

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 248



**Number 248 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Sunday 05-09-2010**

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



**The PUTRAJAYA SINGOSARI seen moored in the port of Tj Priok (Jakarta)  
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](mailto: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**



**WORLDWIDE OCEAN TOWAGE**

OCEAN TOWAGE • MARINE SALVAGE / WRECK REMOVAL  
OFFSHORE SUPPORT (OIL & GAS - DREDGING & WIND FARMS) • HEAVY LIFT TRANSPORTATION

**itc**  
a company within the  
Tschudik Group

sales@itctowage.com  
www.itctowage.com



Salvage work going on, this is a sand carrier that sank after a collision with the "**Tung Xu**".

**Photo : Ton van der Veen – HAM 318 (c)**

## **Fire on Gulf production platform extinguished**

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 248

In a follow up to its news release issued earlier today, Mariner Energy, Inc. reports that the fire at its production platform on Vermilion Block 380 has been extinguished. The crew was transported to medical facilities onshore. No injuries have been reported. Automated shutoff equipment on the platform safely turned off the flow of oil and gas from the platform's seven producing wells before the fire occurred and the crew evacuated.

Mariner is working with regulatory authorities in response to this incident. The company mobilized fire response vessels immediately upon learning of the incident. The cause of the fire remains unknown, and an investigation is underway. The Washington Post reports Patrick Cassidy, a spokesman for Mariner Energy, as saying that the 13 crew members were painting and water-blasting the production platform when a fire broke out near the top of the facility, where there is an oil storage tank. He said it was not clear what caused the fire, but the crew evacuated. He said there were no injuries and that all 13 crew members were accounted for. One member of the crew was a Mariner Energy employee, and the rest worked for oil service firms.

And at a press conference today U.S. Coast Guard Capt. Peter Troedsson said that, despite earlier reports, there is no evidence of an oil sheen and no visible leaks. "We continue to investigate and to monitor that situation," he said at a news conference. **Source : MarineLog**



The brand new **SEVEN PACIFIC** seen passing Papendrecht enroute from the builders IHC-Merwede to the Waalhaven for final outfitting – **Photo : Theo de Vries (c)**



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

### BOEM to investigate Mariner platform fire

Michael R. Bromwich, Director of the Bureau of Ocean Energy Management, Regulation and Enforcement (BOEM), says the agency has launched a full investigation into the September 2, 2010, incident on Mariner Energy Resource's **Vermilion 380 platform**. Under a March 27, 2009 Memorandum of Agreement from on BOEM-U.S. Coast Guard cooperation, USCG will support BOEM's investigation of this incident.

We are all relieved that the 13 personnel on the platform were rescued safely. We are continuing to closely monitor this situation, which will be investigated fully. We will use all available resources to ensure that we find out what happened, how it happened, and what enforcement action should be taken if any laws or regulations were violated, said Director Bromwich.

Bromwich has directed members of BOEM's newly created Investigations and Review Unit (IRU) to lead the investigation.

The IRU is described as a "team of prosecutors, FBI agents, and enforcement officials whose mission is to: promptly and credibly respond to allegations or evidence of misconduct and unethical behavior by Bureau employees; pursue allegations of misconduct by oil and gas companies involved in offshore energy projects; and assure the Bureau's ability to respond swiftly to emerging issues and crises, including significant incidents such as spills and accidents."

Source : **MarineLog**

### RESOLVE Marine Group Begins Salvage of Clipper Adventurer

in Canada's Northwest Passage

RESOLVE Marine Group, the Florida-based marine salvage, firefighting and emergency response company with worldwide operations, has been awarded the salvage of the 331-foot **Clipper Adventurer** cruise ship that ran aground on uncharted rocks near Nunavut in Canada's Northwest Passage on Friday, August 27.



The Miami-based ship owner/operator International Shipping Partners awarded RESOLVE the Lloyds Open Forum salvage contract Wednesday. The P.I. Club for the vessel is Steamship Insurance Management Services, Ltd.

RESOLVE's salvage master and salvage engineer arrived on the ship August 29 and immediately began assessment of damage to the 35-year-old ship, following evacuation of passengers by the Canadian Coast Guard. Plans are underway to remove fuel and

perform temporary repairs to breaches in the hull in preparation to refloat and tow the vessel to Cambridge Bay. RESOLVE is working closely with the Canadian Coast Guard and other authorities to expedite the salvage.

Equipment from RESOLVE's Fort Lauderdale, FL and Mobile (Theodore), AL operations centers is being flown in to Cambridge Bay and Tuk, Northwest Territories and loaded on tugs for deployment to the stranded vessel. Salvage personnel will fly in from Yellowknife, Northwest Territories.



Off Loading Gypsum from M/V **Pioneer** in Plumper Sound, Victoria, BC. Canada - **Photo : Shane Pitts (c)**

## Divers say no oil on sunken Pensacola ship

A team of divers with Florida's Fish and Wildlife Conservation Commission says an aircraft carrier sunk off Pensacola as an artificial reef is free of oil from BP's massive spill. The military sunk the former **USS Oriskany** in 2006 in about 200 feet of ocean. Sen. John McCain flew off the **Oriskany** before being taken a prisoner of war in Vietnam. Thousands of veterans served on the ship known as "The Mighty O," and many came to Pensacola to watch the sinking. Some have since died and had their ashes deposited on the ship.

Fish and Wildlife Conservation Commission officials told commissioners at a meeting on Pensacola Beach Thursday that technical divers explored the ship and found no oil. **Source : Heraldtribune**

## Intermodal terminal awarding process in Attica facing delays

The tendering process for the construction of Hellas' first intermodal complex near the port of Piraeus, in an area called "Thriassio Pedio" is expected to be delayed by more than a month, with the deadline now pushed back to late October, from the 20th of September. The reason was that interested parties required more time to prepare their offers. The project is considered to be of the utmost importance for the government, because it is believed that it will mobilize much needed investments, not to mention that it will result in creating the country's first internationally acclaimed intermodal terminal, after more than three decades of trying. Talk about better late than ever...

This is the third overall attempt to set up a new intermodal hub near Piraeus Port and it's widely expected to hit the spot this time around, despite the fact that the tendering process announced recently is expected in the worst economic context of the recent years. Still, as was reported by Hellenic Shipping News Worldwide, the government has

declared an international tendering process to develop an intermodal hub in a property of 588,000 sq metres in the area of Thriasio Pedio, at Aspropirgos of Attica. The property is owned by the National Railways Organization (OSE). According to the zoning plans, a total of 235,000 square meters of buildings can be raised. The area enjoys direct road access through the highway of Attica Road, which stretches through to the airport, while a direct railway line is also under construction. It is designed to connect the hub with the port of Ikonio in Piraeus. The winner of the whole process will set up a dedicated investment vehicle, which will handle the planning, construction, financing, operation, maintenance and control of the new hub for a period of 40 years. It will also pay an annual fee to GAIAOSE, an affiliated company in real estate of OSE.

Based on the current timeline, the station should begin operation in 2011, with a total investment cost of approximately 150 million euros. According to Minister of Infrastructure, Mr. Dimitrios Reppas, the new intermodal hub is regarded as among the keys to boost the country's competitiveness, while he appeared optimistic that the concessionaire could have been decided by the end of the year. The project was supposed to be up and running by the end of this year, but EU has granted a "silent" overtime, upon condition that the process is speeded up and works begin. Should this condition hadn't been met accordingly, the state could be liable for a serious refund to the EU, which has already provided significant funds over the years for this project, especially the linking of the hub with a dedicated railway line, to be ready by next year, providing direct access with the Ikonion port of Piraeus. As is widely expected, Piraeus Port Authority (OLP) will be among the key participants in the tendering process, in a move deemed strategic for the port's further development. Recently, OLP founded a dedicated affiliate company, named Intermodal Transport and Logistics Company S.A., in order to expand new business areas, such as intermodal transportation, cargo forwarding and the relevant supplementary activities of the cargo it handles. It is the first strategic expansion move of PPA SA in the field of cargo transportation, that, combined with its development plan of 1 billion euros that was recently approved from the Inter-ministerial Committee, creates new opportunities and advantages, the company said in a recent announcement. Other bidders include Chinese conglomerate Cosco Pacific Corporation, as well as major regional construction groups, like Hellenic companies of Hellactor, J&P Avax and GEKTERNA, as well as other European construction groups like France's Vinci Group and Alstom.

**Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The ferry **NUSANTARA SEJATI** seen moored in Tj. Priok (Jakarta) – **Photo : Piet Sinke (c)**

## ClassNK issues new workboat guidelines

Japan-based classification ClassNK has announced the release of new guidelines specifically for Offshore Support Vessels (OSV) and other workboats. The new guidelines, which are being released in both English and Chinese, compile all of the ClassNK rules applicable to the construction and survey of tugs, OSVs, Anchor Handling Tug Supply (AHTS) ships, and other work boats. Designed to be a complete and easy to use reference for work boat designers,



builders, and operators, the new guidelines include complete chapters on work boat construction, installations, and positioning systems, as well as specific requirements for specialized work boats like fire fighting vessels. The release of these new guidelines come as part of ClassNK's continued expansion into the global work boat market, which has brought great gains for the world's largest class society. As a result of these expanded services, work boats accounted for nearly 25% of the newbuildings classed by NK last year. **Source : Seatrade Asia**



Above seen the discharging operation of a grounded bulker off Tj Priok (Jakarta) several hours before the bulker was successfully refloated and safely anchored by the salvage team - **Photo : Piet Sinke (c)**

## **BP spends \$8b to battle Gulf of Mexico oil spill**

### **Robotic submarines unearth key evidence from the seabed**

British oil giant BP has spent \$8 billion to battle the Gulf of Mexico disaster, the company has revealed as its crews retrieved key evidence from the seabed. Robotic submarines recorded the delicate operation as engineers raised a failed blowout preventer from the ruptured well and began lifting it to the surface in order to hand it over to the US Justice Department.

The US government is conducting what could be a criminal investigation into the April 20 explosion and subsequent oil spill and BP is hoping to shift some of the responsibility to its contractors. The contractors include Transocean, which leased the Deepwater Horizon rig off the Louisiana coast, to BP and Halliburton, which cemented the well.

BP's financial liability will soar if the government determines it was criminally negligent. The British energy giant has forecast that the world's worst maritime oil spill will cost the group a total of about \$32.2 billion, after pushing it into a record \$16.9 billion loss in the second quarter. The oil flow that spewed virtually unchecked into Gulf waters for weeks, was finally stemmed on July 15, after sullyng hundreds of miles of shoreline from Texas to Florida. Eleven workers

were also killed in the blast. BP has vowed to meet the costs of the clean-up and compensation for residents hit hard by a fishing ban and the blow to the local tourist industry.

But a top executive warned on Friday that proposed US limits on offshore oil drilling could hurt BP's ability to pay for damages, prompting outrage from environmental groups. David Nagle, executive vice president for BP America, told the New York Times that legislation before Congress could have an impact on the company's ability to compensate losses from the Deepwater Horizon disaster.

Of particular concern is a bill passed by the House of Representatives on July 30 that includes an amendment banning any company from receiving permits to drill on the Outer Continental Shelf if more than 10 fatalities had occurred at its offshore or onshore facilities, or if it had numerous environmental violations. BP is not mentioned by name in the legislation, but is the only company that currently meets that description. "If we are unable to keep those [offshore] fields going, that is going to have a substantial impact on our cash flow," Nagle told the daily, and implementation of such a law "makes it harder for us to fund things, fund these programmes" to pay damages.

The Times said BP executives are not backing away from a commitment to pay \$20 billion into an escrow fund over the next four years to pay damage claims and government penalties. The company has also agreed to contribute \$100 million to a foundation to support rig workers who have lost their jobs and \$500 million for a research programme to study the impact of the spill. But demands continue to rise on BP, the newspaper noted, including from states affected by the disaster. "Apparently, BP's efforts to 'make it right' extend no further than their bottom line," said David Pettit, senior attorney for the Natural Resources Defence Council.

"Petro-money may talk in Congress, but extortion is illegal in the United States. All lawmakers need to stiffen their spines. BP's latest outrage cannot stand." An estimated 4.9 million barrels of oil gushed into the Gulf of Mexico after the explosion ripped through the rig, sinking the huge offshore exploration platform two days later.

## **Robert Allan Ltd. appoints Senior Naval Architect**



Robert Allan Ltd., Vancouver, B.C., has appointed Henry Reeve, P.E. (BASc, UBC Mech 95, Masters, NA and Offshore Engineering, Berkley '97) as a Senior Naval Architect.

Mr. Reeve's areas of expertise include hydrodynamics and motions, mooring, resistance predictions, stability (ship and offshore), model testing, CFD analysis, regulatory and classification issues, and vessel survey.

He has worked on the naval architectural aspects of CNG and LNG Terminals and Ships, SWATHs, Ro-Ro Ferries, MODU's, FPSOs and FSOs, SPARs, TLPs and Offshore Current Turbines.

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?  
PLEASE VISIT THE WEBSITE :  
[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)  
AND REGISTER FOR FREE !**





Above seen the 2008 built Chinese Tianjin dredging company owned TSHD **Tung Xu** operating at Bayaguan  
**Photo : Ton van der Veen (c)**

## OPENING WERELDHAVENDAGEN



Vrijdagmiddag 3 september om 14.00 uur openden Hans Smits, president-directeur van het Havenbedrijf, en Lee Towers, havenambassadeur en voor deze gelegenheid als Lee Trouwers kapitein van de huwelijksboot, gezamenlijk de Wereldhavendagen. Dat deed het stel nadat uiteindelijk 85 bruidegoms op de Maas aan boord waren geklommen van de huwelijksboot en zich hadden herenigd met hun bruiden. Vervolgens begon een optreden van Shirma Rouse.

**Foto : Ries van Wendel de Joode (c)**

## CASUALTY REPORTING



### Heavyweight adrift in harbour

An investigation is underway into how the vessel came loose from its moorings at the Chelsea Sugar Refinery last Sunday afternoon and floated under the harbour bridge to Mission Bay. But the more curious question might be how no one noticed that the 140-metre barge was drifting out of control.

It was discovered only when the dredging barge grounded on a reef just 100m from Mission Bay beach. Deputy harbourmaster Jim Dilley said there were no reports of the drifting barge until it grounded. An unmanned vessel of that size on the water over such a distance was a definite danger to others. "It's not something we like floating around the harbour by itself, that's for sure," said Mr Dilley.

"It's a reasonable-sized barge, anything like that floating around the water is a hazard. It could have hit all sorts of things." The millionaire businessman who owns the barge suspects a sabotage attempt. Paul Webb, one of the wealthy entrepreneurs on the television show *Dragons' Den*, says it is a "miracle" the 350-tonne steel barge, named RHR, didn't kill anyone on the water.

"Any boat that was hit would have sunk instantly. A barge that massive, with no lights on on a gloomy afternoon, would have been unstoppable." The harbourmaster called Mr Webb around 6pm to tell him that RHR had grounded 100m from Mission Bay beach. A tugboat then towed the stranded barge to a wharf at the Ports of Auckland.

Mr Webb said there was evidence that the mooring had been cut. "It didn't chafe or fail. The line was deliberately cut, there's no question about that. The chafe guard was intact, it was a clean cut," said Mr Webb.

"Unless it was resting on a razor blade, it's just not possible." He has laid a complaint with police and hired private investigators to look into a sighting of three men in blue overalls seen in an aluminium dinghy near the barge. "We're obviously very keen to find out who did this. The entire Waitemata Harbour was at risk and even the harbour bridge. Imagine the mayhem that would have caused." Senior Constable Graham Jex, of the Auckland Maritime Unit, confirmed a complaint had been laid with police. A number of charges could be laid if sabotage were proven, said Mr Jex, including offences under the Maritime Transport Act.

Anyone who causes "unnecessary danger or risk to any other person or to any property" can be charged under the act regardless of whether any injury or damage is inflicted. "It's a big lump of steel floating around. Worst-case scenario is crashing into the bridge and stopping traffic. That would cause major bedlam," said Mr Jex. Private investigator Danny Toresen has placed advertisements in the Weekend Herald offering a reward to identify the "three goons" in the metal dinghy. **Source : NZHerald**

## NAVY NEWS



Seen in Tj Priok 2 ex-German Frosch-I-class (Type 108) and 2 Frosch-II-class (Type 109) medium landing ships, on the outside is seen the **536 TELUK SIBOLGA** (type 108)

**Photo : Piet Sinke (c)**

### TECHNICAL DETAILS

D: 1,744 tons normal (1,900 fl) S: 19 kts (18 sust.)

Dim: 90.70 × 11.12 × 2.80 (mean; 3.40 max.)

A: 1 twin and 1 single 37-mm 63-cal. AA—536 also: 2 twin 25-mm 80-cal. 2M-3M AA; 2 mine rails (40 mines max.)

Electronics:

Radar: 1 TSR-333 nav.; 1 MR-302 Rubka (Strut Curve) surf./air search

EW: 533, 534 only: 2 16-round PK-16 decoy RL

M: 2 Type 61B 16-cyl. diesels; 2 CP props; 12,000 bhp

Range: 2,450/14 Crew: 42 tot.



Above seen the 1978 built FROSH II class unit **543 TELUK SIREBON**

**Photo : Piet Sinke (c)**



## Crew on US navy ship delighted with Malta visit

The US Navy ship **USS Laboon (DDG-58)** sailed into Grand Harbour on Wednesday, for a brief port visit and to provide the crew with a few days of rest and recuperation. Prior to reaching Malta, the ship stopped in Spain for re-fuelling, and will be heading to Greece when it leaves Malta tomorrow.

The ship will return to the US after six months, as it is taking part in Operation Ocean Shield, which is NATO's contribution to international efforts to combat piracy off the Horn of Africa, and specifically along the southern side of the Gulf of Aden, which has a history of piracy activity.

Because of the rife pirate activity in the area, the Gulf of Aden, which is located between Yemen, on the south coast of the Arabian Peninsula, and Somalia, is also commonly referred to as 'Pirate Alley'. This is the **Laboon's** third Nato deployment and it last liaised with Italian forces in its previous deployment.

It is not open to the public for security reasons.

Commander Donald J. Donegan, who assumed control of the ship in June 2009, said that this is the **USS Laboon's** third visit to the Mediterranean, but is its first call at Malta. "When it was confirmed that the ship would be stopping for a few days in Malta, all of the 260 navy personnel on board, who include 55 women, were very excited by the prospect of enjoying a few days of rest in Malta, one of the historical and cultural treasures of the Mediterranean.

"Shortly after berthing on Wednesday, scores of sailors immediately went downtown and enjoyed a stroll around Malta's fortified capital city. They came back pleasantly surprised by what they saw around Valletta, with all eager to learn more about the city and other aspects of Malta in general," said Commander Donegan.

He added that it is both mentally and physically very demanding to be deployed away from families and loved ones for six months, which makes these few days of rest in Malta "extra special". "Almost all of the ship's crew will also go on tours which have been organised well in advance for them to get a better view and enhance their knowledge on Malta. The best thing about Malta is that its Grand Harbour allows the ship to berth exactly near the city, making Valletta easily accessible and within walking distance.

"I guess Malta will be given some unexpected exposure in the US, since most of the crew have commented that they will send pictures of their stay in Malta to their loved ones via e-mail, before the serious business starts when the ship leaves Malta on its way to Africa next Saturday," commented Commander Donegan.

The **USS Laboon**, which displaces 9,000 tonnes, belongs to the Arleigh Burke class of destroyers, whose principal missions include escort operations and defence against submarine and air attacks. In keeping with the US Navy's traditions, members of the crew have volunteered to participate in a community relations project at the Marsa Open Centre and a beach clean-up at Selmun Bay during their brief stay here. Some personnel on the **USS Laboon** have also had the opportunity to work with the Armed Forces of Malta (AFM) Air Wing and Maritime Squadron, and to provide training to both organisations of the AFM.

Commander Donegan added that Malta, with its strong AFM force and rich maritime history, is an excellent example of how all countries can play a small, albeit invaluable part in contributing to keep tabs on illegal maritime activities which take place around the world. **Source : Malta Independent**

### LOOKING FOR AFFORDABLE TV AT SEA?

- Fully Automated, All-in-one
- High Quality Antennas, dish from 28cm up to 1.2m
- Built-in GPS
- Unsurpassed Dynamic Tracking
- DVB Signal Identification
- Built-in Auto Skew Angle Control System (Larger Antenna's Only)
- Embedded HD module and TriSat function
- User-friendly Operation
- Tune in Your Favorite HDTV Channels

deepsea@alphatronmarine.com

www.alphatronmarine.com

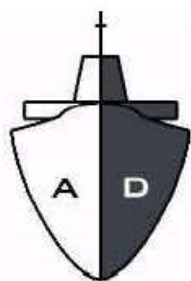




Above seen City Major of Maassluis **Koos Karssen** receiving the ships bell of the Dutch mine counter measure vessel **M 856 MAASSLUIS** at Den Helder naval base  
Photo : **Huib de Geus (c)**

## SHIPYARD NEWS

### ANGLO DUTCH SHIPBROKERS bvba



Waterstraat 16  
2970 SCHILDE  
BELGIUM  
Tel : + 32 3 464 26 09  
Fax :+ 32 3 297 20 70  
e-mail : [anglodutch@pandora.be](mailto:anglodutch@pandora.be)

## Klevin Maritime wins order from Olympic Shipping

Olympic Shipping AS has ordered a Multi Purpose Field Supply and Construction Vessel at Klevin Maritime in Norway, with an option for a second ship. Delivery dates are agreed for January and June 2012. The contract price is NOK 385 million (about US \$62.5 million) for each ship.

The ships will be built to a new MT 6015 design from Norwegian design company Marin Teknisk AS.

The new generation, environmentally friendly offshore vessel design emphasizes fuel economy, low emissions and large capacities both above and below deck. Class notation Ice C provides for suitability in northern areas, and the vessels will be equipped for oil recovery operations (NOFO 2009).



Deadweight is 4,800 tons, length 93.8 meters, beam 20 meters, deck space 1,060 sq.m. The accommodation area has a capacity of 60 persons.

The MT 6015 is being built in accordance with the new SPS code, and will include facilities that will make it very well suited to ROV and subsea construction work.

The vessels are to be built at Kleven Verft in Ulsteinvik, Norway. "These contracts are highly welcome for Kleven Verft and Kleven Maritime, contributing to our capacity being fully utilized the next two years" states CEO Ståle Rasmussen of Kleven Maritime.

"We are looking forward to cooperating with Kleven Verft and Kleven Maritime, and we are certain we have elected a design for the future as well as a yard with an efficient method of building," said owner Stig Remøy of Olympic Shipping. **Source : MarineLog**

## **Hanjin of Korea to employ over 5,000 workers**

Hanjin Heavy Industries Corp. Philippines will increase its workers in the Subic Freeport by over 5,000 after signing a contract to build 20 more vessels worth about \$1.2 billion, the government said Tuesday. Taek Kyun Yoo, general manager for external business of unit Hanjin Heavy Industries Corp.-Philippines, said the Korean shipbuilding giant would create more jobs at its Redondo Peninsula shipyard in Subic, Zambales to increase its workforce to 22,000 by the end of 2010 from the current 16,600. Taek said the company's order book rose to 56 vessels worth about \$4.9 billion. He told Zambales Gov. Hermogenes Ebdane Jr. that Hanjin's manpower requirements would further increase to 24,000 in 2011 and 25,000 in 2012.

Armand Arreza, Subic Bay Metropolitan Authority administrator, said Hanjin had remained Subic's top exporter since last year. The Korea company registered exports with freight on board value of \$372.74 million in the first half of the year. "We expect Hanjin to remain as the Subic free port's top exporter for the next few years, and to fuel the growth of Subic's maritime industry," Arreza said. He said the SBMA expected Subic's export FOB value to grow in the coming months, as Hanjin and other free port enterprises rolled out more products amid brightening prospects in global trade. Ebdane said the increasing job generation at the Hanjin shipyard "augurs well for the development of the Zambales province, and to local efforts to strengthen the economic empowerment of Zambaleños."

**Source: Manila Standard Today**





- Crewing Solutions
- Global Ship Delivery

[www.tos.nl](http://www.tos.nl)

**TOS** 

[http://www.tos.nl/en/companies/ship\\_delivery](http://www.tos.nl/en/companies/ship_delivery)

## Marineco UK orders first-ever Damen High Speed Support Vessel 2610

Damen Shipyards Group is proud to announce the sale of its first-ever Twin Axe Catamaran, the Damen High Speed Support Vessel (HSSV) 2610, which is particularly suited for the offshore wind industry. Marineco UK, based in Edinburgh, Scotland, recently signed for the new HSSV 2610 with an option for a second. The Scottish firm already has an extensive Damen fleet.

More than a year in development, the Twin Axe HSSV design is a further development of Damen's highly successful Sea Axe concept. Martijn Smit, Damen Sales Manager for Europe, says: "Given the tremendous potential growth in the offshore wind industry there is a great need for vessels to access turbines and this can often be in constraining weather conditions. We were driven to find a concept that improves on conventional catamaran designs."

Managing Director of Marineco UK, Mike Conafray, adds:

"As a company we have been monitoring the current vessels available that service the offshore wind farms but we never felt comfortable joining in with the existing vessels. When Damen came along to us with their proposals we quickly realised that by introducing them we would be able to offer the market a much enhanced vessel that would suit most of its needs."



**DAMEN**

The Damen HSSV 2610 has been undergoing thorough testing at Delft University in the Netherlands. "There have been 'stunning' results in the vessel's seakeeping behaviour, resistance and at the same time, it has much lower fuel consumption," Mr Smit stresses. This is an extension of the Damen enlarged ship concept, he adds. "The raised work deck and sea axe bows enable the vessel to keep up its speed in a higher sea state and that is crucial for the offshore industry. And as many of the wind turbines will be located in challenging seas, this greatly extends the operating window." Additionally, the new vessel has accommodation for four crew and has a capacity for transporting 12

passengers. The HSSV has a large 20 tm deck crane, a spacious diving platform, HP cleaning unit and extra mooring winches. This makes the vessel suited for a diverse range of activities for supporting and supplying the offshore wind industry, as well as the wider offshore sector, he adds. The HSSV 2610 has ample working and storage space on deck making it suitable for a variety of cargoes, including containers. And with a fuel capacity of 12,000 litres, the new

vessel can be used to transfer fuel to wind turbines. Classed by Bureau Veritas, the vessel operates under the Workboat Code, Category 1.

Depending on the sea state, the maximum speed will be 26 knots with a range of 640 nm. Currently under construction at Damen Gorinchem in the Netherlands, the vessel is expected to be ready by June 2011. "There is a great deal of interest in this development. The market has been looking for a vessel that can continue to operate in higher sea states, while at the same time offering lower fuel consumption. Now we have proven the concept in model tests and this vessel is a reality," says Mr Smit. Marineco UK has named the first HSSV **Marineco Shamal** and it will operate under the British flag.

**SPECIFICATIONS:**

Dimensions 26 m x 10 m

Speed 26 knots, with a range of 1000 nm

Fuel transfer system

Three-point mooring system

Extensive cargo capacity, 15 Tons deck load

Fuel capacity of 20,000 litres

20 tm deck crane

Accommodation for four crew

Licence to carry 12 passengers

Seating up to 24 persons

Diving/ MOB recovery platform

See for further information [www.damen.nl](http://www.damen.nl) and [www.mcouk.com](http://www.mcouk.com)

## **Vietnam arrests 4 more of shipbuilder's execs**

Police have arrested four additional former senior executives of Vietnam's debt-laden, state-owned shipbuilding company as part of widening investigations into mismanagement, state media reported on Saturday. The former executives for the Vietnam Shipbuilding Industry Group - or Vinashin - have been accused of intentionally violating regulations causing serious losses to the state.

The four were taken into custody Monday, but the arrests were not reported for several days in communist Vietnam's tightly controlled media. The company's chairman, Pham Thanh Binh, was arrested on similar charges about a month ago.

The widening case has attracted extensive media attention, and some members of the National Assembly have demanded hearings on the ongoing investigations. It is unclear if the business scandal will have political consequences, but the ruling Communist Party has made fighting corruption and economic crimes a priority. Those arrested on Monday include Tran Quang Vu, Vinashin's former managing general director, and Tran Van Liem, the company's former controller, according to Tuoi Tre newspaper. In addition, Nguyen Van Tuyen and Nguyen Tuan Duong, former managers of two of Vinashin's subsidiaries, were arrested.

Vinashin was established in 1996 and was touted as an example of the ruling Communist Party's success in liberalizing the economy and opening up to foreign investment. It aimed to become one of the world's top shipbuilders while also running businesses from animal feed production to tourist resorts. But as the company expanded, it amassed large debts that the government has estimated at \$4.5-billion (about R32.4-billion) including \$750-million in international bonds guaranteed by the government. The four arrested recently are accused of contributing to the company's losses through unauthorized deals that proved disastrous.

In an earlier position as the general manager of Nam Trieu Shipyard, one of Vinashin's subsidiaries, Vu was responsible for the purchase of a used Polish-made ship that was originally intended for reselling as scrap metal. But

he mortgaged it to get loans of \$5.5-million from a Vinashin financial affiliate and then sold the ship for scrap metal without repaying the loan, Tuoi Tre said.

Liem is accused of buying a used ship from Italy for \$77-million in 2007 in defiance of the prime minister's ban on buying old vessels for the North-South ocean shipping line. The ship made just several dozen trips between the southern commercial hub of Ho Chi Minh City and northern province of Quang Ninh before it was anchored at a port because of declining numbers of passengers and the high operating costs, it said.

Tuyen and Duong were responsible for the purchase of two old power plants from South Korea, despite the government's disapproval of the project, Tuoi Tre said. The equipment, intended for two Vinashin power plants, was never used. Vinashin's chairperson Pham Thanh Binh was arrested in Hanoi earlier this month for "intentionally contravening" state regulations causing serious consequences and leading to the near bankruptcy of the company. He was suspended from his job in July pending an investigation. A government commission headed by a deputy prime minister has been set up to help with Vinashin's restructuring. **Source : Sapa-AP**



The **TIJUCA** seen in Southampton – Photo : Peter Hollands ©

## ROUTE, PORTS & SERVICES

**LAMNALCO GROUP**

**Customer inspired**  
Quality & performance

HEAD OFFICE: Lamnalco Group, Al Buhaira Tower, Buhaira Corniche, PO BOX 5687 Sharjah - UAE  
+971 6 5172222 (Office) +971 6 574 9090 (Fax) www.lamnalco.com - lamnalco@lamnalco.com





The **ROSCO GINKGO** seen approaching Jakarta port Tj.Priok - Photo : Piet Sinke (c)

## NCC posts a 28.1pct rise in Jan.-Aug. container volume

The aggregated throughput of NCC terminals (FCT and NUTEP) in January-August 2010 amounted to 824,045 TEUs (+28.1% vs Jan.-Aug., 2009).

Container turnover at First Container Terminal (FCT, St.Petersburg) in January-August 2010 rose to 740,919 TEUs (+28.8% vs Jan.-Aug., 2009). In August 2010 FCT handled 95,375 TEUs, 17.8 percent more than in August 2009.

The throughput of NUTEP (Novorossiysk) in January-August 2010 was 83,126 TEUs (+22.3% from Jan.-Aug. 2009). In August 2010 NUTEP handled 8,347 TEUs, down 26.5% from last year's August. Source : PortNews

## Australian contract for Van Oord

Van Oord in The Netherlands reports that it was recently awarded the dredging works for the Cape Lambert Port B Project by Hamersley Iron Pty Ltd in Australia. The project comprises the construction of a new port facility adjacent to the existing Cape Lambert Port facility in Western Australia. This will involve the construction of a new train unloading infrastructure, stockyard, ship loading facilities (including a new wharf) and associated dredging.

The dredging works contract includes the removal of underwater obstructions, dredging of the seabed to the nominated depths and disposal of dredged material to offshore disposal areas. Preparations for the project have begun with the dredging works scheduled for completion in November 2011. The port of Cape Lambert in Western Australia will be expanded with four new berth pockets, a port basin, a turning basin and a channel to connect the new facilities with the existing entrance channel. In total some 9 million cubic metres of sand, gravel and cap rock will be dredged.

Van Oord will deploy trailing suction hopper dredger **Rotterdam**, cutter suction dredger **Castor** and backhoe dredger **BHD Hippopotes**.

The first phase of the Cape Lambert Port expansion will increase the export capacity of iron ore by a further 50 million tonnes per annum. Raw materials are a major Australian export product and the port expansion will contribute to the growth of the Australian economy. Source : DredgingNews Online



Vroon's PSV **POOL EXPRESS** – Photo : Herman de Kuijer (c)

## DP World moves into Top Three of global boxport operators

DP World has moved up to No.3 in the world container port operator rankings, behind fellow Asian-based groups PSA and HPH, after overtaking APM Terminals in throughput terms at its 49-facility international network. Ports data contained in Drewry Shipping Consultants' Annual Global Container Terminal Operators 2010 publication put DP World's throughput in 2009 at 31.5m TEU compared to the Netherlands-based company's 31.1m TEU. Second-placed Hutchison Port Holdings, with 32.2m TEU, is now firmly in DP World's sights, while PSA remains comfortably out front with 45.0m TEU, a 9.5% global market share. "Dubai's recent success is due mainly to the geographical spread of its portfolio, and in particular the fact that a large proportion of its 2009 volumes were generated in the Middle East, the region least affected by the global downturn," said Neil Davidson, Drewry's senior advisor, ports. **Source : Seatrade Asia**

**Seamanship**  
Whatever the ship. Wherever delivered.

**Redwise**  
GLOBAL SHIP DELIVERY & CREWING  
[info@redwise.nl](mailto:info@redwise.nl)

[www.redwise.com](http://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

**Redwise**  
GLOBAL SHIP DELIVERY & CREWING  
[info@redwise.nl](mailto:info@redwise.nl)





The **ALEXANDRA** seen departing from Willemstad (Curacao)

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

## MAJESTIC MAERSK RENAMED IN MAJESTIC



Above seen the **Majestic Maersk**, which was renamed into **Majestic** on Saturday 4th. September, whilst berthed in Rotterdam – Waalhaven – Photo : Jan Oosterboer (c)

Hamburg Süd once more has a vessel on the North Atlantic. After ending their own Trident Service, a vessel sharing agreement was made with Grand Alliance and ZIM, resulting in an allocation on the Atlantic Express Service (ATX). Four Panamax vessels operate on the ATX, two owned by OOCL, each 4.578 TEU (OOCL Norfolk en OOCL Nagoya). The 3rd.vessel between Rotterdam, Hamburg, Le Havre, New York, Norfolk and Charleston is the **Zim Rio Grande** of



4,253 TEU. Since Hapag-Lloyd recently transferred a vessel to the Europe-South-America service, it is now up to Hamburg-Sud to add the 4<sup>th</sup> vessel. For this they charter Maersk Line's **Majestic Maersk** of 4,814 TEU.



The **MSC ZAMBIA** is the former **NYK SIRIUS**  
Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)

## Slow steaming here to stay



The **EBBA MAERSK** seen at Maaspilot station – Photo : Rik van Marle (c)

With prospects still murky for the global economy, Maersk Line sets out a clear course for slow steaming. It's here to stay. It reinforces Maersk Line's status as most reliable carrier. It was easy to argue in favour of slow steaming back when the crisis wreaked havoc in international box shipping. Not only does slow steaming save energy and cut CO2 emissions, it also took boxes out of circulation, thereby stopping rates from tail-spinning. Slow steaming in fact absorbed 4.1% of the global fleet at one point, which in turn helped balance supply and demand, according to Alphaliner. Now, with the global economy still shaky, but maybe improving, a formula for slow steaming's future has been found. "For Maersk Line slow steaming is here to stay because it remains a win-win-win situation. It is better for our customers, better for the environment, and better for our business," says Eivind Kolding, Maersk Line CEO. According to a 28 June review by the Liner Management Board in Maersk Line, slow steaming will continue, still with a keen eye for satisfying consumer demand.

"We believe we serve our customers best by steadily improving schedule reliability, by keeping fuel costs down, and by continuing to improve on our carbon footprint. The cost savings will enable us to further invest in innovation and improved service, for example with more efficiency at terminals," Kolding says. In other words, while some customers have complained about longer inventory time - in essence with Maersk Line ships as floating warehouses - the analysis is that slow steaming helps prevent bottlenecks on terminals. Maersk Line customers now know with a higher degree of certainty when their boxes actually arrive, and they can thus plan the forwarding better and more precisely.

### Going slow = flexibility and reliability

A ship that reduces speed by 20% will use 40% less fuel, thereby reducing CO2 emissions correspondingly. To maintain the same service frequency and compensate for a lower average speed, 1-2 extra vessels are added per route, or string. Despite the extra vessels, slow steaming has over the last 1½ year reduced Maersk Line's CO2 emissions by about 7% per container moved. Schedule reliability improves because slow speed allows vessels to continuously adjust speed in order to deliver the cargo exactly on time. Maersk Line has a goal of 95% schedule reliability and is, according to Drewry, already well under way. From April to June 2010, Maersk Line had a 77% on-time performance score with the closest competitors ranging from 59% - 64%. The concept of slow steaming was originally a hard sell to engine manufacturers. It took off in 2007 and was instrumental for Maersk Line to cut CO2 emissions per container by 12.5% from 2007 to 2009. The goal is to reduce CO2 emissions by 25% in 2020.

Source: Maersk Line

# DISA

DISA MARITIME BVBA  
Ketelaarsstraat 5c  
82340 Beerse  
Belgium  
T: +32(0)14 62 04 11  
F: +32(0)14 61 16 88

VGA 110 000  
BUREAU VERITAS  
Certification

## SUBSEA



## CIVIL CONSTRUCTION



## ENGINEERING



[www.disamaritime.com](http://www.disamaritime.com)

Providing worldwide underwater solutions



The **BRITISH CORMORANT** seen at the MOT-1 in Rotterdam Europoort with in the background seen the new LNG terminal under construction – **Photo : Rik van Marle (c)**



The **ATHENA** seen enroute Amsterdam – Photo : Erwin Willemse (c)

## Facelift for Vizag port on the cards

Visakhapatnam port will soon get a new look with a cruise terminal, a lounge generally seen at modern airports and a draft fit for navigation by very big ships. "We have put in motion several works to make it world class. Massive investments are being made in having new berths with BOT (build, operate and transfer) operators under Public Private Partnership mode," Visakhapatnam Port Chairman Ajeya Kallam told The Hindu.

The cruise terminal proposed near the fishing harbour from where the AP Tourism and VUDA are operating a small boat at present to enable tourists to have an experience of a ride, will bring international tourists to the city. The lounge, Mr. Kallam said, would give all comforts to port users. The port has several plans as part of its new-look once fishing harbour shifting proposal takes shape. Indian Maritime University is presently conducting the techno-economic feasibility study.

Mr. Kallam said their plan was to explore constructing a greenfield fishing jetty as well as a satellite port at Mulakedu near Bhimili, where Visakhapatnam Port has land with waterfront area. Of nine berths being taken up under PPP, concession agreement has been signed with three operators. Six more are in various stages. In the next two to three years, an investment of Rs .2,230 crore is envisaged for the PPP projects. For infrastructure augmentation, the port will be spending Rs.1,000 crore, which includes dredging to raise draft and other logistic needs.

Going by bitter experience in taking up dredging due to problem with the contractor, the port has decided to give separate contract for soft and rock dredging. The Dredging Corporation of India has been entrusted with the responsibility for soft dredging to expedite the work. Deepening of inner harbour entrance channel to cater to 12.5 metres draft is in progress. In-principle approval is received from the Ministry of Shipping for dredging up to 16.1 metres to accommodate 14 metres draft vessels in the Inner Harbour.

The Ministry is considering approval for Outer Harbour dredging and upgrading iron ore facilities to cater to 2,00,000 DWT iron ore vessels. **Source : The Hindu**





The **KRISTINA KATARINA** seen during her maiden call to Amsterdam – Photo : Joop Marechal (c)

## **“Port container handling growing”**

### **Capacity to go up after berth conversion**

Tuticorin Port Trust (TPT) has handled over two lakh TEUs (twenty foot equivalent units) of containers in the current fiscal as on date, according to A. Subbiah, Chairman (in-charge), here on Thursday. The container handling performance was increasing every year.

The handling efficiency of container vessels was also an added advantage. The port had handled about 4,39,935 TEU cargo and emerged as an important container handling port in India. A number of container freight stations, which are located near the port, facilitated the container handling with support of the Trailer Operators' Association. With consistency in infrastructure developments at TPT, he stated that during 1999, a container terminal was established under the public private partnership mode by the Singapore Port Authority Consortium at berth VII of the Port.

For the changing requirements of the growth in container traffic, the port management had initiated measures for conversion of eighth berth into a container terminal for which the request for qualifications (RFQ) had also been sought.

On completion of the project, the total handling capacity of containers would increase to 10 lakh TEUs per annum, Mr. Subbiah said. **Source : The Hindu**



Above seen the installation of the 1862 tons and 220 mtr long **Brandangersundet Bridge** in Norway near Mongstad  
bij de shearlegs **Taklift 4** and **Taklift 7**.  
**Photo : Arie Terpstra (c)**

## OLDIE – FROM THE SHOEBOX



Above seen the **BURGENLAND** in (likely) 1929, the photo is received from reader **Theo Strauss**, because his father sailed on this vessel as an apprentice stoker to Malaysia, Singapore, China and Japan. and Theo is looking for more information about this vessel , if any of the readers know this vessel and is having information please contact Theo at [strauss.theodor@planet.nl](mailto:strauss.theodor@planet.nl)

## .... PHOTO OF THE DAY ....



The **SPT PEARL** seen in Los Angeles - photo : **Bob Duckson (c)**

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](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (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](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.

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