan. **Source : Dredging News Online**



Above seen from the **HAN MU 318** several dredgers operating in Yinkou, it looks like the Maasvlakte II project ☺

Photo : Crew Han Mu 318 ©

Problematic outlook for National Shipping


Shares of National Shipping Company of Saudi Arabia (NSCSA) are sputtering, and analysts see choppy waters ahead as well. At first glance, prospects for the owner and operator of ships used in the petroleum trade appear to be bright, as EFG-Hermes expects second-quarter earnings of about 125 million riyals compared with 108m riyals in the same period last year. But the increase is less impressive in light of the fact that the company added four vessels to its fleet since last year. The stock has been essentially flat since January. It closed at 17.9 riyals on Wednesday, the last trading day of the week for the Tadawul All-Share Index. Redwan Ahmed, an analyst with EFG-Hermes, maintains a sell rating on NSCSA with a target price of 15 riyals. NSCSA owns 17 very large crude carriers (VLCCs), 13 petrochemical tankers and four general-cargo vessels. The company is primarily geared towards the VLCC market, which has seen weak growth amid a softening of demand for oil and, consequently, oil shipments. NSCSA, like many of its peers, saw an increase in business as the price of oil reached a peak of US\$147 in the summer of 2008. As demand for transport grew, shipping companies bought more carriers. But there is significantly less demand today – Brent crude futures were trading at \$78.12 in London yesterday. NSCSA announced a 33 per cent cut in its dividends in January, from 1.50 riyals to 1 riyal, as management made it clear it did not expect to generate the high returns of 2008. **Source: The National**



The shearlegs **GPS ATLAS** collected in Maassluis a filter tower which was built by **DAHLMAN** in Maassluis and transported the filter to Rotterdam where it was loaded onboard a vessel

Photo : Jan Steehouwer ©






**BRESKENS
SAILING**



THE CHALLENGE
27-28-29
AUG-2010

Open Dutch Championships
(ONK) Offshore Racing IRC.
Also open for Classic Half Ton,
First 31.7, Laser SB3, MaxFun
25, other sport boats and CR
class. Entries and information
via www.breskenssailing.org
or phone: +31 117 382508

Communicatie + ontwerp: www.dewildezeeuw.nl

Diana Shipping Announces Direct Continuation of Time Charter Agreement With Louis Dreyfus

Diana Shipping Inc., a global shipping company specializing in the transportation of dry bulk cargoes, yesterday announced that it has entered into a time charter contract with Louis Dreyfus Commodities S.A., Geneva, Switzerland, for its Panamax dry bulk carrier, the m/v Dione, at a gross daily rate of US\$20,500 for a period of minimum twenty two (22) to maximum twenty six (26) months. The charter is a direct continuation of the previous agreement and will commence at the beginning of September, 2010.

This employment is anticipated to generate approximately US\$13.5 million of gross revenue for the minimum scheduled period of the charter. The **m/v Dione** is a 75,172 dwt Panamax dry bulk carrier built in 2001. Diana Shipping Inc. is a global provider of shipping transportation services. The Company specializes in transporting dry bulk cargoes, including such commodities as iron ore, coal, grain and other materials along worldwide shipping routes.
Source: Diana Shipping Inc.



The **IRIS BOLTEN** seen passing Schiedam outward bound – **Photo : Lia Mets ©**

Amma Lines to invest in new port in West Bengal

Local news sources say Amma Lines Ltd, part of Mumbai, India-based Meka Group, is planning to establish a deepsea port in West Bengal under a joint venture with the West Bengal Industrial Development Corporation (WBIDC).

The proposed port would be set up over 3,000 acres at Rosulpur in East Midnapore district. The project will provide direct employment to 1,000 people.

Amma Lines will set up the new port in two phases. Amma Lines will have 74 per cent stake in the joint venture, while the West Bengal government will hold the remaining 26 per cent.

In the first phase, the draft of the proposed port would be 12m and it will have four berths, two each for handling containerised and bulk cargo. In the second stage, the draft would be increased to 17metres and it will have 10 additional berths.

Rickmers names four 13,100 TEU box ships at HHI

Hamburg headquartered Rickmers Group christened four ultra-large containerships in a quadruple naming ceremony at Hyundai Heavy Industries, Ulsan, Korea, shipyard.

Each of the four 13,100 TEU ships, **Pearl Rickmers**, **Ruby Rickmers**, **Aqua Rickmers** and **Coconee Rickmers**, has a service speed of 24.3 knots. They have been chartered long term to Maersk Line and will join Maersk's "E-class" as **Maersk Edinburgh**, **Maersk Emden**, **Maersk Eindhoven** and **Maersk Essen**.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 185

The ships will be delivered one by one during July and August 2010, and phase in to Maersk's new joint service with CMA CGM linking Asia and North Europe. As Maersk's AE8 service, it will deploy ten ships of this size, each partner contributing five. The port rotation will be:

Ningbo - Shanghai - Yantian - Tanjung Pelepas - Port Kelang - Le Havre - Hamburg - Rotterdam - Zeebrugge - Port Kelang - Singapore - Ningbo.

A further four sister ships are due for delivery to the Rickmers Group in 2011, also for charter to Maersk Line. All have been fixed for 10-year periods with further options.

"With volumes out of Asia again starting to rise and rates holding, container lines' confidence is growing," noted Bertram R C Rickmers, Chairman of Rickmers Holding. "Given this scenario, the timing of the delivery of these Rickmers Group ships is looking much better than it might have done six to twelve months ago."

Describing the vessels, Mr. Rickmers added: "The eight vessels are ideally suited for the current market, which is demanding the largest possible ships in order to reduce the cost per container carried. Although built to operate at over 24 knots, the ships are equally capable of slow steaming. This is an important requirement today and in the months and years to come.

"These ships will also be capable of transiting the Panama Canal following completion of ongoing expansion work. Larger locks and dredging will open up an important additional trade lane for so-called New Panamax (NPX) container ships from Asia to the U.S. East Coast."

Technical details

All eight ships are being built by Hyundai Heavy Industries' Ulsan shipyard. The principal dimensions are as follows:

Length (oa): 366 m
Length (bp): 350 m
Beam: 48.2 m
Depth: 29.85 m
Design draft: 14.5 m
Scantling draft: 15.5 m
Deadweight: 125,480 mt at 14 .5m,140,580 mt at 15.5 m

Containers are carried 17-wide below deck and 19-wide on the hatchcovers. The maximum capacity of each ship is 7,074TEU on deck and 6,018TEU below deck, making 13,092TEU in total. Based on a homogeneous container weight of 14 tonnes per TEU, the maximum capacity is approximately 9,080TEU. Reefer plugs are available for 800 x 40ft containers. Each ship is powered by a single Hyundai-Wartsila 12RT-flex96C main engine weighing over 2,000 tonnes and developing 68,640 kW (MCR) at 102 rpm and 61,776 kW (NCR) at 98.5rpm. Five 2,700kw diesel generators are installed.

Although designed for a service speed of 24.3 knots, the flex-engines still achieve 21.5 knots at 60 percent of the engine's normal output but can also slow steam as required under charterers' current service patterns, generating substantial fuel savings. By having this substantial speed reserve, the ships can increase speed when necessary to maintain schedule integrity,

The ships will be managed by Rickmers Shipmanagement (Singapore) Pte Ltd (RSS), the Rickmers Group's shipmanagement unit set up in Singapore to manage the fleets of shipping trust Rickmers Maritime and Rickmers Group shipowner Polaris Shipmanagement Company as well as third party vessels. Including the latest four 13,100TEU ships, RSS will be managing a young - average age two years - fleet of 27 mainly Panamax container vessels and Rickmers Group's two new PCTCs delivered earlier this year. With the four 13,100TEU vessels, the total fleet of Rickmers Group totals 107 vessels, 78 of which are being managed by Rickmers Reederei in Hamburg.

A-FRAME INSTALLED ON OLEG STRASHNOV



Photo left and top : Engineroom department Oleg Strashnov ©

The sheerlegs **MATADOR 3** installed the A-Frame at the crane of the **OLEG STRASHNOV** in Rotterdam

Photo below : Thijs Vink ©



CMA CGM Group takes delivery of two new vessels

The CMA CGM Group is pleased to announce the delivery of the **CMA CGM LAMARTINE** (6,500 TEU) and **CMA CGM CALLISTO** (11,400 TEU) in South Korea. Built by Hanjin Heavy Industries and Construction Co shipyards, the **CMA CGM LAMARTINE** (6 500 TEU) is deployed on the Asia-Mediterranean market on the MEX (Mediterranean Express) service. The vessel started its rotation today in Yokohama.

Her rotation will be as follows: Yokohama, Kobe, Pusan, Kwanyang, Shanghai, Ningbo, Xiamen, Chiwan, Hong Kong, Port Kelang, Beirut, Malta, Valencia, Barcelona, Fos, Genoa, Naples, Malta, Damietta, Khorfakkan, Port Kelang, Chiwan, Yokohama.

The CMA CGM Group also took delivery today in South Korea of **CMA CGM CALLISTO** (11,400 TEU). Built by Hyundai Heavy Industries shipyards, the vessel is the third of a series of 12 vessels of 11,400 TEU ordered by the CMA CGM Group. They will be delivered between 2010 and 2011. The vessel has impressive dimensions (360 meter long, 45 meter large, 15.5 meter draught) and is equipped with innovative environmental-friendly features. This new giant of the seas will be deployed on the FAL 5 (French Asia Line) service operated between Asia and North Europe. **CMA CGM CALLISTO** will start its rotation on July 3rd in Ningbo before calling Shanghai, Yantian, Tanjung Pelepas, Port Kelang, Le Havre, Hamburg, Rotterdam, Zeebrugge, Port Kelang and Singapore. The delivery of these two new vessels will enable the CMA CGM Group to support the strong demand on the Asia-North Europe and Asia-Mediterranean trades. **Source: CMA CGM**



The **ROSA DELMAS** changed her livery from Delmas into the CMA CGM colours during her last drydock, above the vessel is seen enroute Antwerp last week

Photo : P., M., & Ph. van Luik - www.shipsofterneuzen.nl ©

ONGC to intensify work on Western offshore fields

In a move aimed at giving a major impetus to boosting energy, state-owned Oil and Natural Gas Corporation (ONGC) has given the green signal for development of a cluster of oil and gas fields in the Western Offshore holding large deposits.

The ONGC board gave its approval to the proposal to develop a cluster of oil and gas fields WO-5, WO-15, WO-16 and B-119/121 fields. The approval came at the meeting held on June 30, according to an official statement issued here. The fields in the Western offshore are situated about 140 km from the West coast of Mumbai and 40 km south of the Mumbai High fields.

The conservative estimates of in-place oil and gas in these fields are 8.57 million tonnes and 11.024 billion cubic metres (bcm) respectively, it said. The fields will produce 2.83 million tonnes of oil and 8.58 bcm of gas over their life.

The statement said that ONGC planned an innovative methodology of converting its first drill ship, Sagar Samrat, of 1973 vintage, into a Mobile Offshore Production Unit (MOPU) and using the same for producing oil and gas from these fields. "This has significantly reduced the capex for the project and has made it economically viable with improved price realisation for oil as well as gas, in spite of considering very conservative estimates of production profile," it added.

On the other hand, the government has given approval for \$5.25 per million British thermal unit (mBtu) as the price of gas produced from ONGC's C-Series fields in Mumbai offshore. ONGC had initially sought \$5.5 per mBtu but the Petroleum and Natural Gas Ministry approved a price of \$5.25 per mBtu.

Natural gas produced from C-Series fields is sold to GAIL which further markets it to end-users. ONGC began production from C-Series fields last month and is now producing 0.8-1.2 million standard cubic meters (mscmd) gas a day. Peak output of 2.8 mscmd will be reached once all the 15 wells are drilled in the post-monsoon scenario.

The official said the price approved for C-Series field was about a dollar more than the price at which Reliance Industries Limited (RIL) sells gas from the nation's biggest gas field in Krishna Godavari basin off the East coast.

Reliance gets \$4.215 per mBtu for the gas it produces from KG-D6 fields off the Andhra Pradesh coast. **Source : The Hindu**



Port surveillance system launched

A series of developmental projects was launched at various places in Tuticorin Port Trust here on Thursday evening.

Secretary, Ministry of Shipping, K. Mohandas, inaugurated the port surveillance system at the TPT premises in the presence of Chairman G.J. Rao and Deputy Chairman A. Subbiah.

In a bid to enhance the security system, internet protocol-based wireless CCTV surveillance system was installed at a cost of Rs. 1,39,97,886. The security system consists of twenty eight cameras in which eleven are fixed and seventeen are pan and tilt zoom (PTZ). The fixed cameras were installed in gates and PTZ cameras at wharf, berths and boundaries. Strict vigil would be maintained through CCTV control room.

Subsequently, the Secretary was received at the inauguration of VOC Park, which has been developed at a cost of Rs. 24 lakh with landscaping. To suppress dust emission, a water sprinkler system and wind barrier in the integrated coal

stack yard was installed. The wind barrier on southern and western side of the coal stack yard was established on an outlay of Rs. 2 crore.

A sum of Rs. 2.18 crore was spent to control the dust emission while handling coal. To improve maritime trade in all major and minor ports under National Maritime Development Programme, two electrical level luffing wharf cranes of six and ten tonne capacities were installed to increase the handling capacity.

The cranes could handle with its capacity of 1.9 million tones per annum. The total cost of the project is Rs. 12.19 crore. It would increase the productivity by 1.90 million tonnes per annum (MTPA) from the present handling capacity of 0.80 MTPA.

The wharf cranes would also be made operational continuously. The maximum reach of the crane is 26 metres and minimum radius of operation is six metres. Strategies were being worked out for resumption of ferry services between Tuticorin and Colombo, he said. The decision on visa-free transit for passengers would be made by the External Affairs Ministry, he added. **Source : The Hindu**

Evergreen orders ten 8,000 TEU box ships at Samsung

The Evergreen Group has placed orders with Samsung Heavy Industries Co., Ltd. for ten 8,000-TEU L-class environmentally advanced container vessels. Being built at a cost of \$103 million each, the ten ships are the beginning of a program of a new generation of container vessels that will be ordered by Evergreen Line from several shipbuilding yards in Asia. Details of the entire program will be made public as, says Evergreen, it "continues to negotiate both the price and the technological capability of the shipyards to meet the carrier's very strict standards of environmental protection and fuel conservation."

The first of the ten ships ordered today is due for delivery in 2012 and will join Evergreen Line global containership fleet. Six of the new vessels will be built for Evergreen Marine Corporation and four for Evergreen International S.A. (Panama). The ships are being built at a cost of \$103 million each.

The new ships will be constructed under the innovative Greenship design concept developed by Evergreen Group Chairman Dr. Chang Yung-Fa nearly 10 years ago and first introduced in 2003. The highly developed features have been built into every Evergreen Line vessel since then. The Greenship program has taken environmental protection and compliance to a superior level.

Evergreen says the L-type ships will meet the Group's fleet reinforcement program, as well as providing replacement requirements.

With an overall length of 334.8 meters (1100 feet) and a beam of 45.8 meters (150 feet), the new ships will have cruise speed of 24.5 knots. "Evergreen's long-time commitment to environmental excellence takes yet another step forward with these newbuildings," said Bronson Hsieh, Evergreen Vice Group Chairman and Chairman of Evergreen Marine Corporation. "The emphasis on fuel conservation will work reduce the carbon footprint we leave on this green earth."

In this new shipbuilding plan, Evergreen Group says it will challenge itself to use the most advanced and environmental protection concept in building the new tonnage. "To protect our sea and air, the Evergreen Group has always been ahead of compliance with international policies and regulations to bring leadership to industry sustainability," said Mr. Hsieh. "We expect nothing less this time as well."

Source : MarineLog

OLDIE – FROM THE SHOEBOX



For the tanker freaks among us, from [Harry Stott](#), taken at the St. Lawrence, mid 70's the [FLORENCE](#)

.... PHOTO OF THE DAY



The seismic research vessel [Oceanic Vega](#) is delivered from [Ulstein Group](#) to [Eidesvik Seismic Vessels](#).
Photo courtesy: [Ulstein Group/Tony Hall](#)

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>