

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 255



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**Above seen the Bianco Bulker, IMO 9228992, on September 10th, 2010, at
Brunsbüttel/Kiel-Canal.**

Photo : Michael Brakhage ©

EVENTS, INCIDENTS & OPERATIONS



Above seen the **Pantodynamos** towing the former Sainty barge, now named **Karadeniz Powership Orhan Bey** from Rotterdam, Like the one that left last month in tow of **Opal**, the barge will be converted into a floating power station for use in the Middle East.

http://www.powermag.com/issues/departments/global_monitor/Of-Floating-Power-Barges-and-Ships_2449.html

Photo : Hans Hoffmann ©

Cargoship Maritime and Magellano Marine to restructure

Cargoship Maritime and Magellano Marine, Netherlands-based vessel operating companies managed by Seaarland Shipping Management (Amsterdam) have appointed Lazard and Venice Shipping & Logistics (VSL) as restructuring advisors. They will assist the companies to complete the restructuring process begun last year when thirteen owners of twenty-two vessels with time charters with Cargoship Maritime and two bareboat charters held by Magellano Marine were asked to agree to modified terms. Antonio Zacchello, managing director of Seaarland Shipping Management says, "Towards the end of last year we asked the owners we partner to adjust with us to the new realities of the marketplace. There has been some tough and straight talking but they realised that it was in everyone's interest to position both the company and be ready to take advantage of the upturn when it comes. We reached individual agreements with the vessel owners for 2009-10 and are now optimistic for the future of Cargoship and Megellano. With the help of Lazard and VSL, the backing of our banks and the co-operation of our partners we will put in place a long term financial plan which will ensure that Cargoship and Megellano continue to deliver a high quality service to top class charterers." Seaarland commercially manages a fleet of twenty-nine vessels, comprising product tankers, aframax and suezmax tankers and bulk carriers, all the time charter vessels in Cargoship and Magellano are trading in the spot and time charter market or in pools and are providing safe and reliable transportation services. Zacchello says, "During the last year we have taken steps to reduce costs and make Seaarland a leaner company. We are now well positioned with a balanced management fleet, good relations with good charterers and a reduced newbuilding exposure. Permanently restructuring the exposure we have through Cargoship and Magellano is the final step in positioning Seaarland to take advantage of whatever the market brings us." **Source: Marlin Corporate Communications**



The **MAERSK DRYDEN** seen departing from Cape Town. Photo: Robert Pabst ©

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As Container and Bulk Shipping Shrinks LNG Frontiers Open Up

When international oil prices jumped in the 1970's Mitsui OSK Lines cancelled tankers and moved swiftly into container shipping, just as the seemingly unstoppable rise in trade using 20' and 40' boxes gathered momentum. Now, with much of the world in the grip of recession, the Japanese group seem, once again, to be ahead of the game. Although known by most freight executives today as a container carrier MOL have rebranded and changed markets several times in their long life. Now, with uncertainty surrounding both bulk and container markets the company has made some strategic changes regarding its carriage of natural gas vessels.

Tokyo LNG Tanker Co. is a company jointly owned by MOL and the Tokyo Gas Co. and today they announced that Tokyo LNG Tanker will receive a minority stake (1.5%) in two SRV companies owned by MOL (48.5% shareholders) and Höegh LNG (50%). This means Tokyo LNG Tanker have a share in two SRV vessels, the "GDF Suez Neptune" and "GDF Suez Cape Ann", both on long term charter to serve the Neptune LNG Deep Water Port terminal off Boston on the U.S. East Coast. The Lief Höegh line was the first shipping group to venture into gas carriage and they have unrivalled experience in the field. For those not familiar with SRV carriers (Shuttle and Regasification vessels) these ships take on liquefied natural gas (LNG) at loading terminals and upon arrival at destination, regasify it onboard, and transfer it to shore via pipelines built on the seabed. SRVs can also serve as conventional LNG carriers, transporting LNG to discharge at receiving terminals. This versatility allows SRVs to serve LNG importing nations without requiring the construction of new or additional LNG terminals on shore, a key point for today's emerging markets. The SRV is considered by many as a cutting edge innovative LNG transport and delivery technology. **Source: Handy Shipping Guide**

US FORCES TAKE SHIP FROM SOMALI PIRATES



The U.S. Navy amphibious transport dock ship **USS Dubuque (LPD 8)**, center, deploys U.S. Marine Corps Cobra attack helicopters Thursday, Sept. 9, 2010 during a board and seizure operation by the U.S. Marine Corps 15th Marine Expeditionary Unit, Maritime Raid Force, embarked aboard **Dubuque**, after the motor vessel **M/V Magellan Star** was attacked and boarded by pirates Sept. 8. **Dubuque** is part of Combined Task Force (CTF) 151, the multinational task force established by Combined Maritime Forces to conduct counter-piracy operations in the Gulf of Aden and the Somali Basin. **Photo's : U.S. Navy ©**



CG Clarifies Pre-Fire Plan Requirements

In a letter dated 3 June 2010, to MRA Director Captain Scott Powell, the U.S. Coast Guard (USCG) clarified its position on how a plan holder can comply with the pre-fire plan requirements found in 33 CFR Part 155 (Salvage and Marine Firefighting Requirements; Vessel Response Plans for Oil). The letter was in response to a request submitted by the MHR on behalf of MRA. In the response the USCG indicates that much more than just a fire control plan schematic is required if a plan holder chooses to use SOLAS as the option in meeting the pre-fire plan requirements:

"Simply put, the submission of a SOLAS fire control plan does not, in itself, satisfy the intent of 33 Code of Federal Regulations (CFR) Part 155.4035 (b) (1).

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"A SOLAS fire control plan is only part of an acceptable pre-fire plan submission submitted to the Coast Guard. The supporting document discussed in SOLAS Chapter II-2, Regulation 15 must also be submitted if a vessel owner/operator chooses this pre-fire plan submission option. Supporting documents include; training manual(s), which may comprise several volumes; fire safety practices; instructions on firefighting procedures and activities; the meaning of ship's alarms; operation and use of firefighting systems and appliances; the operation and use of fire doors; the operation and use of fire and smoke dampers; and the escape system and appliances. The supporting documentation also provides the crew assignments, fire parties, onboard training and drills and additional requirements for passenger vessels."

The USCG goes on to point out in the letter, the importance of the "marine firefighter" with specific regard to certifying a plan that can be implemented by a marine based firefighter to mitigate a potential fire:

"The purpose of the pre-fire plan acceptance by the marine firefighter is to ensure a coordinated and safe response in the event of a fire incident, not a verification of compliance with the SOLAS standards or any other standard. The marine firefighter resource provider is required to certify in writing that they find the plan acceptable and agree to implement it to mitigate a potential or actual fire."

The USCG also indicated in the letter, that it will be up to the marine firefighting industry to set the standards regarding pre-fire plans but reserves the right to reject a plan that is not deemed as acceptable:

"When the pre-fire plan does not provide a sufficient level of confidence for the marine firefighting resource provider, it should not be accepted and the marine firefighting resource provider should request any additional information from the vessel owner/operator to make the plans acceptable. Only when the marine firefighting resource provider feels that sufficient information is obtained to make the plan acceptable, should the plan be certified as acceptable."

The Frequently Asked Questions (FAQs) on the USCG website Homeport have been updated to reflect the guidance provided in the letter. The MRA is thankful to the USCG for the quick turnaround regarding this request. The MRA will be following up immediately with all of its clients, their plan writers and QIs regarding the next step in complying with the upcoming regulation. **Source : MarineLink**



The **Wilson Avonmouth** seen inward for Mistley – **Photo : Michael Marshall ©**

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The **WATERPOORT** seen in IJmuiden – Photo : Marcel Coster ©

Nederlandse Kaap Hoorn-vaarders

De Jaarbijeenkomst van de [Stichting Nederlandse Kaap Hoorn-vaarders](#) vindt dit jaar plaats op 17 oktober a.s. in de Oosterkerk te Hoorn. Het programma staat in het teken van het 25-jarig bestaan van de Stichting en van de presentatie van het onderzoek 'Reizen rond Kaap Hoorn onder Nederlandse vlag'. Voor meer informatie hierover zie website www.kaaphoornvaarders.nl , rubriek evenementen.

Sinking yacht towed back to port in Wick

A yacht has been towed back into Wick after it started taking on water and sinking off the coast of Caithness. The lone skipper of the 8m yacht Pickerel issued a mayday at about 1645 BST. He was unsure how to wear his lifejacket and had no liferaft. A coastguard spokesman said a lifeboat and RAF helicopter had been scrambled to the scene. A winchman and pump were lowered onto the vessel, which was towed to harbour by Wick lifeboat.

David Robertson, Aberdeen Coastguard watch manager, said: "Although he owned an emergency position indicating radio beacon - a locator beacon - he did not have it on board." "If he had worn his lifejacket, taken a liferaft and

ensured that he had his locator beacon onboard he would have ensured that even if his boat had sunk very quickly, he should still have been safer in the water and in a better position, certainly, to be rescued."

The yacht arrived back in Wick at about 2100 BST.



Above seen the [Alaskaborg](#) at the St.Lawrence Seaway near Quebec.

[Photo : Mike Poelman - Captain TSHD Ostsee ©](#)

Taiwan, China to launch joint maritime rescue drill

Taiwan's Coast Guard Administration (CGA) will conduct a joint maritime rescue drill next week with its Chinese counterpart, the first time the two countries' coastal patrol agencies hold joint marine exercises. According to the CGA, it will hold the drill with China's Maritime Search and Rescue Center in waters off southeastern China, between Taiwan's Kinmen Island and the Chinese city of Xiamen.

Boats and aircraft from Taiwan and China will simulate the collision of two ships on the Kinmen-Xiamen route -- one of the busiest areas in the Taiwan Strait -- and try to save passengers that fall into the sea, the CGA said. The CGA will send nine patrol boats, including a 500-ton patrol vessel, and helicopters to Kinmen for the joint drill. To avoid unnecessary political disputes, the two sides have decided that all participating vessels and rescue teams will only carry flags that symbolize the joint drill, CGA officials said. They underlined that the drill was being held for the sole purpose of preparing for possible accidents in the Taiwan Strait.

Commenting on the landmark cross-strait marine drill, Legislator Huang Wei-cher of the opposition Democratic Progressive Party said on Friday that he supports the way Taiwan and China have defined marine rescue as "a humanitarian practice."

"We must recognize China's conduct" to help save Taiwanese fishing boats from difficulties while operating on waters in the Taiwan Strait, he said. But Huang also questioned whether Chinese ships should be permitted to sail across the median line of the strait into Taiwan's waters in the future if a marine accident happens on Taiwan's side of the strait.

"It needs to be discussed," he said. On Thursday, former Deputy Minister of National Defense Lin Chong-pin said that although the participants in the rescue drill are not from the military, he sees the event as a "positive signal" in the two sides' pursuit of mutual military trust. Lin, now a professor at Tamkang University's Graduate Institute of International Affairs and Strategic Studies, saw the upcoming marine drill as a sign that Taiwan and China have finally begun to pay attention to the long-term need for a joint capability in handling marine accidents in the Taiwan Strait.

The drill may be the first between the two countries' central government coast guards, but joint exercises have taken place at the local level. In October 2008, the Kinmen County government dispatched ships and rescue personnel to conduct a joint marine rescue drill with a similar patrol squad from Xiamen. The exercise was formed amid warming cross-strait relations after President Ma Ying-jeou took office in May that year.

This past June, Kinmen County Magistrate Li Wo-shih urged the two sides to establish a cross-Taiwan Strait marine accident rescue mechanism as soon as possible because of the fast pace at which transport services between Kinmen and Xiamen are growing. Lee said 1.28 million traveled between the two destinations by boat in 2009, and the volume is expected to rise this year, Lee said.



The RNLI Portree lifeboat **STANLEY WATSON BARKER** is based on the Isle of Skye – Scotland
Photo : Harm Jongman ©

Thai Navy Joins Anti-Piracy Mission Off Somalia

Thailand joined the fight against piracy in the Indian Ocean on Sept. 10, sending nearly 400 marines on two vessels to help police the lawless waters off Somalia, the navy confirmed. The Thai navy deployed 386 troops on two warships, the **Similan** and the **Pattani**, for the 19-day journey to the Gulf of Aden - one of the world's busiest maritime trade routes. The 60-day mission marks the first time Thailand has contributed to an international maritime taskforce. The international armada, which includes regional neighbors China, Singapore, Malaysia and India, has been patrolling the Gulf of Aden since 2008 in a bid to stop pirates from hijacking commercial vessels.

Several Thai vessels have been hijacked by Somali pirates, including three fishing boats with a total of 77 crew members aboard who were seized in April. **Source : Defense News**



M/V **Lowlands Kamsar** approaching loading anchorage Red Dog, Chuckchi Sea, Alaska
Photo : **Robert Kuikhoven** ©

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Stemat's LYDIA D – Photo : Hans Hoffmann ©



NAVY NEWS

Pa. Company Accused of Submarine Parts Fraud

A Pennsylvania company that supplied metal and other components for the Navy's Virginia-class submarines faces charges of defrauding the federal government of more than \$1 million.

An information filed Tuesday in federal court in Philadelphia charges Fairless Hills, Pa.-based Bristol Alloys and its president and part owner, James R. Bullick, with major fraud against the U.S. government.

The information charges that Bristol Alloys supplied metal and components to a Northrop-Grumman Shipbuilding subcontractor that didn't meet Navy specifications from 2004 or earlier through about October 2009. The materials included metal for pipe flanges and piston tailrods. Bristol Alloys and Bullick are accused of altering test reports to falsely show the materials met specifications. An information typically indicates that the defendant is cooperating with prosecutors. Northrop and its partner, General Dynamics Electric Boat in Groton, Conn., each build modules of submarines and take turns on final assembly and delivery. **Source : FoxNews**

Upgraded Aegis Weapon Systems Proven Operational on Two U.S. Navy Cruisers

The U.S. Navy, supported by Lockheed Martin, successfully completed Combat System Ship Qualification Trials for upgraded Aegis Combat Systems installed aboard two Navy ships.

The Navy determined that the Aegis Combat Systems aboard the cruisers **USS Mobile Bay** and **USS Philippine Sea** are fully operational. As part of the cruiser modernization program, the computer suites on these ships were upgraded with enhanced technical data collection capability and radar data display systems, as well as a new digital fire control interface between the anti-submarine warfare control system and the vertical launch system.

During the trials, the ships' Aegis Combat Systems were evaluated for combat-readiness through comprehensive surface, subsurface and anti-air warfare exercises. These included manned raids and electronic attack scenarios, as well as thorough testing of the systems' tactical data link and air defense capabilities. "Lockheed Martin continues its legacy of working with the Navy to evolve the Aegis system," said Jeff Bantle, Lockheed Martin's vice president of Surface-Sea Based Missile Defense Systems. "We take great pride in our partnership as the Aegis Platform System Engineering Agent and look forward to using our experience to increase program affordability."

The Aegis Weapon System includes the SPY-1 radar, the Navy's most advanced radar system. When paired with the MK 41 Vertical Launching System, it is capable of delivering missiles for every mission and threat environment in naval warfare.

The Aegis Weapon System is deployed on 93 ships around the globe. Aegis is the weapon system of choice for Australia, Japan, Norway, the Republic of Korea and Spain. Aegis-equipped ships have more than 1,200 years of at-sea operational experience and have launched more than 3,800 missiles in tests and actual operations. The **USS Mobile Bay** and the **USS Philippine Sea** are both Ticonderoga-class guided-missile cruisers.

Headquartered in Bethesda, Md., Lockheed Martin is a global security company that employs about 136,000 people worldwide and is principally engaged in the research, design, development, manufacture, integration and sustainment of advanced technology systems, products and services. The Corporation's 2009 sales from continuing operations were \$44.5 billion. **Source : lockheedmartin**

Singapore and Australian Navies complete joint maritime exercise

Australian and Singaporean Navies have concluded **Exercise SINGAROO 10**, an annual maritime activity that cultivates bilateral ties between the two nations. Building upon the recent success of Exercise KAKADU 10, the Royal Australian Navy and Republic of Singapore Navy practiced maritime surveillance, air defence, anti-submarine warfare and defence against small boat threats during the week long exercise.

Royal Australian Navy ANZAC class frigates, **HMAS Arunta** with a S70B Seahawk helicopter embarked and **HMAS Toowoomba**, Auxiliary Oiler **HMAS Success** with an AS350BA Squirrel helicopter embarked, and Collins class

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submarine **HMAS Dechaineux** took part in SINGAROO 10. Republic of Singapore Navy, Formidable class frigate **RSS Tenacious** and Victory Class Corvette **RSS Vigour** together with a Fokker 50 Maritime Patrol Aircraft detachment also participated. Royal Australian Air Force assets enhanced training outcomes with an AP-3C Aircraft from 92 Wing, three F-111 from 82 Wing and four Hawk Fighter Trainers from 78 Wing.

“Exercise **SINGAROO** is an important exercise in the annual calendar, strengthening professional ties, mutual understanding and improved interoperability at sea and in the air,” said the Royal Australian Navy SINGAROO 10 Exercise Director, Captain John Vandyke. “By maintaining close and friendly defence ties, Australia and Singapore contribute to the stability of the region and develop our ability to work together in real-world operations,” said CAPT Vandyke. “The Republic of Singapore Navy and the Royal Australian Navy regularly engage in a wide range of activities, which include bilateral and multilateral exercises as well as professional exchanges. These extensive interactions have strengthened mutual understanding and professional ties between the personnel of both navies. The exercise marked the fourteenth iteration of the SINGAROO series. Source : Garry Luxton



Sailors aboard the aircraft carrier **USS George Washington (CVN 73)** man the rails as the ship raises one of its 90,000-pound anchors before departing Manila Bay, Philippines. **George Washington** arrived in Manila Sept. 4, making its third liberty port call since departing Yokosuka, Japan, for a 2010 summer patrol. **George Washington**, with its combined crew of more than 5,000 Sailors, now returns to sea to continue security and stability operations in the western Pacific Ocean. Photo : U.S. Navy ©

Navy to Christen USNS Washington Chambers

The US Navy christened and launched the dry cargo/ammunition ship **USNS Washington Chambers (T-AKE 11)**, Sept. 11 at the General Dynamics NASSCO shipyard in San Diego.

The ship is named to honor naval aviation pioneer Capt. Washington Chambers. Rear Adm. Richard J. O'Hanlon, commander, Naval Air Force Atlantic, will deliver the ceremony's principal address. Loretta Penn, wife of former Assistant Secretary of the Navy for Installations and Environment and former Acting Secretary of the Navy, B.J. Penn,

is the sponsor, and in accordance with Navy tradition, will break a bottle of champagne across the bow to formally christen the ship.

Continuing the Lewis and Clark-class tradition of honoring legendary pioneers and explorers, the Navy's newest underway replenishment ship recognizes Chambers for his major role in the early development of naval aviation. Responsible for the Navy's emerging aviation activities, Chambers arranged the world's first airplane flight from a warship. The Nov. 14, 1910, flight by aviator Eugene Ely on the light cruiser USS Birmingham (CL 2) confirmed the potential of carrier-based naval aviation.

Designated **T-AKE 11, Washington Chambers** is the 11th ship of the 14-ship class. As a combat logistics force ship, Washington Chambers will help the Navy maintain a worldwide forward presence by delivering ammunition, food, fuel and other dry cargo to U.S. and allied ships at sea.

T-AKE 11 is the first Navy ship named after Chambers. As part of Military Sealift Command's Naval Fleet Auxiliary Force, **Washington Chambers** is designated as a U.S. naval ship and will be crewed by 129 civil service mariners and 11 Navy sailors. The ship is designed to operate independently for extended periods at sea and can carry two helicopters. The ship is 689 feet in length, has an overall beam of 106 feet, has a navigational draft of 30 feet, displaces approximately 42,000 tons and is capable of reaching a speed of 20 knots using a single-shaft, diesel-electric propulsion system. **Source : US Navy**

Chinese navy ships on goodwill visit

Two Chinese navy ships arrived in Auckland for a four-day visit. The Peoples Liberation Army Navy (PLAN) training ship **Zhenghe** and the frigate **Mianyang** were part of a goodwill visit, the navy said.

The navy band was expected to welcome the two ships when they berth at Queens Wharf in downtown Auckland on the first Chinese navy ship visit for three years. The ships have already visited Port Moresby, Port Vila and Nuku'alofa. After Auckland they head for Sydney. Two Royal New Zealand Navy midshipmen had been invited on board the Chinese ships to train with their Chinese counterparts. Both ships will be open to the public today (Sunday) **Source : Otago Daily Times**

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S Korean Samsung Heavy wins \$630 mil deals for oil tankers, platform

South Korea's Samsung Heavy Industries said Friday it had won \$630 million worth of orders to build five oil tankers and an offshore platform. Under the tanker deal with Norway's Viken, Samsung Heavy will deliver the shuttle tankers with a capacity to carry 100,000 mt each by 2013. The shuttle ships that carry oil from an FPSO, or floating

production, storage and offloading facility, to an overland facility will be deployed to offshore fields in Brazil. In the other deal with a US company, Samsung Heavy is to build a tension leg platform by 2013. A tension leg platform is a vertically moored floating structure used for the offshore production of oil or gas. Samsung Heavy said it could not identify the US company that placed the order and disclose other details such as location and production capacity at the request of the customer. **Source: Platts**



Spotted in Halifax (Canada) an Atlantic newbuilding - **Photo : Jan Plug ©**

Marinette Marine on schedule with Navy ship

The Lockheed Martin-led team that includes Marinette Marine Corp., said Wednesday it has finished 60 percent of LCS-3, its second Littoral Combat Ship for U.S. Navy. **LCS-3**, named the **Fort Worth**, is under construction in Marinette and is expected to be launched Dec. 4.

Lockheed Martin said the bow module was recently fitted to the ship and all major equipment has been installed. All of the ships modules are under construction. Lockheed Martin is in competition with Austal USA for the LCS contract. Marinette Marine built the first-in-class **USS Freedom (LCS-1)** which is on active duty with the Navy. The **Fort Worth** is on schedule and under a fixed-price contract, according to Lockheed Martin. **Source : Greenbaypressgazette**

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The fast ferry **WAVEMASTER 8** which serves at the route Singapore <> Batam is above seen entering cruisebay in Singapore – Photo : Piet Sinke ©

Port Stephens dredging nears completion

ABC News reports that dredging of the Myall River at Port Stephens in Australia is just weeks away from being completed after a decade of campaigning by the local community. The New South Wales Government allocated funding over a year ago but the dredging work only started in March this year. The build-up of sand has caused havoc for boats, including the local ferry, while a yacht was grounded in the navigation channel in March.

Myall Action Group spokesman Gordan Grainger says the dredging is only a short-term solution but it will ease the headaches of local water users. "The ferry and larger vessels were touching sand up to four times coming in and in fact we'd had several groundings of yachts," he said. "The ferry was touching bottom on a number of occasions and in a couple of occasions it actually got stuck. Once [the dredging is complete] it will give a clear run up into the Tea Gardens wharf area." Source : Dredging News Online



The **Sun Princess** seen anchored at Tandjung Benoa, Bali - **Photo : Erik Th. Matzinger ©**

Rolls-Royce power for LNG-fueled ferry

Rolls-Royce has released more details on the gas engines and main azimuth thrusters it is supplying for what will be the world's largest gas- fueled ferry. The 129.9 m x 18. 8 m double-ended ferry is being built to Multi Maritime AS's MM120FD LNG design and will have a capacity of 242 cars on two decks and 600 passengers. As we reported June 23, Norwegian operator Fjord1 has ordered the ferry from Fisker Strand BLRT AS, a joint venture between Fiskerstrand Verft AS of Norway, and Western Shipyard in Klaipeda, Lithuania. Hull construction and initial outfitting will be carried out at the Klaipeda yard, while completion will be at Fiskerstrand Verft.

With a deadweight in excess of 1,300 t the 7,000+grt ferry will be equipped with four azimuth thrusters powered by a gas-electric plant consisting of three large Rolls-Royce LNG gas engines and generators. It will have a service speed of approx. 20 knots. "In planning the new ferry, Fjord 1 called for a substantial increase in efficiency," explained Matias Mork, Sales Manager - Rolls-Royce System Solution Merchant Vessel. "The Rolls-Royce Azipull thrusters, two at each end of the vessel, have pulling propellers and streamlined underwater units which turn the swirl energy from the propeller water into useful thrust. They are a key to raising efficiency, in combination with the latest LNG fueled gas engine design from Rolls-Royce. A significant improvement was found on the final model testing compared to existing ferries," Mork said.

Designer Multi Maritime undertook extensive studies and tank testing were undertaken in cooperation with Rolls-Royce to optimize the hydrodynamic integration of the Rolls-Royce AZP100 azimuth thrusters and the hull. Three Bergen C25:33L9A nine cylinder gas engines power the four thrusters through an electric transmission. The C-series is a new design of gas engine now going into production, taking over from the older K series fitted in the existing five ferries on these routes. It uses the same lean burn combustion principle but incorporating the latest engine technology. The result, compared with conventional ferries burning liquid fuels, is a major reduction in CO₂ and NO_x emissions and the virtual elimination of soot and sulfur emissions. A Bergen C-series diesel engine genset will also to be installed to power the vessel in case it should need to serve as a reserve ferry on routes without gas supply, or in emergency.

Source : MarineLog



The **CABALLO SIETE LEGUAS** seen moored in Delfzijl – Photo : Daniella Vermeer ©

Petrosaudi to replace platform

Earlier rig sank near Trinidad and Tobago

Petroleos de Venezuela SA, the state oil company, said it leased an offshore platform from Petrosaudi Oil Services Ltd to replace the Aban Pearl rig that sank near Trinidad and Tobago in May. Petrosaudi's Songa Saturno platform, which will be used to develop offshore natural-gas resources, left Malta in the Mediterranean Sea yesterday on its way to Venezuela, the company known as PDVSA said in an emailed statement.

"The incorporation of the rig will allow the acceleration and completion of the gas wells," PDVSA said.

Venezuela, which has the biggest natural-gas reserves in Latin America and the seventh largest in the world, is trying to tap offshore reserves as production at mature fields wanes and President Hugo Chavez looks to supply the domestic market. The Aban Pearl rig, owned by Chennai, India-based Aban Offshore Ltd, sank on May 13 because of a faulty floatation system, without causing injuries or fatalities. PDVSA hasn't made public the results of an internal investigation into the causes.

PDVSA is drilling wells in the Dragon, Patao, Mejillones and Rio Caribe fields in northeastern Venezuela as part of the Mariscal Sucre project. The natural gas will be transported to onshore terminals to be sold domestically or liquefied for export. Venezuela is seeking some foreign partners to develop the Mariscal Sucre project, which is expected to cost \$8.3 billion (Dh30 billion). Source : GulfNews

Songa Saturn relocation agreement

Songa Offshore SE is pleased to announce that a paid relocation agreement has been entered into between Songa Offshore subsidiary Pegasus Invest Ltd and an un-named industry participant for potential business opportunities in Middle Americas. .



The agreement covers a fully paid relocation of **Songa Saturn** from current location in Malta to Port of Spain, Trinidad. The agreement does also include a return voyage plus compensation if said business opportunity fails to materialize.. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©**



The **SMIT BEVER** seen operating at the Maasvlakte II – **Photo : Rik van Marle ©**

Evergreen installs latest satcoms across entire fleet

Evergreen Line has completed installation of the Inmarsat FleetBroadband satellite communications service on its entire fleet of 70 container vessels in order to ensure optimal vessel performance and crew morale.

The system allows headquarters personnel to manage the ship's computers without visiting the vessel. It also includes database synchronization and access to the onboard voyage data recorder. In future, Evergreen has the option to use FleetBroadband for engine-performance analysis and emissions monitoring, to help reduce fuel costs and comply with emissions regulations.

"After a successful trial program last year, we discovered that FleetBroadband ensures peak performance for a wide range of business-critical applications," said Evergreen Executive Vice President Patrick Lin. "Our crewmembers also benefit from reasonably priced private email, which has helped maintain high crew spirits and productivity. The combination of service affordability and high performance convinced us to deploy FleetBroadband on our entire fleet." The installation was carried out by communications service provider Stratos over a three-month period. **Source :** [Seatrade Asia](#)



The pilotboat [Portrona](#) of Stornoway - **Photo : Harm Jongman ©**

Port of Tallinn's eight-month throughput rises 16.6% to 24,2 m tons

Freight flows through Port of Tallinn (Estonia) in January-August increased 16.6% from the same period in 2009 to 24,228,800 tons, port's container volume rose 13.8% to 100,639 TEUs, the Port Authority press release said.

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In Jan-Aug. this year, the port stevedores handled 16, 867,200 tons of liquid bulk cargo (+8% over the same period last year), 3,855,900 tons of bulked cargo (+60.8%) 2,275,400 of tons of Ro-Ro cargo (+32%), the Port of Tallinn statistics said.

In the reporting period 4,904 ships called at the port (at the last year's level).

Port of Tallinn, ranked the third largest seaport, next to St. Petersburg and Primorsk, on the Baltic Sea, comprises five so-called port zones: Muuga, Old City Harbor, Paljassaare, Paldiski South and Saaremaa. In 2009, freight traffic via Port of Tallinn totaled 31.597.000 tons.



Seen at Palau Bukom, Singapore anchorage the "Drive Bonavista" - Photo : Richard Qualm ©

Navios Maritime Acquisition Corporation Announces Closing of Seven VLCC Tankers Acquisition

Fleet Highlights:

- \$74.9 million of annualized Base EBITDA
- \$651.4 million of aggregate Base EBITDA
- Profit Sharing on five charter agreements
- Seven VLCC tankers - approximately 2.1 million dwt
- 8.8 years average charter-out term

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Navios Maritime Acquisition Corporation announced that it consummated its previously announced acquisition of a seven VLCC tanker fleet from a private seller for an aggregate purchase price of \$587.0 million.

The seven VLCC tankers have an average age of 8.6 years and a remaining charter-out term of 8.8 years with an average charter rate of \$40,440 net per day. Five of the seven charters also have a profit sharing, providing potential upside.

Angeliki Frangou, Chairman and Chief Executive Officer of Navios Acquisition, stated, "In a short period of time, we have established a strong foothold in the wet sector through the acquisition of a diversified fleet of 20 tanker vessels. We expect the VLCC fleet to be significantly accretive to our shareholders as the fleet generates secured EBITDA and has the potential for additional upside through a profit sharing mechanism."

Ms. Frangou continued, "Our efforts in Asia are being spearheaded by Fred Cheng, who has over 36 years experience in the shipping industry, focused primarily on the Asia-Pacific shipping markets. We expect that we will be able to cultivate new commercial relationships through these efforts as well as enhance our existing relationships."

The VLCC fleet, set forth below, is expected to deliver annualized base EBITDA (1) of \$74.9 million and aggregate base EBITDA (2) of \$651.4 million.



Above seen the 1993 built **ALEXANDER CARL** moored 21-06-2009 at the EECV terminal in Rotterdam-Europoort
The **Alexander Carl** is built by Daewoo Shipbuilding & Heavy Industries Ltd, Geoje. Yrd No 1057, 110,627grt, 208,189dwt, operated by Hanjin Shipping Co Ltd South Korea..

Photo : Iain Forsyth ©



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Deep Blue Marine, Inc. Sends Another Boat to the Dominican Republic

Deep Blue Marine, Inc. announced that the company has equipped a second 88 ton vessel, which was purchased earlier this year, for survey and recovery work in the Dominican Republic. The boat, named the "[Kerri Lynn](#)," is on its way from Florida to the Dominican Republic and is expected to arrive in 7-10 days, weather permitting.

Wilf Blum, President and CEO, had this to say: "With the amount of work that we have ahead of us, the addition of this ship is very exciting. The ship will go to work on our North Shore area as soon as it arrives. It is 100% equipped with dive gear and recovery equipment and is ready to be put to work immediately."

Wilf Blum, President and CEO, stated, "As always, investing in this type of venture is very risky and no one should invest if they cannot safely tolerate that risk."

Journalists and individuals seeking interviews are encouraged to contact Mr. Randy Champion at Deep Blue Marine's head office in Salt Lake City, Utah phone 801-586-1873 or email at media@allddeepblue.com. All media will be directed through Mr. Champion.



The [GRANDE GHANA](#) seen enroute Antwerp – Photo : [Henk de Winde](#) ©

OLDIE – FROM THE SHOEBOX



August 10th, 1966 the British "**Cape Town Castle**" arrived Flushing Roads from London and bound for Flushing and Antwerp. Just after seven o'clock she grounded outside Flushing Harbour. The fairway was blocked. Reason not known. Immediately 11 tugs arrived, but they had to wait for the next high water at 5 in the afternoon. The "**Cape Town Castle**" sailed on the route Cape Town - Flushing and she was intended to approach Flushing to pick up 90 passengers. In the afternoon she was refloated again.

Photo : coll Capt. Frank Haalmeijer

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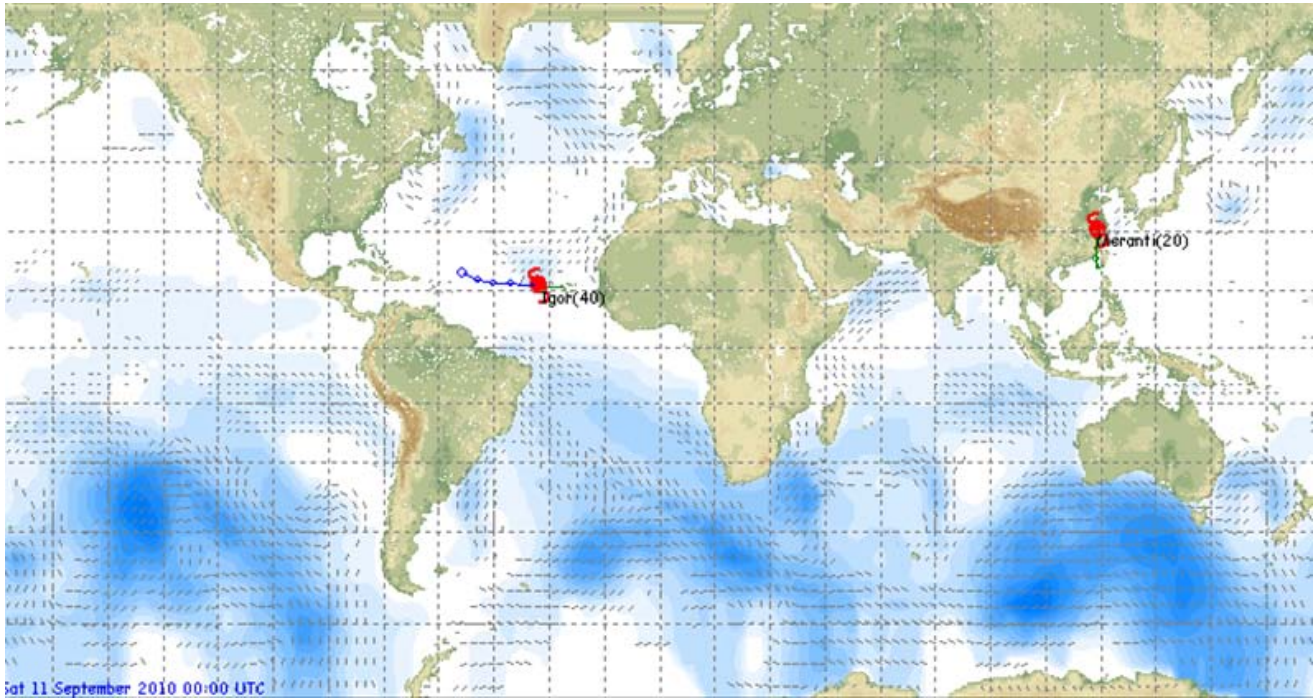
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



The **GRAMPIAN CORSAIR** seen in Aberdeen – Photo : Leen van der Meijden ©