

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 259



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DISA MARITIME BVBA

Ketelaarstraat 5c
B2340 Beerse
Belgium
T: +32(0)14 62 04 11
F: +32(0)14 61 16 88



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The LIFANA seen arriving in IJmuiden – Photo : Jan Plug (c)

IN MEMORIAM

When I checked my mails this morning, I found a mail from Gage Parrot with the very sad message that

DAVID PARROT



founder and former chief of **Titan Salvage**, passed yesterday (Wednesday) morning, after a courageous battle with cancer, in the comfort of family and friends. David is survived by his loving wife Penny, sons Hunter and Gage and an enormous network of friends and family.

His love for the sea started in 1945 in Newfoundland, when he moved aboard his father's schooner at the age of 6 weeks. In 1981, David sought to purchase the tug **TITAN** from a Dutch firm however before he could arrange funding she sold. Subsequently, he bought their tug **NESTOR** and **Titan Towing and Salvage** was born. From these humble beginnings he built a team which, over two decades became known as Titan Salvage, a major salvage and wreck removal company. David's success was achieved by a passion for salvage, creativity, honor, energy and will. Throughout his career he inspired and touched the lives of many, stood strongly by his word and ultimately changed the shape of the salvage industry. David will be missed by all those whose lives he touched.

"IN ANY EVENT"

***** **DAVID, REST IN PEACE** *****

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EVENTS, INCIDENTS & OPERATIONS



Twaalf oudgedienden van de Koninklijke Nederlandse Stoomboot Maatschappij KNSM, die in 1981 opging in Nedloyd brengen momenteel met hun echtgenotes een bezoek aan Curacao. De leden van de Vereniging " **de Kroonvaarders**" die in totaal 630 leden telt, grijpen het bezoek aan om de mogelijkheden te onderzoeken om een oude wens in vervulling te laten gaan. Onder leiding van de heren **Jan Verlet**, **Fred Boom** en **Henk Brandjes** verzamelt de vereniging fondsen om de letters KNSM terug te laten keren op het gebouw in Punda tegenover het Penha gebouw, dat immers als KNSM-gebouw bekend staat. Zij worden daarin bijgestaan door de Curacaose havenmeester **Ramon Frankel** en de eveneens gepensioneerde **Richard Comenencia**, beiden ook op de foto. Een delegatie van de **Kroonvaarders** is vanavond te gast op een verenigingsavond van de KNVTS, afdeling Antillen, een mooie gelegenheid om oude banden te verstevigen en nieuwe contacten in de scheepvaartwereld aan te knopen.

Foto: Els Kroon (c)

EU to name and shame shipowners with poor port state control record

From January 1, 2011 the European Union will implement new port state control rules. According to the European Commission, the EU countries have already harmonized port state control inspection standards. But from next January there will also be, for the first time, a full coordination of all the port state safety inspections carried out in the EU.

The new EU wide system will rely on an advanced information tool known as "THETIS" (operated by the European Maritime Safety Agency (EMSA). THETIS will track all safety inspections on ships carried out in ports in the EU and provide a risk analysis that will determine the frequency and priorities for inspections by the authorities of EU member states.

Regulations adopted yesterday by the Commission specify the criteria for assessing the risk profile of ships using company performance and the flag state performance as determined using THETIS. The new rules will also see the introduction on from January 1st 2011, a new online register to "to name and shame" shipping companies that are performing poorly on port state controls inspections, while shipowners with strong safety records will be given good public visibility. Companies and states that show up as performing poorly will be subject to more intensive, coordinated inspections in EU ports. **Source : MarineLog**

RESOLVE Marine Group Refloats Stranded Cruise Ship in Canada's Northwest Passage

RESOLVE Marine Group, the marine salvage, firefighting and emergency response company with worldwide operations, has successfully refloated the **Clipper Adventurer** cruise ship. The vessel had run aground on uncharted rocks in Coronation Gulf, in Canada's Northwest Passage on Friday, August 27.



The RESOLVE salvage team deployed four tugs at high tide earlier, to free the stranded vessel. The **Clipper** had sustained several breaches to the hull when it ran aground the rocks last month, with passengers onboard. The Canadian Coast Guard evacuated the passengers without incident before the salvage operations began. The vessel is currently underway to Port Epworth, Nunavut, where she will be stabilized and temporary repairs effected

EU Navfor warns new pirates attacks ahead

Each year in the Horn of Africa, the number of pirate attacks decreases during the monsoon period, due to rough seas. With improving weather, the number of attacks is expected in the near future to increase and vessels will have to be increasingly vigilant, the EU NAVFOR press release said.

This week end, six suspicious skiffs were disrupted by the different Task Forces or national naval forces operating in the Internationally Recommended Transit Corridor (IRTC). All skiffs were seen to be throwing material overboard (ladders or weapons) before being in contact with the military. Moreover, one merchant vessel reported it had overcome an attack on Saturday 11 September.

EU NAVFOR, as IRTC coordinator, wants to remind all vessels that in addition to MSCHOA registration and a high degree of vigilance, Best Management Practices (BMP) are vital to merchant vessels security, as they have proven effective in decreasing significantly the risk of being pirated.

"The Best Management Practice (BMP) booklet should perhaps not be called 'Best' Management Practice but 'Minimum' Management Practice: self protection measures and ongoing vigilance remain, today, the most effective measures against piracy. However, there are, unfortunately, still some ships passing through the Gulf of Aden without applying

the BMP measures or without being registered on the MSCHOA website. " said Colonel Richard Spencer, Chief of Staff of EU NAVFOR Operational Headquarters, on 25 August to maritime industry representatives. Source: eunavfor.eu



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Above seen the 23M Turkish gulette type short sea ferryboat **FERNANDES** on Tuesday 14th September 2010 in the morning showing her in a sad sight since the vessel listed sharply to her starboard and even its bridge is awash. Both diver and salvage personnel are waiting for calmer sea conditions on Wednesday 15th September, 2010 to inspect the interior damage of the vessel. Some debris were picked up by Yellow Fun Cruises boats, and Harbour Master Capt. David Bugeja was also on site apart from Malta Transport Marine Department Personnel to investigate what happened.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com

"Sedov" visits Tromsø

The world's largest traditional sailing ship made a port call to Tromsø in Northern Norway on Wednesday. It is Murmansk State Technical University that operates "**Sedov**" and since Tromsø is both Norway's most important university- and research centre in the north and friendship town with Murmansk, the visit was a natural stopover after "**Sedov**" sailed from Reykjavik last week.

The visit of the "[Sedov](#)" in Tromsø is accompanied by a Russian-Norwegian conference on international cooperation in fisheries management and aquaculture in the Arctic region, according to the web-portal of the University of Tromsø.

The conference is a joint project between Murmansk State Technical University (MSTU) and UiT's Faculty of Biosciences, Fisheries and Economics (BFE-FAK). The conference marks the signing of a new cooperation agreement between MSTU and UiT. The agreement will upgrade and extend the already existing partnership between the two Universities.

Russian-Norwegian cooperation in fisheries management, aquaculture and technology The conference will present and discuss cooperation between Russia and Norway in the fields of fisheries, fishery management, aquaculture, fisheries technology and biotechnology.

The Russian side is represented by a delegation of around 25 experts from Murmansk State Technical University (MSTU), Russian Federal Research Institute of Fisheries and Oceanography (VNIRO), Polar Research Institute of Marine Fisheries and Oceanography (PINRO) and other institutions. **Source : [BarentsObserver](#)**



The [GLOBAL LEADER](#) seen moored in Bonaire – **Photo : [Henk Ram](#) (c)**

Cameroon confirms kidnapping of foreign sailors

Armed men kidnapped two foreign sailors in Cameroon's port city of Douala, a source close to Cameroon's police force said on Monday, confirming a report by their ship's Belgian owners. The two sailors, a Filipino and a Croat, were kidnapped on a vessel belonging to a Belgian company which was dredging the channel in the port of Cameroon's economic hub, said the source, citing information from investigators.

Around seven attackers armed with rocket launchers and wearing black jackets attacked three on Sunday evening including the dredger. "They kidnapped the Croat and the Filipino. The captain of the Belgian ship told police that the attackers were speaking in English," said the source, who asked for anonymity. "They retreated by sea. They were not able to enter the cabin of the Belgian ship. They did not take hostages in the first two ships, but did take money and mobile phones," she said. The dredger, the [Vespucci](#), was Luxembourg-flagged and belonged to Belgian company [Jan De Nul](#). The company reported the kidnapping earlier on Monday. **Source : [AFP](#)**

Ship owners back on the market for vessels

The rebound of the dry bulk market has been the “signal” for many ship owners, together with the return to normal working levels with summer gone, to return to the market for vessels. Their appetite is growing strong both for newbuilding orders, but for second hand vessels as well. During the past week, shipbrokers’ reports suggested that there was a strong rise in the second hand market, while buying interest in the new building market rebounded as well. According to a report from Golden Destiny, “the S&P momentum in the bulk carrier sector has resumed significantly as the S&P activity represented a 47% increase since previous week. In the tanker sector, albeit the dreadful low freight levels the volume of S&P transactions is strong reaching the levels of bulk carrier’s sector this week. The highest activity has been recorded in the newbuilding market after almost two weeks with 31 transactions reported in total, posing around 121% increase since last week’s activity” said Golden Destiny. According to the report, the week ended with 25 vessels reported to have changed hands this week equalling a total amount of money invested around \$443,550,000, two secondhand transactions reported on private terms. In the demolition market, 16 vessels have been headed to the scrap yards of total deadweight 462,284 tons, while in 2009 17 vessels reported for scrap indicating a negative yearly change of around 5.8%. In the newbuilding market, 31 vessels reported to have been ordered equalling a total deadweight around 3,387,200 tons. The bulk carrier sector has held for once more the largest share of newbuilding contracts, equalling a total deadweight of 1,169,000 tons with kamsarmax being the most popular vessel type. The Greek presence has been noticed this week in the secondhand market with 5 transactions reported in the bulk carrier, container and tanker sector equalling a total amount invested around \$113,700,000 while in the newbuilding market 4 units reported in the crude carrier sector equalling a total amount invested around \$216,0000, two newbuilding transactions reported on private terms” Golden Destiny said.

In a relevant report, Clarkson reached similar conclusions, saying that the newbuilding market continues to tick over, although the general volume of enquiry has certainly diminished in comparison to the first half of the year. “That said, now that the summer holiday pause has come to an end, we are now seeing a gradual increase of interest again in both dry and wet sectors and this coupled with a renewed interest in the container sector, should be enough to absorb the remaining capacity that exists in the market - and buy the yards enough time to evaluate, as opposed to chase the market going forward. Following the SMM 2010 in Hamburg and a good attendance from the major yards, we hope that the event might act as a further spur for interest amongst owners and lead to an additional increase in enquiries in the fourth quarter. One of the key themes emanating from the SMM trade fair is the continued drive towards greener technologies, with many technologies being discussed that would not only help meet future emissions targets but also provide efficiency improvements. These include LNG powered engines, air lubrication or the use of composite materials over steel in commercial vessels. Assuming the technologies begin to become incorporated in future ships it will be an interesting story to follow to see whether the new technologies will mean we see a continued ongoing demand for tonnage. In terms of reported business in dry, it has been reported that Grieg Shipping have now signed a further 2 x 48,000dwt open hatch Bulk Carriers to be delivered in 2014. CSC Phoenix have signed 4 x 45,000dwt bulk carriers at Bohai Shipbuilding delivering in 2012” Clarkson concluded.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Fire damages ex-'Deadliest Catch' boat

More than 100 firefighters battled a fire in Seattle aboard a fishing vessel that appeared on some episodes of TV's "Deadliest Catch," authorities said.

No injuries were reported in Sunday morning's three-alarm blaze on the [Arctic Dawn](#), a former crabbing ship now used as a salmon-fishing vessel, and the fire was kept from spreading to other nearby boats, KOMO-TV, Seattle, reported. The cause of the fire, which was confined above the [Arctic Dawn's](#) water line, is under investigation, the TV station said. Source : UPI

TUGBOAT EAST TOWING TMI 7



Above and below seen the 2007 built barge **TMI 7** loaded with the three-masted classic yacht hull **MIKHAIL S. VORONTSOV** towed by Avra tugboat **EAST** offshore Malta on the 31st August 2010.
Photo's : Capt. Lawrence Dalli - www.maltashipphotos.com (c)



Libya apologises for shooting at Italian fishing boat

The head of the coast guard in Libya has formally apologised for one of his ships firing at an Italian fishing boat. No-one was injured in the shooting; the Libyans initially claimed to have fired in the air, but bullet marks could be clearly seen on gas bottles aboard the Ariete. The incident happened late on Sunday in the Gulf of Sirte southwest of Sicily. Despite the attack, the **Ariete** was able to escape. The Italian Foreign Minister Franco Frattini confirmed that Tripoli

has said sorry. Inquiries are to be held in both Italy and Libya. Ironically, the Libyan patrol boats were a gift from Italy as part of the two countries' fight against illegal immigration from sub-Saharan Africa. Emma Bonino, a leading opponent of Silvio Berlusconi's government and the vice president of the Senate, said this sort of incident could have and should have been foreseen when the deal was being put together.

In another twist, it has been revealed that Italian naval officers were aboard the Libyan ship at the time of the shooting, as part of the collaboration between Rome and Tripoli. **Source : euronews**



Above seen the **SAPURA 3000** seen during pipelaying operation of an 24" pipe at the Gumusut project offshore Labuan (Malaysia), photo is made from the **IDS CAHAYA** which is the support vessel on this project

Photo : Ger Kempers ©



DRD Towing enters guilty plea

Back on July 28, 2008, a tank barge pushed by the **M/V Mel Oliver**, owned by DRD Towing Company, LLC., of Harvey, La., was involved in a collision with the Liberian-flag tanker Tintomara that resulted in a massive discharge of fuel oil from the barge and an extended closure of the Mississippi River. A preliminary Coast Guard investigation found that the crew member piloting the Mel Oliver held an apprentice mate's license.

More than two years later, on September 8, 2010, according to U. S. Attorney Jim Letten, DRD Towing Company, pled guilty in federal court in New Orleans before U.S. District Judge Ivan L.R. Lemelle to a felony violation of Ports and Waterways Safety Act, and a misdemeanor violation of the Clean Water Act. In addition, Randall Dantin, age 46, a resident of Marrero, La., and co-owner of DRD Towing pled guilty to a separate charge of obstruction of justice. According to the court documents, DRD Towing pled guilty to creating hazardous conditions by :

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1) assigning employees without proper Coast Guard licenses to operate certain vessels thereby causing these vessels to operate in the navigable waters of the United States with manning levels below those determined by the Coast Guard to be necessary for safe navigation, and

2) paying licensed captains to operate a vessel for 24 hour a day without a relief captain, knowing that the Coast Guard viewed the use of over-fatigued mariners operating tugboats and barges to be a hazardous condition that would not allow for safe operation of the vessel. The statutory standard related to fatigue was that operators were prohibited from working for more than 12 hours in a 24 hour period.

DRD also pled guilty to the illegal negligent discharge of oil on July 23, 2008 admitting that the M/V **Mel Oliver**, owned by DRD, was pushing a tanker barge full of fuel oil when it crossed in the path of the M/T **Tintomara**, a 600-foot Liberian-flagged tanker ship and caused a collision which resulted in the negligent discharge of approximately 282,686 gallons of fuel oil from the barge into the Mississippi River.

The maximum penalty DRD TOWING faces as to count one is a maximum fine of the greater of \$500,000 or twice the gain or loss resulting from the criminal offense, and as to count two, a fine of up to \$200,000 or twice the gain or loss resulting from the criminal offense. Sentencing has been set for December 15, 2010. In the second case, Dantin pled guilty admitting to obstruction of justice for causing the deletion from a DRD Towing laptop computer of "electronic payroll sheets" which were material to the Coast Guard Hearing convened to investigate the collision between the M/V **Mel Oliver** and M/T **Tintomara**.

Dantin faces a maximum penalty of five (5) years imprisonment and a fine of \$250,000. Sentencing has been set for December 8, 2010. Commenting on the pleas, Ivan Vikin, Special Agent in Charge of EPA's Criminal Enforcement for the Louisiana region, said they demonstrated "our commitment to hold accountable those violators who damage the environment and, at the same time, endanger their workers by placing them in harm's way. DRD Towing has a history of operating undermanned vessels that are often staffed with unqualified personnel. This manner of 'doing business' is both dangerous and criminal and will not be tolerated."

Rear Admiral Mary Landry, Eighth District Coast Guard Commander stated: "The failure to comply with marine pollution laws and merchant marine licensing requirements can't be tolerated by the maritime industry or the citizens of the United States. Ensuring the safety of our fellow mariners and protecting the marine environment are cornerstones of the Coast Guard's mission. This case clearly demonstrates the Coast Guard's commitment to work with our interagency partners to aggressively enforce maritime anti-pollution and safety laws, and provides a testament to the dedication of all persons who were involved in resolving this matter - including the Coast Guard Investigative Service, the U. S. Department of Justice, and the U. S. Attorney for the Eastern District of Louisiana."

Source : [MarineLog](#)



The **FAR SOVEREIGN** seen in Harwich – Photo : [Andrew Moors \(s\)](#)

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NAVY NEWS

Hr.Ms. Zuiderkruis bewijst laatste eer aan overleden scheepsmaat



Dinsdag vond tijdens een Alle Hens de laatste herdenking plaats van sergeant **Alex Hoekstra** aan boord van **Hr.Ms. Zuiderkruis**. In aanwezigheid van de bemanning werd de vlag halfstok gehesen en het as van het overleden bemanningslid op open zee uitgestrooid ter hoogte van de Caracasbaai nabij Curaçao.

Op vrijdag 9 juli 2010 is de Chef verbindingdienst van **Hr.Ms. Zuiderkruis** sergeant **Alex Hoekstra** plotseling overleden, vlak nadat het marineschip het opwerktraject voor de uitzending naar de West had afgerond. Met de ceremoniële bijeenkomst heeft de bemanning van het

bevoorradingsschip de laatste wens van de sergeant en zijn familie in vervulling laten gaan. Met deze indrukwekkende ceremonie heeft de bemanning op waardige wijze afscheid genomen van een zeer gewaardeerde collega en scheepsmaat. **Foto : Hr.Ms. Zuiderkruis**

HMAS Parramatta returns home

The Royal Australian Navy Frigate, **HMAS Parramatta** returned to her homeport of Garden Island, Sydney yesterday morning. The Anzac Class Frigate, carrying 192 men and women, has returned from a six-month deployment to the Middle East Area of Operations, where she contributed to the international campaign against terrorism, countering piracy in the Gulf of Aden, and maritime security. The ship was welcomed home by the Minister for Defence Materiel the Hon. Jason Clare MP, the Commander Australian Fleet, Rear Admiral Stephen Gilmore AM CSC RAN and many family and friends.

Parramatta has made a significant contribution to the safety of vessels in maritime corridors during her deployment as part of Operation SLIPPER. Parramatta successfully responded to 14 distress calls in relation to suspected piracy events and successfully intercepted one pirate vessel in the Internationally Recommended Transit Corridor.

Parramatta's deployment represented a change in focus to the Southern Red Sea and Gulf of Aden in response to a heightened threat posed by violent extremists operating in the region. Rear Admiral Stephen Gilmore congratulated the Commanding Officer of **Parramatta**, Commander Heath Robertson, on the successful deployment of his Ship's Company.

Commander Heath Robertson said the Ship's Company was proud of their accomplishments but were pleased to be home. "The men and women of **Parramatta** have performed exceptionally well during what was a long and dynamic deployment and I'm very proud of what they've achieved. It is great to be back in Sydney today with our family and friends," said Commander Heath Robertson.

"I congratulate the Ship's Company for their dedication and professionalism and thank the family and friends of those who serve for their tireless support and love." This is the third time that **Parramatta** has deployed to the Gulf, with the frigate's return marking the completion of Navy's twenty-third rotation since September 2001. **Parramatta** has been replaced by **HMAS Melbourne**, which left Garden Island, Sydney in August. Source : Garry Luxton

Inquiry into death of sailor on board Royal Navy ship

Police said they were not treating the death of the 20-year-old as suspicious Police are investigating the "sudden death" of a 20-year-old Royal Navy sailor on board **HMS Cattistock**. Officers were called to Portsmouth Naval base on Sunday afternoon. They said the death on board the minesweeper was not being treated as suspicious. Post-mortem tests will try to establish the exact cause of the sailor's death.

The Royal Navy is also investigating. Police said they had not yet formally identified the man but his next of kin had been told. Source : BBC

Helicopter crashes into a navy ship

A Bell 412 helicopter of the Venezuelan Navy collided with a ship of the same force leaving five wounded and two missing. The incident occurred in the state of Nueva Esparta, northwest, near Margarita Island, right on Valdez beach, at around 6.30 am.

"The ship was looking for the small craft '**My Business**', still missing at sea, and moved to the medical staff who accompanied the rescued," said Interior and Justice Minister Tarek El Alssaimi. "Five injured already were taken to Dr. Luis Ortega Hospital in Porlamar city," El Alssaimi said. The helicopter, whose enrollment is **AV-0308**, smashed into the stern of the research vessel **VO-11** of the Bolivarian Navy, who also participated in the rescue of two small crafts with 21 people on board. Two of these vessels have already been found, while the security forces continue to search for the boat '**My Business**' said the Interior minister. Source : Memento24

DEPARTURE OF EX HMCS FRASER DELAYED

The scrap tow of the **HMCS Fraser** has been delayed due to engine problems on tug **Tony Mackay** (373 gt, built 1973). There was an indication she was supposed to leave Montreal Monday night (Sep 13), however, as of Tuesday evening, the vessels remained at Section 50 Port of Montreal. When repairs are complete, the tow will head up the Seaway, reportedly to Port Maitland, Ontario, on Lake Erie. Source : Great Lakes and Seaway Shipping / Lloyds

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LAUNCH OF FIRST PETERS SHIPYARDS TYPE "SOLE 10000" MULTI PURPOSE CARGO VESSEL



Last Friday the first flexible project and multi purpose dry cargo vessel type "**SOLE 10000**" designed and build by **Peters Shipyards** from Kampen – the Netherlands has been launched successfully. Ordered by the Canada Feeder Lines (number ten in since 2007) the ship was christened "**MOMENTUM SCAN**" by two godmothers mrs. Ina Dijkstra and mrs. Audrey Huyser. Over 2.500 spectators followed the spectacular ceremony. After the launching the

“**MOMENTUM SCAN**” was moved to the fitting out quay. The two 80 tons deck cranes will be installed this week. The first trials are scheduled for October 22nd with delivery October 29th., 2010. **Photo's : Marius Esman ©**

General information:

Length over all	114,00 m
Length between perpendiculars	112,75 m
Breadth	17,80 m
Depth	10,50 m
Draft summer	7,90 m
GT	6.525
NT	3.425
Deadweight	10.000 t
Capacity bale	12.140 m3 / 428.900 cuft
Container capacity in hold	232 TEU
Container Capacity on deck	194 TEU
Hold dimensions (lxbxh)	70,50 m x 15,20 m x 11,79 m
Tanktop permissible load	18 t/m2
Gear (combinable)	2 x 80 t SWL (3-14 m outreach)
Main engine	4.000 kW at 750 rpm
Speed	14 knots
Port of registry	Groningen
Flag	the Netherlands
IMO number	9534432

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Dar Port Acquires New Crane

The Tanzania International Container Terminal Services (TICTS) has acquired a crane to increase cargo-handling capacity at the Dar es Salaam port. It is part of the firm's \$19 million (Sh361 million) expansion plan to upgrade equipment at the port.

"With the new crane the company will work more efficiently and make the port the preferred gateway to nearby landlocked Africa countries. TICTS is committed to the long-term development of modern container facilities at the Dar es Salaam," TICTS chief executive officer Neville Bissett told reporters yesterday in Dar es Salaam.

The latest addition brings to four the number of quay cranes serving the port. The company that is turning 10 years since it started operations at the port is planning to invest \$25 million in upgrading facilities at the port in the near future.

Transportation Services director William Nshama who read a speech on behalf of Infrastructure Development minister Shukuru Kawambwa said the government was committed to easing congestion at the port.

Currently, the dwell time of cargoes or containers at the port is 13 days -- fewer than 20 days last year. The time for vessels waiting to offload is around three days -- down from 26 days previously. However, importers want the situation to be improved. The port handles 95 per cent of the Tanzania trade internationally and serves landlocked countries of Malawi, Zambia, DRC, Rwanda and Burundi. **Source : AIIAfrica**



The **MAERSK NITEROI** seen outward bound from Rotterdam – **Photo : Dick Muijs ©**

Port Service Providers show keen interest in Magampura Port

Service providers in the trade hubs of Dubai and Singapore have shown interest in the new Magampura Port at Hambantota, following a request for proposals from international and local firms or consortia to design, build, finance, manage and operate business ventures issued by the Sri Lanka Ports Authority. The deadline for submission of these proposals is 30th September, 2010.

The Chairman of the Ports Authority Dr. Priyath Bandu Wickrama said that they are getting a lot of requests from service providers in Singapore and Dubai, and from Hambantota they can easily feed both the east and west coast of the Indian sub-continent. Transshipment cargo from the Indian sub-continent is presently sent either through Colombo, Singapore or Dubai. The Chairman said they are keen to use the position of the new port at Hambantota, only a few miles from the main East-West shipping route across the Indian Ocean, to make it a hub for the south Asian region, with the first ship expected to berth by end of this year. A team of local and foreign entrepreneurs were recently taken for a visit to the new port.

Under the phase two of the project investment and business ventures will be available for cement grinding, storage and bagging, fertilizer storage and bagging, LP gas distribution, ware housing, vehicle assembly, flour milling, and food processing and packaging.

Dr. Wickrama also said the SLPA is also developing a marketing plan for the terminals in Colombo and Hambantota to attract cargo volumes. **Source : news.lk**



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Shanghai tops Singapore as world's busiest container port

AUGUST figures show that Shanghai has surpassed Singapore as the world's busiest container port, reports Paris-based Alphaliner. "Current trends indicate that Singapore will likely lose its crown as the busiest container port in 2010," said the latest Alphaliner newsletter.

Other observers have long-maintained that Singapore's top box port title contained an artificial element because so much of its cargo is transshipment, which is counted twice as it arrives on one ship and leaves on another rather than export and export cargo which is only counted once as it enters or departs.

Said Alphaliner: "While Shanghai's monthly volumes have exceeded Singapore's since April, last month's record throughput at Shanghai has brought its year-to-date total above Singapore for the first time."

Shanghai terminals at Waigaoqiao and Yangshan handled 2.63 million TEU in August, a new monthly handling record for the port, bringing Shanghai volume to 19.06 million TEU year to date. And that tops the 19.01 million TEU handled by Singapore during the same period.

Singapore's August volumes came to 2.43 million TEU, four per cent below the 2.52 million TEU lifted in July. Signs of a slowdown can be detected from Singapore figures. **Source : Schednet**

Atwood Oceanics picks name for newbuild DP semi

Houston-based offshore drilling contractor Atwood Oceanics has chosen **Atwood Condor** as the name for its newbuild ultra-deepwater dynamically positioned ("DP") semisubmersible. The **Atwood Condor** remains on track for delivery from Sembcorp Marine's Jurong Shipyard in Singapore by the middle of 2012.

Atwood is actively marketing the unit -- which is especially suited for deep drilling exploration and development applications - for opportunities commencing directly after the rig's commissioning and delivery.

The **Atwood Condor** is a Friede & Goldman ExD Millennium class ultra-deepwater DP semisubmersible with 10,000 feet of water depth capability and state-of-the-art drilling and completion features. Operating capabilities include a six-ram Blowout Preventer (including three shear rams, high-pressure shearing capacity and enhanced subsea energy for activating subsea functions), high-torque top drive providing one million pound rotating hook load, low-emissions engines, efficient pipe-handling and subsea tree-running equipment and accommodations for 200 personnel.

The **Atwood Condor** will be the eleventh rig in Atwood's worldwide fleet.

Atwood also announced today that the semisubmersible **Atwood Eagle** (operated by wholly-owned subsidiary Atwood Australian Waters Drilling Pty Ltd) has been awarded a six-month contract extension by Chevron Australia Pty Ltd pursuant to the existing contract. With this option exercised, the rig's current contract commitment will be extended until six months beyond the delivery of the **Atwood Osprey** (a conventionally moored ExD Millennium also under construction at Jurong0 to Chevron Australia, which is anticipated to occur during the first quarter of calendar year 2011. The new dayrate for the **Atwood Eagle** will be approximately \$390,000 (subject to change due to currency exchange provisions in the contract). **Source : MarineLog**



Above seen the **NEPTUN 9** operating at the Walney windturbine park in the Irish Sea

Photo : Capt. Peter Lankester – Master Stemat Spirit (c)

Zhangjiagang first 7-month box volume up 39.9pc to 620,000 TEU

THE Port of Zhangjiagang, 70 miles upstream from Shanghai in Jiangsu province, enjoyed a 39.9 per cent year-on-year increase in container volume to 620,000 TEU in the first seven months, as well as an overall 37.5 per cent jump in cargo throughput to 110 million tonnes reported Xinhua.

Import and export volumes increased 17.2 per cent year on year to 2.7 billion tonnes. The city (pop 1.2 million) has had an annual throughput of more than 100 million tonnes for five years, which has best the cargo volume in all of Jiangsu province. **Source : Schednet**



Above seen the dredger **Alexander von Humboldt** operating for the harbour of Zeebrugge, 14 september 2010.
Photo : Jean-François Berden ©

Chinese company to build West African port for Sundance project

Sundance Resources, which lost its entire board of directors in a plane crash in less than three months ago, confirmed China Harbour Engineering would build the port for its iron ore project.

The Australian company that lost its entire board of directors in a plane crash in West Africa less than three months ago, Sundance Resources Ltd confirmed a major Chinese company would build the port for its iron ore project.

China Harbour Engineering Co Ltd (CHEC) was confirmed as the port infrastructure partner for Sundance Resources's big Mbalam iron ore project which straddles the Cameroon and Congo in West Africa. The proposed bulk materials port at will be built at Lolabe in the Republic of Cameroon.

The Memorandum of Understanding (MOU) was signed for CHEC by Vice President, Lin Yi Chong, and for Sundance by board chairman, George Jones. The MOU's key agreement commits the parties to work together to establish:

- Scope, cost and programme for delivery of the Lolabe port project sufficient to support planned output of 35 million tonnes per annum shipment of iron ore from Mbalam.
 - Terms of an EPC Contract under which CHEC would deliver the port project.
- Sundance said that at the conclusion of that work the two companies "may enter into a delivery contract for the port."

"Neither party is bound to enter into the Delivery Contract if it is not prudent to do so," Sundance said. The MOU recognises that the Lolabe port will be integral with the "Mine Project itself and the Mine Rail Project." "The MOU also recognises that the port, rail and mine projects are subject to a range of conditions precedent including government approvals, funding and title requirements for the rail corridor and other assets.

George Jones said the port development is "the gateway to export of our planned tonnages from West Africa." CHEC, he said, is world renowned in the field of port construction with extensive experience of working in Africa and it follows hard on the heels of Sundance's MOU with CRCC China-Africa Ltd for the Mbalam rail project.

"We now have in place MOUs with two of China's leading infrastructure providers. "These agreements will fix the delivery requirements for our logistics infrastructure from mine to ship." Jones added. CHEC is a subsidiary of China Communications Construction Co Ltd and has 31 overseas branches and offices. It is now the major international operating division of CCCC Group which was ranked 17th in the top 225 International Contractors and ranked first among all Chinese international contractors and the second largest dredging company in the world. **Source :** Mineweb

GL Noble Denton expands business in Australia

GL Noble Denton has opened a new office in Perth, Australia. From this new location, the technical service provider for the oil and gas industry can now provide an even better service to clients in Australia. GL Noble Denton offers marine assurance, marine warranty, rig moving, naval architecture services, design verification, risk and safety, transportation and installation consulting, due diligence, dynamic positioning and marine casualty investigation across Australia.

The Perth office is headed by Richard Palmer, initially with seven technical experts but with plans to develop further. They will be supported by personnel from other regional and global offices with specific capabilities, such as asset integrity management and analysis of production performance, and the capability of the entire LNG supply chain.

"With a significant number of large projects in the Australian North-West Shelf region and Queensland, amounting to more than US\$170 billion of capital expenditure for projects that are at front-end engineering stages and all aiming to start production in the next four or five years, GL Noble Denton are opening the Perth office to be best placed to add value to these projects," says Richard Palmer. "A number of the development concepts are new to the operators and they are looking for the complete range of GL Noble Denton's independent offerings from assurance, to advanced engineering and consulting, to marine operations and execution to help make these projects a reality both on- and offshore." Australia's main frontier for exploration has moved in recent years to the deep-water area of the Timor Sea, although the nearby Carnarvon Basin off the coast of Western Australia is still a busy area in terms of drilling activity. There are also significant reserves of coal seam gas and oil shale. Coal seam gas is a fast-growing industry with the bulk of onshore drilling and production focused within the state of Queensland. Increasing demand for petroleum products (particularly LNG) is fuelling the exploration, development and production of both existing and new fields across Australia.



The **ALLURE of the SEAS** seen during her first dancing steps offshore Turku – **Photo : Manus Declerck ©**

Sovcomflot takes delivery of the Moskovsky Prospekt tanker

A modern high-tech Aframax-size tanker was added to the fleet of Sovcomflot Group, the company's press service reported. The official naming ceremony of the vessel was held at the shipyard Hyundai Heavy Industries (HHI, S. Korea). The tanker was named **Moskovsky Prospekt** after one of the main highways of St. Petersburg.



The 114,100dwt tanker **Moskovsky Prospekt** has Ice Class 1C (International Classification) will be transporting crude oil. The vessel's length - 250 m, breadth - 44 m, maximum draft - 15 m.

The vessel was designed for operations in the Baltic and Far East regions of Russia, for transportation of hydrocarbons from the ports of Primorsk, Ust-

Luga and Kozmino. The tanker meets all national and international safety requirements of the DNV classification society.

According to the company's officials, it was SCF Baltica, the Aframax type tanker owned a group of companies of Sovcomflot, that appears to be the largest ship in the history of world shipping, which had transported recently cargo along to the Northern Sea Route from Murmansk to the Chinese port of Ningbo.

Today, Sovcomflot operates the world's second largest dwt fleet in the segment of Aframax tankers and places orders for the construction of such vessels, due to increasing Russia's freight volumes and expanding capacities of Russian sea oil terminals in the North West, the Far East and Southern regions of Russia.

The St. Petersburg-based Sovcomflot Group is a largest Russian shipping companies. The company owns and operates the fleet of 147 ships of total deadweight of more than 10.7 million tons. The Sovcomflot's shipbuilding program includes 8 vessels of total deadweight of 0.62 million tons. **Source : PortNews**



Inland vessels to come under Ports Department

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Beginning Tuesday, the enforcement of rules relating to inland vessels would be vested with the Ports Department, Water Resources Minister N.K. Premachandran said here on Monday.

Mr. Premachandran told a news conference that the decision to hand over control of the inland vessels, including tourist boats and houseboats, had been taken in view of the fact that the Water Resources Department did not have expert hands to do the job. The Water Resources Department had, over the last two years, framed watertight rules to ensure the inland vessels were operated in strict observance of the safety norms and disasters like the ones that had taken place at Thattekkad and Thekkady did not recur. The rules would have effect from September 15, the date on which the Ports Department would also take control of the situation, he said.

The Water Resources Minister, who was accompanied by Water Resources Principal Secretary L. Radhakrishnan and advisor to the Chief Minister on inland waterways development B.R. Menon, said the new rules had been framed without leaving any loopholes. From now on, all the passengers on an inland vessel should have lifejackets.

As of now, only four lifejackets were necessary for a boat to get licence to ply. All vessels would be divided into two categories. Those having higher horse power would be required to obtain inspection certificate from a recognised classification society for registration. The remaining ones would be required to produce inspection certificates from naval architects and marine engineers.

Although the frequency of survey of vessels would change from every six months to one year, the vessels would have to go in for dry docking every 24 months for inspection.

A State-level advisory committee comprising representatives of passengers, boat owners, experts and chambers of commerce concerned to protect the interests of the passengers would be formed. Third party insurance would be mandatory, as was the case with the Motor Vehicles Act.

The rules had been framed taking into account the recommendations of the M.M. Pareed Pillay Committee and would go a long way in preventing boat mishaps, Mr. Premachandran said. **Source : The Hindu**



The **CNL RUBI** seen just after assisting the **Grande Brasile** to her berth in Santos (Brazil)

Photo : Gustavo Castro de Sousa ©

Views differ on how good APL August numbers look

SINGAPORE's Neptune Orient Lines' container arm APL experienced weakened volumes in August, signalling a slow-down in trade, so Paris-based Alphaliner said. But London's Containerisation International took a glass-half-full view, which contrasted with the more lugubrious perspective taken by their colleagues in France. Said London's CI: "In its latest operational update, APL reported significantly higher traffic volumes and much higher freight rates than in the corresponding period of 2009. APL's strong performance and its renewed confidence in the sector were key factors in it confirming contracts for ten 8,700 - 10,400 TEU new ships recently."

Looking through glass more darkly, Alphaliner said: "Although year-on-year liftings still show a healthy 13 per cent growth in its latest reporting period, it falls well short of the 35 per cent increase in the preceding seven-month period. Its latest liftings performance provides the first definite evidence of a slow-down in trade volumes in the peak season and the high level of uncertainty over volume increases for the rest of the year."

While APL volume increased 13 per cent, up from 192,800 FEU in 2009 to 216,900 FEU this year, the company's average rate per box over its service network jumped by 45 per cent year on year to US\$3,181 per FEU, up on the US\$2,189 per FEU last year.

NOL attributed the performance to "improved core freight rates and peak season surcharges on higher volumes". From January to August, APL moved 32 per cent more to 1.8 million FEU against the corresponding 2009 figures of 1.4 million FEU. Revenue per box was up 19 per cent to \$2,762 per FEU against \$2,327 per cent in 2009. **Source :** Schednet

Sovcomflot to order 12 ice class tankers, Sergei Frank

In the coming days, Sovcomflot is going to sign an agreement for building a series of ice-class Aframax tankers of over 117,000DWT, the PortNews IAA correspondent reported citing the statement of Sovcomflot's CEO Sergey Frank.

Mr. Frank attended the official ceremony held today in St. Petersburg at Admiralty Shipyards of handing over the Kirill Lavrov tanker to Sovcomflot. Later in an interview with journalists, Sergey Frank said that his company had been in talks with several shipbuilders for new tankers contract (10 vessels and 2 in option), including, the United Shipbuilding Corporation (USC). However, he said, Russian shipyard are currently not technologically ready for the construction of such type ships. Therefore, Sovcomflot considers it appropriate to begin the construction of vessels at the shipyards of South Korea.

As USC's CEO Roman Trotsenko said, the first three tankers will be built in Korea and then building of the vessels could be continued at the new Far East super shipyard, currently under construction in Bolshoi Kamen. Sergei Frank said that the company has not decided as yet where it would place the order, but he considers it reasonable to place the greatest possible number of such orders at Russian enterprises. "Russia came up with the first Arctic ship, we have our own traditions and experience of building a fleet of ice class, so we are obliged to support domestic enterprises", Sergey Frank was quoted as saying.

According to Igor Ryabov, a spokesman for the USC, the cost of the project's tanker might cost approximately \$ 65 million. As PortNews IAA earlier reported, Sovcomflot plans to invest in the construction of ships in the next 5 years, \$5.5 billion. More than half of the new fleet will be ice-class vessels. Sovcomflot Group, founded in 1995, is one of the largest Russian shipping companies. Sovcomflot's fleet comprises of 147 ships of total 10,7-m DWT. The company's shipbuilding program includes 8 ships of total 0,62-m DWT **Source :** PortNews

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OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
E-mail: ocean towage.sales@svitzer.com
www : www.svitzer-coess.com

Penang Port CEO confident on encouraging demand and expected strong economic performance

Penang Port Sdn Bhd is confident of hitting one million TEUs (twenty-foot equivalent units) this year based on encouraging year-to-date demand trend and strong economic recovery from its hinterland. Managing director and chief executive officer Datuk Ahmad Ibni Hajar said for the first six months of this year container volumes had increased by 27% to a total of 540,798 TEUs, compared with 424,713 TEUs in the same period last year.

"In July we recorded our highest ever monthly throughput of 99,568 TEUs," he told StarBiz. He said the port had always shown strong performance in the third quarter in the past years and expected the trend to continue in the current year. "Our confidence to hit one million TEUs is further enhanced by the strong economic recovery expected from the port's hinterland," he said.

Penang Port handled 950,000 TEUs last year. On expansion, Ahmad said the Penang Port wharf extension at the north end of the container terminal from 900m to 1,500m was completed and could be utilised as soon as the port got approvals from the relevant authorities. "The berth is widened by an additional 64m to the present 56m where it will be used as a decking area to facilitate faster vessel operations and the third access bridge is now in place. "Also, a 25ha of storage yard is under the final stage of construction," he said. In terms of equipment, Ahmad said Penang Port had taken delivery of seven post-panamax cranes from Shanghai.

The cranes, which cost RM25mil each and have the ability to span across 18 rows of containers on board a ship, were delivered fully assembled. "All the cranes are now undergoing rigorous testing procedures and will be operational as soon as the relevant approvals have been obtained. "The twin lift cranes will further expedite vessel operations at the port," he said. At the moment, he said, they were awaiting other supporting equipment, namely eight units of rail-mounted gantry cranes and six units of rubber-tyred gantry cranes to serve the expanded storage area. "The cranes are expected to be delivered over the next one-and-a-half years," he said. In line with these projects, Ahmad said the port would be enhanced with a new target of crane productivity at more than 25 moves per hour per crane as opposed to the present 22 moves per hour.

"With the expansion in place and supported by the plan to deepen and maintain the access at the north channel from its current 11.5m depth to 14.5m that will be carried out next year, this will enable Penang Port to attract more mainline calls and direct services. "As a result of the completion of the expansion projects, the port-handling capacity will increase from a million TEUs to two million TEUs annually," he said. On the plan to publicly list the company, Ahmad said they were awaiting the Government's approval.

The port recorded after-tax profit of about RM76.7mil last year against RM22.7mil in 2008. **Source : The Star**



The Lyttelton Port Company owned tug **Blackadder**. - Photo : Alan Calvert ©

New Danish shipping company founded

United Nordic Shipping (UNS) is the name of a new Danish shipping company that has been established by Sydfyenske Holding-owned Thor Rederi and Rederiet Otto Danielsen, which is a part of the Norwegian Tschudi Group. The two companies will operate a fleet of 18 smaller container and multipurpose vessels in the range from 1,200 DWT to 12,000 DWT. The two companies will continue to operate from their respective offices in Svendborg (Thor Rederi) and Copenhagen (Otto Danielsen). Søren Andersen, CEO of Otto Danielsen will take up the position as CEO in UNS, while Michael Mortensen, CEO in Thor Rederi will be CFO. The board of directors will be headed by Klaus Kjærulff; other board members are Bjarne Tvilde, Per Møller, Jon E. Sundnes, Niels Peter Nielsen and Peter Appel.

"It is a pleasure to see that a platform for consolidating small to medium sized shipping has been created", says Klaus Kjærulff in a statement. **Source: shipgaz**

Grootste cruiseschepen wijken uit voor Igor

De drie grootste en nieuwste cruiseschepen ter wereld, **Oasis of the Seas**, **Carnival Dream** en de **Norwegian Epic**, lagen gisteren in de havens van St. Maarten als gevolg van een verandering in de route door orkaan Igor die zich nu in het Atlantisch gebied bevindt. Alleen de **Norwegian Epic** was voor origineel gepland maar omdat er slecht weer voorspeld wordt in het Atlantisch gebied heeft Royal Caribbean Cruise Line (RCCL) besloten om zijn schepen een dag eerder naar St. Maarten te laten komen om de veiligheid voor de passagiers en de schepen te garanderen. Doordat deze twee cruiseschepen een dag eerder naar St. Maarten komen hebben zij geen last van de orkaan. De drie schepen zijn samen goed voor 13.152 passagiers en ongeveer 5000 bemanningsleden. St. Maarten ontvangt per passagier die naar het eiland komt belasting.

Mark Mingo van St. Maarten Harbour Group of Companies gaf aan dat St. Maarten een van de beste cruisebestemmingen is in het Caribisch gebied en dat blijkt ook wel uit de beslissing van de cruisemaatschappijen om in geval van nood bij St. Maarten aan te kloppen.

Carnaval en RCCL hebben een samenwerkingsverband met St. Maarten. Door de miljoeneninvesteringen van de Harbour Group in St. Maarten en de cruisemaatschappijen om een tweede megapier aan te leggen is het eiland een belangrijke speler in de markt geworden die de industrie in staat stelt om nog grotere cruiseschepen te verwelkomen. Schepen van 220.000 ton en meer kunnen nu in de haven aanmeren.

Norwegian Epic was geen partner van St. Maarten toen de uitbreidingen van de haven ter sprake kwamen. Maar zij zijn de afgelopen jaren een constante partner voor het eiland geweest en zij zijn nauw betrokken geraakt bij de cruise-industrie in het Caribisch gebied. Mingo gaf aan dat Norwegian Cruise Line dit jaar zijn bezoeken aan St. Maarten heeft uitgebreid en dat zij ook tijdens het laagseizoen met grote regelmaat aanmeren.

Het aantal cruisepassagiers dat naar St. Maarten komt laat dit jaar een stijging zien van 18,3 procent vergeleken met dezelfde periode (januari tot augustus) vorig jaar. In totaal hebben in augustus 82.024 cruisepassagiers het eiland bezocht, een stijging van 107,9 procent vergeleken met vorig jaar, toen bezochten 39.447 passagiers het eiland met in totaal twaalf schepen.

Vorige maand bezochten 9556 meer mensen het eiland per cruiseschip dan was geschat voor deze maand. 21 schepen meerden aan in augustus. Het totale aantal cruisepassagiers voor dit jaar staat op 1.454.274, vorig jaar waren dat er 1.215.146. Op 21 augustus dit jaar kwam de miljoenste cruisepassagier van het jaar al aan, veel eerder dan in voorgaande jaren. **Bron : Amigoe**

Sovcomflot takes delivery of the Kirill Lavrov tanker

Admiralty Shipyards JSC (St. Petersburg) handed over to the customer the **Kirill Lavrov** tanker of the series of Arctic shuttle tankers of 70,000DWT, PortNews IAA correspondent reports from the official ceremony. The vessel was built for a group of companies Sovcomflot running an investment project, funded by the VnesheEconombank.

The 70,000DWT **Kirill Lavrov** is intended for transportation of crude oil and gas condensate from the offshore field Pirazlomnoye (in the Barents Sea). The series vessels are built in accordance with the rules of the classification of the Russian Maritime Register of Shipping and Lloyd's Register. The tanker was assigned to Ice Class Acr6, according to the classification of RMRS. This allows the ship to sail in 1.2-meter-thick ice fields



Photo : **Dimitry Andreev** - www.shipspotting.com

The Arctic shuttle tankers of this class use the principle of "double action," have icebreaker stern for movement in the ice and the bow for navigation on the high seas. The tanker is equipped with two Azipod rudder propeller (turning 360 degrees with electric rudder complex) with a total aggregate capacity of 17 MW, with a satellite system of dynamic positioning while

mooring to the offshore platform, a helipad and have a blow-loading system to be charged in the Arctic condition, unique system of insulation and heating of the shipboard systems.

Admiralty Shipyards had built 2 tankers with deadweight of 70 thousand tons for Sovcomflot – the **Kirill Lavrov** and the Mikhail Ulyanov. In June 2010, Vnesheconombank, Sovcomflot and VEB-lease entered into an agreement providing for the use of mechanisms for long-term financing of the project. According to the agreement Vnesheconombank provides a \$230m loan for 7 years for the purchase of two Arctic shuttle tankers **Mikhail Ulyanov** and **Kirill Lavrov** for the long-term lease with the subsequent transfer to the ownership of a group of companies Sovcomflot Group. The investments in this shipbuilding project have totaled \$247m.

Admiralty Shipyards JSC (Admiralteysky Verfy) founded in 1704, is focused on submarines construction. To date, the Company has built more than 300 submarines (including 41 with nuclear power engines), 68 deep and underwater vessels.

Sovcomflot Group, founded in 1995, is one of the largest Russian shipping companies. Sovcomflot's fleet comprises of 147 ships of total 10,7-m DWT. The company's shipbuilding program includes 8 ships of total 0,62-m DWT.



West Janus move in to **Song Doc** – Photo : Capt Jelle de Vries (c)

DHV develops plans for nine ports in Kuwait

Consultancy and engineering firm DHV is currently developing plans for nine ports in Kuwait. The project has been commissioned by the Kuwait Ports Authority and involves the redevelopment of three existing ports in Kuwait City, as well as six new facilities along the 300-kilometer long coastline.

"Kuwait has always had a very strong relationship with the sea but has limited berthing capacity for certain types of vessel," states Michiel de Jong, Senior Project Manager for DHV. "In particular, there has been a significant upsurge in recreational usage, but the availability and quality of facilities such as yacht marinas have failed to keep pace." DHV's plans also address the needs of the fishing industry. "Fish for the local market is caught from small open boats and the traditional dhows," De Jong continues. "There is a pressing need for better facilities, both for handling the catches and for boat maintenance." The new coastal ports will also be suitable for ferries serving the offshore islands and for the boats used by government departments. DHV is undertaking this project in association with the Dutch consultancy KuiperCompagnons and a local partner, SIEF Engineering Consultants. Recent months have been devoted to the production of an integrated coastal master plan for all nine ports.

The Kuwait Ports Authority sees the project as the fulfillment of a long-cherished desire to strengthen the traditional ties between the local communities and the sea. It has warmly welcomed the ideas included in the master plan which will make this possible. Negotiations are currently being held with the Kuwaiti government to identify and acquire the most suitable locations for the new ports. The plans for each individual port can then be elaborated. "This stage will involve producing the reference design, the Program of Requirements and the specifications," explains De Jong.

Source : www.dhv.com

NOL box rates near 2008 high

Container freight rates reported by Neptune Orient Lines (NOL) are just \$5 per feu off their 2008 high. NOL reported a 45% jump in average freight rates across all trades to \$3,181 per feu for the period 24 July to 20 August, compared to the same four weeks in 2009. The average rate for the last four-week period was just \$5 lower highest average rate reported by NOL since the beginning of 2006, which was \$3,186 per feu in the four-week period from 20 September to 17 October 2008. NOL said the increase was due to improved core freight rates in major trade lanes and peak season surcharges on higher volumes. Volumes for the period were up 13% at 216,900 feu compared to the corresponding period a year earlier. Source : [Seatrade Asia](#)

FreeSeas Enters Into Shipbuilding Contracts for Two Handysize Drybulk Vessels

FreeSeas Inc., a transporter of dry bulk cargoes through the ownership and operation of a fleet of seven Handysize vessels and two Handymax vessels, announced that it has entered into shipbuilding contracts for the construction of two Handysize dry bulk vessels of approximately 33,600 dwt each for an aggregate purchase price of approximately \$48.8 million. The vessels are scheduled for delivery in the second and third quarter of 2012. The Company has secured, subject to customary legal documentation, commitments for pre-delivery and post-delivery debt financing up to an amount of \$32.4 million from a leading international bank. The Company intends to use its balance sheet to pay the remainder of the purchase price.

Mr. Ion Varouxakis, Chairman and CEO of FreeSeas, stated, "Over the past year, FreeSeas has focused its efforts on generating cash flow and improving its financial position in preparation for an expansion of our fleet. We are excited to announce these orders, which, upon delivery of the vessels, will continue our strategic focus on renewing our fleet and expanding its carrying capacity, considerably lowering its average age, and at the same time decreasing its cash break-even. The favorable financing terms we have negotiated will allow us to achieve all those objectives without diluting our shareholders or undertaking unsustainable financial obligations. We have placed the orders with attractive payment terms at a first-class Chinese shipyard, reputed for delivering quality vessels on schedule. Using our extensive experience in the Handysize sector, we have negotiated high-specification standards vessels with highly optimized commercial characteristics. We continue steadfast in our belief in the fundamentals of the Handysize sector, including what we see to be growing demand and balanced fleet growth." FreeSeas Inc. is a Marshall Islands corporation with principal offices in Piraeus, Greece. FreeSeas is engaged in the transportation of dry bulk cargoes through the ownership and operation of dry bulk carriers. Currently, it has a fleet of seven Handysize vessels and two Handymax vessels. Source: [Freeseas Inc.](#)

OLDIE – FROM THE SHOEBOX



The 1947 built **ANNENKERK** seen in Cape Town during 1970, the vessel was scrapped in China during 1971
Photo : Ian Shiffman (c)

.... PHOTO OF THE DAY



Still going strong, above seen the Patje Waterhuijzen 1975 built **TEKNIK SAMUDRA** (ex **BROCO PEARL**, ex. **SMIT LLOYD 23**, ex **SMIT MAASSLUIS**) moored in Kemamam supply base (Malaysia), this photo is special to me as editor, because myself sailed during 1992 > 1993 as captain on this vessel, the drilling capability within **TEKNIK SAMUDRA** allows for drilling up to 500 meters below seabed to investigate the absence of shallow gas, the vessel is owned and

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operated by **Teknik Lengkap Geotechnics**. Drilling is carried out from a top drive motion compensated system over a moonpool at the centre of the vessel. Hydraulic push sampling, downhole WISON-APVD, CPT, wireline hydraulic packer, engineering for foundation design and offshore laboratory are carried out onboard the vessel

Photo : Capt. Jelle de Vries (c)

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