

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 222



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**The 95 ton bollard pull tug SMIT PANTHER seen moored in the Scheurhaven
Rotterdam - Europoort
Photo : Piet Sinke (c)**

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EVENTS, INCIDENTS & OPERATIONS

COLLISION OFF MUMBAI



The Indian Coast Guard (ICG) has sounded an alert over the oil spill off the Mumbai coast, as the slick covered a large area, up to five nautical miles, from the spot where two ships collided on Saturday morning. The spill from **MSC Chitra**, after it collided with mv **Khalijia-III**, is estimated to be three to four tonnes an hour. Aggravating the situation is the continual falling of containers from the cargo of **MSC Chitra**, which is sinking, as the vessel tilted precariously

"The oil has spread up to Uran, Mandwa, Elephanta Island and Butcher Island. Oil is still being discharged. The ship was carrying about 26,000 tonnes of oil (??) , including 283 tonnes of diesel and 88 tonnes of lube oil. About 200 containers have fallen into the sea and there are 32 containers with dangerous cargo. A total of 1,219 containers were aboard," Commandant S.S. Dasila of the ICG told The Hindu over phone.

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The ICG did an aerial survey of the collision site on Sunday morning and conducted spraying operations. It deployed "five additional ICG ships (**Sankalp**, **Amrit Kaur**, **Subhadra Kumari Chauhan**, **Kamla Devi** and **C-145**). They joined the Coast Guard [vessel] **AOPV Sangram**, which was deployed on Saturday night. The CG helicopter and Dornier were pressed into action for aerial spray of dispersants through regular air sorties. M/s **Smit Salvage Singapore** has been employed by the shipping agency of **MSC Chitra**," an ICG Maritime Rescue Coordination Centre press noted stated.



CURRENT PORT SITUATION - AS OF 1100 HRS 9/8/2010



Due to the collision of **MSC CHITRA** no vessel could sail from NSICT, GTI & JNPT. No vessel is allowed to take berth and all the vessels are waiting in anchorage. The incoming vessels too were kept at the stream. Port has stopped accepting all export containers into the port. All the carriers has also started cancelling all further bookings for export including the booking which was already issued for empty pick ups.

Vessels loaded with export boxes were not sailed. Unless and until the salvage operations gets over vessels were not likely to sail or call the terminals.

Precautions - It would be advisable to avoid dispatch of empty boxes for factory stuffing till the situation gets improved, because once the intake of boxes gets prevented the boxes will be getting diverted to Buffer. Since there is only one BUFFER it will not take much time for them to close the Buffer. In such a situation this will lead to detention of vehicles upon arrival.

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The **FJELL** seen ready for departure yesterday afternoon – Photo : Piet Sinke (c)

Huge cruise ship anchors off Gozo

The Holland America cruise liner **Noordam** became the largest cruise ship to stop off Gozo when it dropped anchor between Comino and Mgarr. The 82,000 leviathan left Grand Harbour at 7.00 a.m. and sailed along Malta's East coast to Gozo, where it will be disembarking some 600 passengers for a tour lasting several hours.

This is the third Holland America Line cruise ship to call in Gozo after the **Rotterdam** and **Prinsendam** which called late last year. Mifsud Brothers Ltd. – Malta Cruise Services are handling the excursions in Gozo. Gollcher are the ship agents.

Tours have been designed to showcase the best that Gozo has to offer. These include a "Taste of Gozo" where guests have the opportunity to savour local wine and specially baked bread using a wood-burning fire together with an array of Gozitan specialities. Families with children will be taken to Ramla il-Hamra and for the more adventurous a "Sail & Swim in the Blue Lagoon" in Comino as well as a "4x4 Safari".

There is also an "Art & Culture Tour" which takes guests to Ta' Dbiegi Crafts Center and to the workshop of a well known local sculptor. A spokesman said the buoy installed for cruise ships off Xlendi could not be used because it is meant for smaller ships. **Source : timesofmalta**



The **CONTI SHARJAH** seen passing Terneuzen outward bound from Antwerp - **Photo : Mike Ebel (c)**

Massive Arctic ice island drifting toward shipping lanes

The biggest Arctic "ice island" to form in nearly 50 years – a 250-square-kilometre behemoth described as four times the size of Manhattan - has been discovered after a Canadian scientist scanning satellite images of northwest Greenland spotted a giant break in the famed Petermann Glacier.



About one-quarter of Petermann's 70-kilometre-long floating ice shelf has split from the main glacier and is now drifting in a fiord toward open water. It will eventually track a route south, toward Canadian shipping lanes along the Baffin Island and Newfoundland coasts, as do most icebergs calved from Greenland's shoreline glaciers - including the one that struck and sank the Titanic in 1912.

Environment Canada's Trudy Wohlleben, a researcher with the Canadian Ice Service, reported the birth of the colossal ice island on Thursday to a U.S. expert conducting a study on ice movement in Nares Strait - the narrow sea passage between Greenland and Canada's Ellesmere Island.

University of Delaware researcher Andreas Muenchow confirmed and announced the discovery on Friday, describing the ice island's thickness of more than 200 metres in some places as "half the height of the Empire State Building."

The new ice island dwarfs a 29-square-kilometre one that broke away from the Petermann Glacier in 2008 and forced the Canadian Ice Service to closely monitor its movement last summer near shipping routes at the south end of Baffin Island. The threat subsided after the ice island broke into smaller pieces that drifted throughout the waters of the

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Eastern Canadian Arctic. At the time, however, experts had detected a large crack in the Petermann Glacier that they suspected might produce a much, much bigger ice island – a prediction now proven correct.

"The fresh water stored in this ice island could keep the Delaware or Hudson rivers flowing for more than two years," Muenchow said in a statement. "It could also keep all U.S. public tap water flowing for 120 days." To give some Canadian comparisons, the free-floating block of ice is considerably larger than B.C.'s Saltspring Island, about half as big as the Island of Montreal and almost the exact size of Newfoundland's Fogo Island.

"In Nares Strait, the ice island will encounter real islands that are all much smaller in size," Muenchow stated. "The newly-born ice island may become land-fast, block the channel, or it may break into smaller pieces as it is propelled south by the prevailing ocean currents. From there, it will likely follow along the coasts of Baffin Island and Labrador, to reach the Atlantic within the next two years." Muenchow said the last time the Arctic produced an ice island larger than this one was in 1962, when a 400-sq.-km piece of the Ward Hunt Ice Shelf broke away from north coast of Ellesmere Island. Earlier this summer, the Jakobshavn Glacier - its ocean outlet located near the town of Ilulissat on Greenland's west coast -lost a seven-square-kilometre section of its leading edge. The collapse of several Arctic ice shelves in recent years has kept the Canadian Ice Service on alert for possible threats to ships and oil exploration activity. In 2005, a 66-square-kilometre chunk of the Ayles Ice Shelf on Ellesmere Island's northern coast broke free and began drifting south. Federal scientists kept a close watch on the resulting Ayles Ice Island as it tracked a worrisome route toward the Beaufort Sea, a relatively busy region in summer for shipping and oil-and-gas exploration.



HAL's **RYNDAM** seen cruising the Glacier Bay (Alaska) – **Photo : Andrew Barker (c)**

But in August 2007, the five-by-15-kilometre slab turned down a dead-end channel between Meighen and Axel Heiberg islands, where it was expected to slowly break up over years and become an anonymous part of the Arctic pack ice.

In 2008, the Ellesmere Island ice shelves experienced unprecedented losses totalling about 200 square kilometres, sending more huge ice chunks drifting through Canada's Arctic waters. One of the country's five remaining Arctic ice shelves - the 4,500-year-old, 50-square-kilometre Markham Ice Shelf - broke completely away from Ellesmere and drifted into the Arctic Ocean, a particularly dramatic sign of how rising temperatures and retreating sea ice were creating what one top scientist called "irreversible" changes to the country's polar frontier. **Source : Postmedia News**



The **HEBRON SEA** seen in the Deep Panuka field – Photo : Jan Plug ©

Turkish ferry attacked by Israeli commandos returns to Turkey.

The raid killed nine activists and has generated several investigations. The **Mavi Marmara** arrived in the Turkish port of Iskenderun after being towed from Israel where it had been held since the May 31 attack. NOTE: No reason was given why it was towed rather than operating under its own power. The vessel will be inspected by Turkish officials and then a UN group that has launched an investigation into the Israeli raid.

Although two other ships are being returned to Turkey there are still three other vessels and the Irish Cargo ship Rachel Corries being still held in Israel. No reason was given why it is taking so long to release the vessels. Israel sent a message with the ship that said it expected Turkey to try to prevent other ships from attempting to break the Gaza blockade. The incident damaged Turkish relationships with Israel. Tourism from Israel is down 90 per cent. **Source : allvoices**



The **TOISA SONATA** seen departing from Kats for Vlissingen August 8th
Photo : Ferdinand Dees - DNAC LUXEMBOURG SA ©

Dry bulk market continues on recovery path

The dry bulk market has managed to post another weekly gain, as the industry's benchmark, the BDI (Baltic Dry Index) leapt forward, this time staying above the 2,000-point mark, ending the week with an increase of 3.20 percent or 63 points, to stand at 2,030 points. The main contributor was the capesize sector, with gains of 14.15 percent on a weekly basis, with the Capesize index ending the week at 2,194 points. Currently, the monthly average stands marginally higher than that of July 2010 (1970 points) and is at 1977 points. The Capesize T/C average rate calculated every week by N. Cotzias Shipping Consultants from this week T/C fixtures went up this week by a very strong 21.85%, still around the 20k mark at \$20,409. Previous week's T/C figure was \$16,750. The shipbroker said though that period demand this week was somewhat subdued and reported still a "lowish" number of cape fixtures of just eleven units that were fixed on T/C this week compared to a lower figure of six it had observed last week. All other segments of the market lost ground this week, even if this was quite modest. The broker's weekly analysis said that it is notable that locking for 11 to 13 months at around \$30k per day can be seen as an indication that charterers may well have the feeling that the market is going to improve during the forthcoming weeks. The analysis went on to mention that "uncertainty prevails, directionless, and above all, no clear sign that we have left the worst past-us. However optimism is here as there is some momentum in the Supramax markets and some extra steam in the Capesize markets as more cargoes and more demand are there especially after the second half of week31 went through. It is encouraging also that a slight pickup of the rates is happening now during the cooling-off summer period that most activity usually subdues. We can expect that September onwards some new trades will provide more steam in the dry bulk business. Some useful market underlying fundamentals show that both India and China have adopted new energy producing plants based on thermal coal and the new demand for those new energy businesses will alter the world coal trade whose seaborne trade is expected to reach 1.05billion tones for 2010 as opposed to 0.85billion tones of 2009. The coal trade is expected to partly counter some of the lost momentum that the iron/ore business has not produced over the past 2 months. Most of the trade of coal comes from Indonesia and Latin America, and this is important to note that Indonesia is part of the famous BRIIC 5 country set, that is expected to have a very positive GDP growth of about 6.2% for the second half of 2010", Cotzias said.

In a separate report on the secondhand and demolition market by Piraeus-based shipbrokers Golden Destiny a total of 46 sales were reported. "The highest activity has been recorded in the secondhand market with 34 orders reported in

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total. The secondhand market has been marked with almost 21.5% positive yearly change with 34 vessels reported to have changed hands this week equalling to a total amount of money invested around US\$ 721,500,000. In the demolition market, 12 vessels have been headed to the scrap yards of total deadweight 535,748 tons, while in 2009 10 vessels reported for scrap indicating a positive yearly change of 20%. In the newbuilding market, 30 vessels reported to have been ordered equalling to a total deadweight around 2,000,000 tons. The dry sector has held the largest share of newbuilding contracts with 15 bulkcarrier transactions equalling to a total deadweight of 1,217,200 tons, with orders from almost all sizes. The Hellenic presence has been noticed this week in the secondhand market with only 1 transaction in the tanker sector and with 8 newbuilding transactions, 2 in the panamax bulkcarrier sector, 2 in the LNG tanker sector and 4 in the Container sector. The cumulative amount invested by Greeks is \$ 57,000,000.- in the secondhand market and more than U.S. \$ 540,000,000.- , since 2 newbuilding transactions in the panamax sector reported on private terms, in the newbuilding market” Golden Destiny said. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



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The **CHALLENGE PROSPECT** seen enroute Amsterdam – **Photo : Kasper Kools ©**

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'Ester' moves away; cargo ship missing

Tropical depression "Ester" maintained its strength Sunday as it moved away from the country toward Japan, the Philippine Atmospheric, Geophysical, and Astronomical Services Administration (PAGASA) said.

As of 10:30 a.m. Sunday, Ester was estimated at 340 kilometers northeast of Basco, Batanes, with maximum sustained winds of 55 km per hour (kph). Its speed accelerated to 17 kph in the north-northeast direction. PAGASA isolated to three areas – the Batanes, Babuyan, and Calayan islands – Public Storm Warning Signal No. 1.

While Ester moves away, the cyclone will continue to enhance the southwest monsoon (habagat) and bring rains over Luzon and Visayas. Occasional to frequent rains are expected in Luzon, while cloudy skies with scattered rain showers and thunderstorms are expected in Visayas. PAGASA alerted residents living in low-lying and mountainous areas under Signal No. 1 and areas over the western sections of Central and Southern Luzon and Western Visayas against possible flashfloods and landslides.

PAGASA also issued gale warning advisory for fishing boats and large sea vessels against strong winds and big waves associated with the surge of southwesterly surface wind flow (hanging habagat) enhanced by Ester.

"Strong to gale force wind is expected to affect the western seaboard of Luzon and Visayas," it said. It noted that wave heights over the seaboard of Luzon is expected to reach 3.7 to 5.0 meters, while wave heights over the seaboard of Visayas will likely reach 3.7 to 4.5 meters. Ester is expected to be at 680 km north-northeast of Basco, Batanes or at 90 km southwest of Okinawa, Japan on Monday.

A non-propelled barge crashed into at least five shanties and eight motor bancas when big waves caused chaos along the shoreline of Navotas City the other night. Captain Joselito de la Cruz, acting station commander of the Philippine Coast Guard (PCG) Station in Manila, said no one was reported hurt or injured in "freak minor maritime accident."

De la Cruz said the barge, owned by Asian Shipping, was pushed by waves to the coastline of Sitio Davila Dulo, Barangay Navotas West around 7:30 p.m. and crashed into five houses on stilts and eight motorboats.

"As of now, we are trying to contact the owner of the barge and Asian Shipping which our men have yet to identify. No casualty was reported to date," De la Cruz told Manila Bulletin in an interview Sunday morning. He said the amount of damage caused by the barge is still being determined. Initial investigation disclosed that the barge was being towed toward an unknown direction but because of big waves, the vessel was carried off to the coastline.

The PCG also received at least two distress calls from two different vessels – one of which was now reported missing – as tropical depression Ester lingered within the Philippine area of responsibility (PAR). Lieutenant Commander Armand Balilo, spokesman of the PCG, Sunday told reporters that a search was underway for **SF Freighter** 498 GT and its crew of 17 after they lost contact with the ship.

He said the last message from the ship was last Saturday afternoon when the ship's captain informed them that the vessel, which was bound to Cebu City, had encountered an engine trouble while it was passing near Dos Hermanas Island in Marinduque province.

"Habang bumibiyahen ito mula sa Manila papuntang Cebu ay sinalubong ito ng malalaking alon. Ang huling information na natanggap natin ay nagkaroon na daw ito ng engine trouble," Balilo said. At least three ships had reportedly been scouring the area since the ship suddenly lost its contact to PCG. Meanwhile, Balilo said they had already issued a Notice to Mariners which directs the shipping and fishing communities to help them search the ill-fated SF Freighter, owned by a certain Henden Chua of Seaford Shipping.

On the other hand, the PCG Action Center immediately coordinated for rescue efforts after receiving an alert that MT **SP Beijing** developed engine trouble while cruising at the vicinity of Cabra Island. A similar alert was also received from other international Rescue Coordination Centers such as the Maritime and Ports Authority of Singapore, Korean Coast Guard, and Australian Search and Rescue relative to the same incident, said Balilo.

MT **SP Beijing** is a cargo vessel of 4,599 gross tons with 18 crew members onboard enroute to Indonesia from China when she encountered engine trouble and called for distress. **Source : Manila Bulletin**



The **DEO VOLENTE** seen departing from Rotterdam – **Photo : Marijn van Hoorn (c)**

CASUALTY REPORTING



High Speed Ferry Engine Fire

On August 6th at 11:10 a.m a fire broke out on a **High Speed 1 ferry** in one of its main engines. The ferry had just departed from Mykonos and was on its way to Paros. The crew on board managed to extinguish the fire with the help of the ferry's sprinkling system. Thankfully there are no injuries or damages to report and the only issue was a delay of 20 minutes. All passengers on board arrived at their final scheduled destinations on various High Speed 1 ferries
Source : Greekreporter

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Panmax Floating Dock Sold from Denmark to Turkey, now under towage.



Sunday 8th August 2010 was departure day for a piece of history in Fredericia, Denmark. Fredericia Shipyard A/S, Fredericia, who later this year is changing its location to the former Odense Shipyard, Lindø, Odense, where graving docks are available, have sold their 22,000 TLC Floating Dock, **DOK I**, to Besiktas Shipyard in Turkey. The dock is one of the large Panmax steel docks, built by Flender Werft AG, Lubeck.

The towage is being performed by the new powerful 154 tons Bp tug **Carlo Martello** as arranged in cooperation ITC / Augustea S.p.A. and the convoy is expected to be in Turkey by 6th September, where it will double Besiktas Shipyard's docking capacity at Yalova.

Fredericia Shipyard A/S second dock, DOK II, 12,000 TLC, is being sold for delivery later this year, also via **KLAUS HEUN SHIPPING EFTF APS**, who conducted the sale/towage of **DOK I**.

Keppel to Deliver Fourth ENSCO 8500 Rig

Keppel FELS Limited (Keppel FELS) is on track to deliver **ENSCO 8503**, the fourth of seven **ENSCO 8500 Series** semisubmersible drilling rigs being built exclusively for Ensco plc (NYSE: ESV). ENSCO 8503 is scheduled to commence a two-year primary term with Cobalt International Energy, L.P. in the Gulf of Mexico in early 2011.

The rig was named at Keppel FELS by Lady Sponsor, Cynthia Bryant, spouse of Joseph H. Bryant, Chairman & CEO of Cobalt International Energy, L.P., in the presence of Guest of Honor, Ho Ching, Executive Director & CEO of Temasek Holdings Pte Ltd.

Daniel W. Rabun, Ensco's Chairman, President & CEO, said, "Given our long-term relationship and confidence in Keppel FELS, Ensco has awarded Keppel FELS contracts for all seven rigs in the ENSCO 8500 Series.

"**ENSCO 8500** and **ENSCO 8501** are the first two deepwater rigs to be certified by the Bureau of Ocean Energy Management Regulation and Enforcement (BOEMRE) under NTL No. 2010 – NO5 in the U.S. Gulf of Mexico under the new regulatory framework, and we anticipate similar success for **ENSCO 8503**."

Over the course of completing the first four units of the more than \$3b **ENSCO 8500 Series** seven-rig fleet, Keppel FELS has trimmed construction lead time by about 1 million man-hours, compared to the first unit. **Source :** **MarineLink**

Vietnam may spur privatization after \$4.5 billion shipyard debt

Vietnam may accelerate plans to privatize and break up state-owned companies after the nation's largest shipbuilder almost collapsed under 86 trillion dong (\$4.5 billion) of debts. "Vietnam's policy is to speed up the process of equitization," the state's name for privatizations, said Nguyen Xuan Phuc, chairman of the Government Office, which oversees implementation of state plans. "The Vinashin case won't slow the equitization program," he said by phone on Aug. 6. The ex- chairman of Vietnam Shipbuilding Industry Group, known as Vinashin, was arrested last week amid a probe into losses.

Hastening the privatization push may boost management standards at local companies and help the South Asian nation pare a budget deficit that contributed to it being downgraded by Fitch Ratings last month. The government delayed plans to sell stakes in Bank for Investment & Development, Vietnam Airlines and other state-owned companies in the last two years as global stock markets plunged during the worldwide recession.

"Vinashin is a good example of why the equitization process needs to progress more quickly," said Matt Hildebrandt, a Singapore-based economist at JPMorgan Chase & Co. It will "ensure that credible leaders run and grow Vietnam's most important companies."

Pham Thanh Binh, Vinashin's ex-chairman, was accused of "intentional violations of state regulations on economic management that have resulted in serious consequences," according to a statement posted on the government's website on Aug. 4. He was suspended from Vinashin last month before being detained by an investigation agency under the Ministry of Public Security.

Binh, 57, had run Vinashin since the company's formation in 1996, holding posts including general director, chairman and secretary of the group's party unit, according to Thanh Nien newspaper. The government set up Vinashin by combining shipyards and related companies held by the Ministry of Transport, according to the shipbuilder's website.

Fitch cut Vietnam's long-term foreign and local-currency ratings by one level to B+ on July 29. That's four steps below investment grade. The nation's budget deficit will likely stay at 7.6 percent of gross domestic product this year, the ratings company said.

Vietnam has focused privatizations this year on smaller companies or units of larger groups. Last week, it raised 129.2 billion dong selling shares in BIDV Insurance Co., an arm of BIDV, the nation's second-biggest lender by assets.

Mekong Housing Bank, a state-owned commercial lender, said last week that it plans to finish its privatization this year. The government intended to conduct an initial public offering of BIDV as early as 2007. The sale was delayed because of concerns about an oversupply of new shares and then because of the global financial crisis. Vietnam Airlines' offering was planned for 2008. No date has been set yet for either sale.

Bao Viet Holdings, Vietnam's biggest insurer, raised 4.3 trillion dong in an initial public offering in 2007 before listing shares on the exchange in 2009. Joint-Stock Commercial Bank for Foreign Trade of Vietnam and Vietnam Bank for Industry & Trade, the nation's third-biggest and fourth-biggest bank by assets, also listed shares last year.

The benchmark Vietnam Stock Index, or VN Index, has dropped 4.5 percent this year, compared with a gain of 19 percent for the benchmark index in Thailand and of 21 percent in Indonesia. The MSCI Emerging Markets Index, which tracks 756 companies worldwide, has climbed 2.4 percent.

The government should prioritize selling stakes in some of the largest companies still fully under state control including the nation's biggest power company, Electricity of Vietnam, or EVN, and oil producer Vietnam Oil & Gas Group, said Matthias Duehn, Ho Chi Minh City-based executive director of the European Chamber of Commerce in Vietnam, a business group. "EVN is probably the most urgent one to address because Vietnam is experiencing serious energy problems in the medium- and long-term," he said. "It is proven by many cases, most recently Vinashin, that state-owned enterprises are often lagging behind in efficiency, funds allocation and corporate governance."

Vietnam plans to restructure Vinashin, which has already fired about 5,000 workers to cut costs and "was facing the risk of bankruptcy" in June, according to an Aug. 4 government statement. The company should focus on shipbuilding and maintenance, Deputy Prime Minister Nguyen Sinh Hung said last week. The shipyard had invested in projects including shipping, industrial zones and cement-making.

The government will likely save the shipbuilder as it employs skilled workers and generates export earnings, said Lawrence Wolfe, director of business development at DongA Securities Co. in Ho Chi Minh City. "It's a company and a group that the government would like to save," he said. "It would also be an example of the need for equitization."

Source: **businessweek**

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SALE OF THE VLCC 'TI CREATION'

Euronav NV announced that it has sold its oldest double hulled VLCC, **TI Creation** (1998 – 298,324 dwt), for USD 55.5 million. The capital loss of this sale transaction is about USD 9.9 million. The vessel is foreseen to be delivered to its new owner in October of this year. This sale is part of the ongoing fleet renewal program of Euronav and the strategy to maintain a young fleet. The loss of this sale transaction will be recorded in the second quarter hence the

preliminary results published on 22nd July 2010 will be adjusted at the time of publication of the final results on 26th August 2010. **Source : Euronav**



Several vessel awaiting at the Bosphorus entrance – **Photo : Sebastiaan (c)**

Wilhelmsen Ships Moves Rig Half-way Across the World

Wilhelmsen Ships Service recently arranged transportation of an oil rig from Edmonton Canada, through the United States to Kuwait. The land based oil rig consisted of 3,675 cubic metres of cargo with the heaviest unit being 52 tons.

The rig was transported on behalf of the customer, Burgan Company, which specializes in well drilling, trading and maintenance. Burgan is the leading company in Kuwait for oil well exploration, drilling and work-over.

"The challenge was crating and dispatching 45 truck-loads of cargo across 3,800 km from Canada to Houston Port, U.S. in time to connect with a heavy carrier vessel bound for Kuwait." said Wilhelmsen Ships Service Assistant Sales Manager, Arun Ravindran. All the cargo was delivered to Houston Port within 16 days, despite temperatures below 0 degrees Celsius and road bans due to snow and ice formation. Thereafter the cargo was kept in a holding yard until the arrival of vessel MV **BBC Kusan**.

On arrival in Kuwait, Wilhelmsen Ships Service also secured nomination of the vessel for husbandry services and handled vessel berthing, discharge and cargo storage in Shuwaikh Port. Wilhelmsen Ships Service supplies Unitor marine products, technical services, ships agency services and maritime logistics **Source : MarineLink**

Sofcomflot takes delivery of a tugboat, built at Leningrad Shipyard

The third tugboat, constructed at the Leningrad Shipyard Pella for Sovcomflot, has been delivered to the Customer. The vessel will be soon launched, the company press release said.

An earlier report said the **Dobrynya** was designed to operate in North-West region. The ship dimensions: LOA - 28.5 m, Breadth - 9,5 m, Depth - 4,8 m, Overall draught - about 4,5 m, Crew – 8, Bollard pull - 47 tons. The tug was built on class KM * Arc4 R2 Aut1 FF3 WS Tug. Pella Shipyard was founded in 1950. In 1992 the state-owned enterprise was privatized, turned Pella Holding Company comprising of the head office and a number of its subsidiaries.

Sovcomflot Group, founded in 1995, is one of the largest Russian shipping companies. Sovcomflot's fleet comprises of 146 ships of total deadweight of over 10 million tons. The company shipbuilding program includes 10 ships of total 800,000 DWT. The average Sovcomflot's tanker age is some 7 years (world's average - 12 years). The Group ranks first in the world in the segment of commodities carriers, the second - in Aframax vessels fleet. The company has the world's largest Ice Class vessels fleet. It is also the top global operator of Arctic shuttle tankers and LNG carriers with Ice Class. **Source : PortNews**

TREASURE ARRIVES IN ROTTERDAM



Above seen Dockwise **TREASURE** enroute Rotterdam Waalhaven where the vessel was assisted by the tug **THAMESBANK** and **SMIT ZWEDEN** (Photo right)

Photo top : Wil Kik (c)

Photo left : Ab Seen – Thamesbank (c)

Maersk Tankers says must cover costs or won't sail - Chief Executive

Tanker shipping group Maersk Tankers will keep vessels docked if it cannot cover costs, the company's chief said on Friday. The world's biggest independent oil tanker operator, Frontline (FRO.OL), said on Thursday it had put some of its very large crude carriers (VLCCs) at anchorage due to sliding freight rates.

"We also do not wish to sail if we cannot get our operating costs covered," Maersk Tankers Chief Executive Soren Skou told Reuters. Maersk Tankers is part of Danish shipping and oil group A.P. Moller-Maersk. Maersk has 10 VLCCs which is the segment of the tanker market that has come under heavy pressure. **Source: reuters**

Colombo port container volumes up 25% in H1 2010



The **NEDLLOYD DRAKE** seen moored in Colombo - **Photo : Piet Sinke (c)**

There was 25 percent growth in container volumes handled at Colombo port during the first six months of this year, reported Daily News (Sri Lanka). "However, we need to compare the 2008 performance as the industry did not perform well last year. The growth recorded in 2008 was 15 percent, Sri Lanka Ports Authority managing director Nihal Keppetipola said. The Colombo Port will have a capacity of 5.5 million TEUs when its development work is completed. A fully computerised system will be in place for improved efficiency coupled with the Oracle financial package to facilitate online transactions. **Source: cargonewsasia**

Ship bunker industry neglected despite fetching over \$900 million forex: PBA demands 'petrol pumps' status

The bunker suppliers, who claim to be one of the country's largest industries by annually contributing foreign exchange of over \$900 million to the national kitty, are demanding the status of 'floating petrol pumps' for their barges. According to industry sources, Pakistan Bunker Association (PBA) has sent a letter to the Federal Board of Revenue (FBR), demanding that some 25 to 30 barges, owned by at least 15 bunker companies, should be declared as 'floating petrol pumps'. In pursuance of its demand the Association cited the example of local fishing boats, which are fuelled by the barges having a legal status of floating petrol pumps, they added.

"We have sent a letter to the FBR requesting that our barges be given a legal status of floating petrol pumps," Chairman of PBA Arif Zaman told Business Recorder. He confirmed that he had sent a letter to the FBR over a week ago and was waiting for a positive response from it. According to the PBA chief, if accepted, the move would entitle the bunker suppliers to facilities, like commission, etc, enjoyed by the fuelling stations outside the ports. Zaman contended that PBA barges had all equipment required for floating fuelling facility like delivery pumps, bowers, etc.

Terming bunker industry as one of the largest in country, Zaman said some 15 member companies of the fast-expanding PBA were supplying at least 25,000 to 30,000 tonnes of fuel monthly to the foreign ships calling at local ports, namely Karachi Port, Port Qasim and Gwadar Port. He said the bunker products include furnace oil varieties like IFO 180, IFO 380, Marine Gas Oil and Marine or Light Diesel.

He said that whereas each of the 15 companies was contributing a monthly foreign exchange of millions of dollars to the national exchequer, the industry was long neglected by the government in terms of importance and incentives. The PBA chairman said the government should provide this potential industry with maximum incentives to enable it offering bunker rates more competitive than that of other regional ports in India, Dubai and Singapore.

"This money-making industry has not been recognised internationally in a way it should be," Asif, General Secretary PBA, told Business Recorder. He said during 2008-09 the industry's supplies stood at over 0.18 million tones valuing around \$900 million. Asif complained that the government never paid due attention to the sector as an awareness campaign should have been launched through seminars etc. "A lot of work needs to be done," he said. **Source :** **Ismail Dilawar**



The **MSC CONFIDENCE** seen departing from Felixstowe – **Photo : David Hazell (c)**

Tanker Attack Probe On; No Plan Yet To Change Route

A Japanese minister said Monday his country was investigating in cooperation with Middle Eastern states last month's explosion on board a Japanese-owned oil tanker traveling through the Strait of Hormuz but ruled out an immediate change in shipping route. "We are still investigating what really happened with the tanker and it's quite obvious it was a bomb blast but we are investigating in cooperation with Middle Eastern countries," Hideidhi Okada, Vice-Minister for International Affairs at Japan's Ministry of Economy, Trade and Industry told Zawya Dow Jones on the sidelines of a conference in Abu Dhabi. "We continue to be careful and monitor all the sea lanes between Middle Eastern countries and Japan," he said. Japan will keep cooperating with Middle East countries and other countries to share information, he said, adding: "We are thinking about reinforcing security; we are still considering what would be the best way for this."

The July 28 explosion was last week termed as a terrorist attack by investigators in the United Arab Emirates, who cited forensic evidence of explosives on the vessel. Earlier, an al-Qaeda affiliated militant group claimed responsibility for the incident. The vice minister ruled out an immediate switching of shipping route through the Strait of Hormuz, but said that "if attacks continue we will consider it." Earlier Monday, the chairman of Japan Cooperation Center For the Middle East, JCCME, told Zawya Dow Jones his organisation was concerned about the safety of oil tankers in the Strait of Hormuz but there were no immediate plans to diversify to other transport routes. "Of course we are concerned, we depend on so much oil from this area, but we need to know the real cost of the damage, that's still

unknown. I don't think we will consider diversifying our oil exports from the region until the cost is known," Hiroshi Okuda said. The Strait of Hormuz is a heavily monitored waterway that cuts between Iran and Oman. As much as 20% of the world's daily oil supply is shipped through the strait from major oil producing countries including Saudi Arabia, Kuwait and the United Arab Emirates. **Source: Zawya Dow Jones**

SEAFASTENING AND DEPARTURE OF THE FJELL



The tugs **TEXELBANK**, **SMIT HUDSON** and **THAMESBANK** shifted last Saturday the **JB 115** from the 2nd Werkhaven in Rotterdam towards the **FJELL** which was moored at the buoys 79 in the Caland Canal, under the guidance of pilots Blankenburgh and Stein - photo's top : **Ab Seen – Thamesbank (c)**



After loading and discharging the ballast, the seafastening of the JB 115 was started as can be seen at the photos and was completed yesterday



Photo's : Tom van Erp (c)



The pilot was ordered for 16:00 hrs yesterday afternoon and after letting go the lines from the mooring buoys and recovery of both ships anchors the **FJELL** departed bound for Australia, a trip of 5 weeks. **Photo : Nico Sannes (c)**

Protest against Peru natgas exports called off

Hundreds of Peruvians opposed to natural gas exports called off a weeklong protest on Sunday saying they have agreed to hold talks with the government. Protesters in the region of Convencion, some 285 miles (460 km) south of the capital Lima, torched part of a work camp, cut a fiber optic cable that helps control gas flows, threw rocks at police, and at one point took two workers hostage, the consortium that runs the pipeline said.

The natural gas transported by a pipeline from the Camisea fields in southern Peru to an export facility on the coast never stopped flowing, but the government warned that electricity supplies for a third of the country were at risk.

"By unanimity ... following a request from the prime minister we have agreed to temporarily suspend the indefinite strike," Ricardo Caballero, a legal adviser to the group organizing the protest, told local radio network RPP.

Prime Minister Javier Velasquez last week said the government was not going to negotiate with protesters unless they called the demonstrations off.

Caballero said talks with Velazquez had been scheduled for Monday. Peru's first liquefied natural gas export plant opened in June and protesters fear that exports of natural gas will lead to domestic energy shortages in the future.

The government says that gas from the wells near the protest site is not being exported and that fuel shipped abroad comes from wells elsewhere in Peru. President Alan Garcia, who has worked hard to lure foreign investment, says there is no risk of gas shortages. Though economic growth has surged during his time in office, his term has been marred by protests over mining and oil projects.

Peru is a leading global metals exporter and has attracted substantial investment in recent years from companies exploring for oil and natural gas. Most gas companies operating in the South American country belong to a series of consortia that extract, transport and export the fuel. They include Repsol-YPF, U.S.-based Hunt Oil, Argentina's Pluspetrol, South Korea's SK Energy and Japan's Marubeni. The government has sought to frame the protests as a political ploy promoted by the opposition in the run-up to regional elections in October and general elections next year. Meanwhile, coca leaf growers in the region of Ucayali, 480 miles (780 km) east of Lima, suspended a protest on Sunday against the eradication of coca plantations in the world's top grower of the plant used to make cocaine.

The farmers agreed to call off protests because the government decided to temporarily halt a coca eradication program in the area, RPP radio said. At least one protester was killed when coca farmers clashed with police last week.
Source: Reuters



The **NEFTEGAZ 66** seen anchored off Felixstowe, the vessel was later towed away by the tug **TYPHOON** and arrived Sunday late evening in Rotterdam – **Photo : David Hazell (c)**

Atlantic LNG ship day-rates hit \$35,000

Atlantic LNG shipping day-rates moved up to \$35,000 Friday as recent chartering activity has tightened availability, driven by widespread ramp-ups in production from Nigeria, Qatar and longer journey times amid diversions east into Asia and the Far East, shipping sources said. Day-rates were at \$33,000 previously. Last week saw three to four charters that added significant pressure on rates, although no deals were reported to have exceeded the \$33,000 mark.

One source said that some Atlantic shipowners had shied away from raising rates due to fears it would sabotage chartering activity just as it was picking up. However, the sheer number of charters and growing vessel requirements from LNG producing countries has made further chartering virtually impossible, the source said. "Unless you have a shipping position, it will be almost impossible to get a ship in the next six to eight weeks, and if any charters are extended then it will be longer," they said.

Nigeria, which has filled one requirement already, is looking for "at least" a further five vessels after ramping up production from its Bonny Island liquefaction plant. Qatari producer RasGas is rumoured to be looking to re-enter the market for further ships, another source said. Northwest Europe has become the launching pad for diversions into Asia, with sellers netting premiums of around \$2.5/MMBtu by sending cargoes into pricier Far Eastern markets. The longer return journey times associated with sailing Atlantic ships into the Pacific basin is another constricting factors on availability, shipping brokers said. **Source: platts.com**

20 cruise ships call at Riga Port in July

In July, 20 cruise ships carrying 21,627 passengers called at the port of Riga, a 19-percent rise from July 2009, the Port Authority said. Most of the passengers of the cruise ships were from Sweden, the United States, Great Britain, Germany and Norway, Baltic Course reports citing LETA. **Source: baltic-course**



The **CHRISTINE C** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

PTP, Johor port merger plan fails

The failed rationalisation of the Port of Tanjung Pelepas (PTP) and Johor Port may not affect the performance of MMC Corp much, but it does bring up the question of what will happen to PTP and its expansion plans, reported Business Times.

Combined operations of the two ports contributed about 14 per cent of the group's revenue last year. MMC Corp made a net profit of US\$75.46 million on revenue of \$2.67 billion in the financial year ended December 31, 2009. "I doubt that any analyst has factored in the rationalisation of the two ports into MMC Corp's valuations. So it does not really affect the stock," said an analyst, who declined to be named.

According to OSK Research head of research Chris Eng, PTP has started dredging work for berths 13 and 14 as part of moves to increase the port's capacity. Currently, it has 12 container berths. However, with only about 78 per cent of the capacity utilised and no added containers or shipping lines to be expected from Johor Port through the rationalisation, there does not seem to be a need for the expansion.

PTP is handling some 6.6 million boxes at present. It has a capacity of 8.5 million TEUs. "They will have to hold back on expansion plans as there is still some spare capacity to work with now," Eng told Business Times. He said that this could mean some capital expenditure in Johor Port instead, previously held back pending a decision on the rationalisation of the two ports to ease congestion.

"There are still a couple of bulk berths that can be converted into container berths (for expansion). There is a little bit of room to play for Johor Port," Eng said. MMC Corp owns 70 per cent of PTP and all of Johor Port. Ever since it bought over Johor Port in 2006, talk of rationalising MMC's port operations has been ongoing. The plan had been to have PTP focus on containerised cargo, while Johor Port would handle bulk traffic. It faced fierce opposition, however, from manufacturers who worried about higher transport costs. **Source: cargonewsasia**



Deal met Evergreen in Panama voor slepen van containerschepen

De twee nieuwe sleepboten, de '**Tribon**' en de '**Barakuda**' van Kompania di Tou Kòrsou (KTK) werden begin vorige week in Colon, Panama, gedoopt. KTK heeft sinds kort een vestiging in Panama geopend en hoopt met de twee sleepboten een vast marktaandeel te veroveren in de sleepindustrie. Prompt na de levering van de twee nieuwe boten werd er een concessie-deal aangegaan met Evergreen Marine Corporation. Volgens de counterpart van CPA en KTK, Marcelino 'Chonky' de Lannoy, verscheept de rederij in Panama naar schatting 1 miljoen containers op jaarbasis.

Marcelino 'Chonky' de Lannoy

Ter vergelijking laat de Lannoy weten dat er op jaarbasis op Curaçao in totaal 96.000 containers worden verscheept. KTK betaalt een bepaalde commissie per uur voor de concessie-deal met Evergreen, dit in tegenstelling tot de op Curaçao gehanteerde vaste concessie-afdrachten. "Op het eiland is het zo dat je een vast bedrag betaalt om het alleenrecht voor de sleep van containerschepen van een bepaalde rederij te verkrijgen. Dit bedrag wordt jaarlijks in rekening gebracht ongeacht de hoeveelheid opdrachten die je hebt gehad. Dit is trouwens een kwestie waar in de toekomst naar gekeken kan worden voor eventuele aanpassingen", aldus de Lannoy. Behalve het contract met Evergreen zal KTK ook andere opdrachten nastreven van rederijen die niet gebonden zijn en zich open opstellen op de markt. Het sleepbedrijf wil in februari 2011 een maritieme beurs bijwonen, die in Panama wordt gehouden. Op deze wijze hoopt men extra opdrachten binnen te slepen. De verwachtingen zijn dat er binnen een jaar kostendekkend gedraaid kan worden. De Lannoy spreekt zelfs zijn vermoeden uit, dat de 'breakeven' aan het einde van dit jaar al gerealiseerd kan worden en laat weten dat de bedrijfsresultaten maandelijks nauw gemonitord zullen worden.

De doop

De twee nieuwe sleepboten werden bij de Colon containerterminal in Panama feestelijk gedoopt. De viering werd bijgewoond door de voltallige directie van CPA en KTK, de twee scheidende directeuren Augustin Diaz en Richard Lopez-Ramirez en hun counterpart Marcelino 'Chonky' de Lannoy, en de gedeputeerde van Toerisme, David Dick (PAR). Voor deze gelegenheid was ook de Nederlandse ambassadeur uit Costa Rica, Matthijs van Bonzel, overgekomen. Van Bonzel is ook de ambassadeur voor El Salvador, Honduras en Panama. "Er is een enorme groei op deze markt waar te nemen en ik ben blij dat hier investeringen worden gedaan", aldus van Bonzel. Een van de boten werd door de echtgenote van de gedeputeerde gedoopt en de tweede door de echtgenote van een Panamese zakenrelatie. "Het is namelijk zo dat traditioneel een boot door een dame gedoopt wordt. Het is een soort bijgeloof waar men in het verre verleden mee is gestart om de zeemonsters en boze geesten te weren. We wilden natuurlijk niet van de traditie afwijken, vandaar dat we de twee dames hebben benaderd", aldus de Lannoy. De gehele aangelegenheid werd door het CPA op film vastgelegd en werd gisteren tijdens een persconferentie gepresenteerd. De vestiging in Panama heeft vier werknemers die daar vast gestationeerd zijn. Voor de sleepboten zijn in 20 bemanningsleden aangetrokken.

Uitbreiding KTK

Het idee om de vloot van KTK uit te breiden ontstond in eerste instantie toen in december 2002 bij PDVSA langdurig werd gestaakt. De raffinaderij had zes maanden met problemen te kampen, waardoor er vrijwel geen schepen binnenkwamen. De grootste bron van inkomsten voor KTK was toentertijd de raffinaderij. "Dit was voor KTK een moeilijke periode waarbij de uitbetaling van de lonen zelfs in het geding kwam. Daarop heeft men naar andere opties uitgekeken. In die periode had KTK twee sleepboten. Het contract voor Bullenbaai was in handen van Smith International. Het contract had namelijk als voorwaarde dat men over een vloot van vier boten moest beschikken. Het idee werd toen opgevat om uit te breiden om op deze wijze meer vaste inkomsten te genereren. In 2005 kregen we het contract van Bullenbaai in handen. Inmiddels gaat het nu zo snel dat we er dit jaar drie nieuwe boten bij hebben gekregen, de 'Orca', 'Tiburon' en de 'Barakuda' en we nu over een vloot van negen beschikken", aldus de Lannoy. Het vijftientigjarig bestaan zal op 1 oktober gevierd worden. Naar aanleiding van deze gelegenheid zal er omstreeks die datum een open dag worden gehouden. Het publiek kan dan aan boord van de sleepboten. De Lannoy benadrukt de snelle positieve ontwikkelingen voor het bedrijf, door aan te halen dat er tot vijf jaar geleden slechts twee boten waren. "Nu ligt de raffinaderij al een hele tijd stil en qua inkomstenvermindering merken we ditmaal bijna niets", aldus de Lannoy. **Bron : Amigoe**

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PSA-Sical banned from bidding for Tuticorin berth conversion

PSA-Sical cannot participate in the bidding for a US\$68.19 million berth project at Tuticorin port following a government directive restricting private sector monopoly in ports, reported The Hindu.

The project is for the conversion of the existing berth into a container terminal on a build, own, transfer (BOT) basis.

"According to the government policy, if there is only one private terminal/berth operator in a port for a specific cargo, the operator of that berth, or his associates, shall not be allowed to bid for the next terminal/berth for handling the same cargo in the same port," the Tuticorin Port Trust (TPT) said.

Leading companies such as Larsen & Toubro, Afcons and DP World, have shown interest in the project. According to the business plan of the Tuticorin port, the container traffic forecast for the year 2014-15 will be 1.47 million TEUs against the present capacity of 410,000 TEUs in the present container terminal operated by PSA-Sical, a joint venture between the Port of Singapore Authority and the Chennai-based Sical Logistics. **Source: cargonewsasia**



The 95 ton BP **SMIT PANTHER** and the **SMIT EBRO** seen assisting the **ATLAS VALOR** during the departure from Rotterdam-Europoort - **Photo : Piet Sinke (c)**

Herewith Willem and myself would like to thank Frans, Kees and Piet for the hospitality onboard the SMIT PANTHER yesterday ☺

HEEREMA FABRICATION GROUP WINT 'BREAGH A' EN 'CLIPPER SOUTH' CONTRACTEN

Twee Engineering, Procurement and Construction (EPC) projecten in opdracht van RWE Dea

Heerema Vlissingen, één van de drie grote productie locaties van Heerema Fabrication Group (HFG), heeft het EPC contract gewonnen voor het leveren van een onbemand platform voor het Breagh A Development project. Dit is het tweede contract dit jaar van RWE Dea UK aan Heerema Vlissingen, Eerder dit jaar in april heeft Heerema Vlissingen reeds een contract gewonnen voor de engineering, procurement en fabricage van het onbemande platform Clipper South Development project.

Voor het Breagh A development project zal HFG het jacket, dek en de palen fabriceren op de Vlissingen productie locatie met een geplande opleverdatum van eind juli 2011. Het jacket is ongeveer 85 meter hoog met een totaalgewicht (inclusief de palen) van ongeveer 4.000 ton. Het dek zal ongeveer een gewicht hebben van 1.400 ton.



Het Breagh A veld ligt in het UKCS blok 42/13 van de zuidelijke Noordzee in een waterdiepte van 62 meter en ongeveer 100 kilometer ten oosten van Teesside. Het gas zal middels een 20" pijplijn van het platform naar het vaste land van Engeland worden geëxporteerd. Het jacket, dek en de palen voor het Clipper South development project zullen eveneens worden gebouwd op HFG's productie locatie in Vlissingen met een verwachte opleverdatum van begin juli 2011. Het jacket zal ongeveer 40 meter hoog worden met een totaalgewicht (inclusief de palen) van ongeveer 1.160 ton. Het dek zal een gewicht krijgen van ongeveer 2.000 ton. Het Clipper South veld is gesitueerd in UKCS blok 48/19 en 48/20 van de zuidelijke Noordzee in een waterdiepte van 23 meter en ongeveer 169 kilometer ten oosten van de Theddlethorpe gas processing terminal. RWE Dea is operator en heeft een belang van 50% in het project. De overige 50% is in handen van Fairfield Acer Limited (een 100% dochteronderneming van Fairfield Energy plc).

"De EPC contracten zijn een geweldige mijlpaal voor het in productie brengen van beide velden. Wij zijn verheugd deze contracten te plaatsen bij zo'n ervaren contractor als Heerema Vlissingen.

We hopen in het 1e kwartaal van 2012 het eerste gas te produceren van Clipper South gevolgd door Breagh in het derde kwartaal in 2012," aldus Ralf to Baben, Chief Operating Officer van RWE Dea AG.

Remco van Gilst, Manager Commercial en Sales van Heerema Zwijndrecht en Heerema Vlissingen vervolgt: "Wij zijn zeer vereerd wederom onze zeer gewaardeerde klant RWE van dienst te zijn en onze succesvolle relatie te continueren. Wij zijn ervan overtuigd dat beide projecten op tijd, maar bovenal veilig zullen worden uitgevoerd en daarnaast kan onze klant rekenen op de Heerema reputatie voor wat betreft service en kwaliteit.

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.... PHOTO OF THE DAY



Photo : Jan Plug (c)

Theodore Too was commissioned by Cochran Entertainment, Inc., the now-defunct production company. Andrew Cochran, the creator of Theodore Tugboat, had told his son bedtime stories about the boats in the big harbour and how they interacted with everyone. This later became the basis for the TV series. Theodore became so popular, the company constructed a life-size model of him for marketing and promoting water safety. The boat is unusual as it is a full-size replica of a scale model. The original model which was used to film the series and inspired Theodore Too can be seen at Halifax's Maritime Museum of the Atlantic. The boat made a tour of cities on the American East Coast in its first year and participated in tall ship events. After Cochran Entertainment went out of business, the boat was purchased by a Halifax tour boat company, Murphys on the Water. The vessel provides tours of Halifax Harbour in the summer, operating from the Cable Wharf in downtown Halifax.

Specifications

The boat was designed by Fred Allen and naval architect Marius Lengkeek of Lengkeek Vessel Engineering, and was built by Snyder's Shipyard in Dayspring, Nova Scotia, Canada. **Theodore Too** was launched at Snyder's Shipyard at Dayspring on April 19, 2000. After sea trials out of Lunenburg, the vessel made its first port call to Halifax on May 6, 2000. Tonnage: 105 tons - Length: 65 feet - Beam: 22 feet - Draft: 7 feet 3 inches
Powered by: a 400-horsepower 300 kilowatt Caterpillar 3406 turbocharged diesel engine.

The hull and wheelhouse are made entirely of wood, with a fibreglass hat and smokestack. It has a 'face' on the funnel, with large realistic hydraulic eyes which are no longer operational. The boat displays a number of prop details such as winches and towing bitts inspired from real tugs but operates as a tour boat, not a real tug boat.