



Number 015 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Saturday 15-01-2011

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

## Seaway Heavy Lifting

### Offshore installation

- Platform installations and removals
- Globally available
- 5000 mt crane capacity

Seaway Heavy Lifting



Albert Einsteinlaan 50, 2719 ER Zoetermeer  
The Netherlands  
e-mail : [info@shl.nl](mailto:info@shl.nl)



ZPMC's ZHEN HUA 12 seen departing from Shanghai – Photo : Sander Jongenelen ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore  
PLEASE SEND ALL PHOTOS / ARTICLES TO :

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

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

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

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

## EVENTS, INCIDENTS & OPERATIONS

### Global leader in ocean towage



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

Hofpoort 16th Floor, Hofplein 20  
3032 AC Rotterdam • The Netherlands

phone + 31 10 240 25 00  
fax + 31 10 240 25 99  
email [sales@fairmount.nl](mailto:sales@fairmount.nl)



The **MICHAELA S.** seen in Cape Town – Photo : Ian Shiffman ©

## Coast Guard releases final report on Alaska Ranger sinking

Failure of the vessel's Kort nozzle struts may have led to the March 23, 2008, sinking of the fish-processing vessel **Alaska Ranger** and the subsequent loss of five of the 47 people aboard the ship. The Coast Guard released its final report of the investigation into the loss of the vessel.

The Coast Guard Marine Board of Investigation determined that the cause of the sinking was flooding that likely started in the rudder room, but rapidly progressed to the engine room and other spaces due to a lack of watertight integrity.

While the exact source of the uncontrolled flooding remains unknown, a thorough analysis of the facts indicates the most likely source was related to the vessel's poor material condition and may have been related to the Kort nozzle struts. The struts support the nozzles shrouding the propellers at the stern of the vessel and are believed to have experienced excessive stresses where they were attached to the vessel's hull.

The Board concluded that the Fishing Company of Alaska failed to properly maintain the structural condition of the Alaska Ranger. Evidence of extensive and repeated fracturing of the nozzle struts and structural failures in the aft ballast tanks and potable water tanks went unaddressed.

The **Alaska Ranger** sank approximately 130 miles west of Dutch Harbor, Alaska. Of the 47 people aboard, 42 were rescued, four deceased crew members were recovered and one remains missing and is presumed dead. The Coast Guard rescued 20 of the Alaska Ranger's crew through multiple hoists conducted by HH-60 and HH-65 helicopters, with survivors being transported to and cared for aboard the Coast Guard Cutter Munro. The fishing vessel Alaska Warrior rescued 22 survivors from two liferafts and recovered three deceased crew members from the frigid water. The fourth deceased crew member was recovered by the Coast Guard.

The **Alaska Ranger** was a 189-foot, 1,577 gross ton, fish-processing vessel in the Bering Sea/Aleutian Island federal groundfish trawl fisheries. The vessel was owned by the Fishing Company of Alaska. The report of investigation details the findings of the Coast Guard's marine board of investigation as well as recommendations for enhancing safety for fishing vessels.

Based on its findings, the Board made 37 recommendations that address the lack of comprehensive safety regulations for fishing vessels, facilitate the consistent application of existing regulations and correct shortcomings in the ACSA program that existed at the time of the casualty.

Recommendations were also made to ensure crew members have properly sized immersion suits, and to clarify and enforce requirements for licensed crew members. The Coast Guard's 2010 Authorization Act, signed in October 2010, set new requirements for commercial fishing vessels that, when implemented, are expected to enhance crew and vessel safety. Included in the Act are provisions for mandatory safety examinations for vessels operating beyond three miles at sea, as well as construction standards for new vessels greater than 50 feet in length. Additional standards will also be imposed for vessels greater than 79 feet in length.

According to the National Institute for Occupational Safety and Health, from 1994 to 2004, 641 commercial fishermen died while fishing in the United States. Vessel sinkings resulted in more than half of all fatalities. While work-related fatalities for commercial fishermen in Alaska are still very high, they have decreased by 42 percent since the early 1990s. This success is due in part to the Coast Guard implementing new safety requirements in the early 1990s.

Source : MarineLog

## Japan's shipping circle endorses Sea Asia 2011

Japan threw its weight behind Sea Asia 2011 on Tuesday, with senior figures in the Japanese shipping industry endorsing the event. 'Sea Asia has grown in significance since its launch in 2007 and we hope the 2011 event will be the largest yet,' said Koji Miyahara, chairman of Nippon Yusen Kabushiki Kaisha (NYK Line) and president of the Japanese Shipowners' Association during an event briefing in Tokyo.

'I believe it will be supported by many representatives from Japan's shipping and maritime industries as it is well-recognised as a major meeting place for the exchange of ideas and views.'



The shipping sector's conference and exhibition event, which is co-organised by Seatrade and the Singapore Maritime Foundation, will be held from April 12 to 14 at Marina Bay Sands.

'I know that the theme of the Asian voice in shipping is one that is high on the agenda for the Japanese shipping community which has already made great strides in ensuring that Asian owners have a clearer and strong voice in world shipping affairs,' said Christopher Hayman, chairman of Seatrade.

To date, more than 85 per cent of the exhibition space has been booked by firms from almost 40 countries. The event is expected to host more than 12,000 participants, breaking the record it set in the previous Sea Asia event, which more than 10,000 people attended. **Source : BusinessTime**



The **ARDMORE SEAMASTER** seen moored in Singapore (Oiltanking) - **Photo : Piet Sinke ©**

# Thousands of passengers stranded as shipping services come to halt.

With shipping services from Lakshadweep to Kochi, Kozhikode and Mangalore ports coming to a standstill, thousands of passengers have been stranded in the Union territory and the mainland.

The Lakshadweep Development Corporation operates 24 ships and barges, including some passengers vessels, -- **M V Bharat Seema, M V Kavaratti, M V Minicoy, M V Lakshadweep, M V Amindivi** and **M V Arabian Sea**. The inter island connectivity has also been affected.

The services have been hit after ship crew unions went on strike demanding at first the termination of the services of the Marine superintendent for alleged dereliction of duty after the death of a crew due to cardiac arrest. A helmsman of M V Bharatseema, Shameem Ali Yosuf, had died of cardiac arrest on Friday last after the ship had anchored here. The relatives and crew complained that the Lakshadweep Development council, under which Bharat Seema and at least 8 other passenger vessels are there, had not taken care of the deceased and had failed to be present when the body was taken for post mortem.

Meanwhile, stranded passengers went on a dharna in front of the LDCL office here demanding subsistence allowance. Maritime Union of India leader Mohammed Haneef said the ship's operator had the responsibility to take the body of the crew home and carry out related formalities. Though the Lakshadweep administrator J K Dadoo held several rounds of discussions with the striking crew, a solution failed to materialise. **Source : Deccan herald**

## Protest group says it won't let whaling ships refuel

The Sea Shepherd anti-whaling group says it has intercepted a Japanese whaling supply ship in the Southern Ocean and plans to stop it delivering its cargo to the fleet's factory ship and harpoon vessels. The Sea Shepherd ship, **Gojira** said it was tailing the tanker, the Panamanian registered **Sun Laurel** carrying fuel and other supplies.



When the **Gojira** captain Canadian Lockhart MacLean found the **San Laurel** he immediately alerted other Sea Shepherd ships in the area which changed course to intercept the tanker.

Captain Paul Watson said from the Sea Shepherd ship **Steve Irwin** described the **San Laurel** as the "Achilles heel" of the whaling fleet. "We intend to stay on it like a bloodhound to keep this ship

from delivering fuel and supplies to the whaling fleet.

"This tanker's support of Japan's illegal activities makes the captain and crew of the **Sun Laurel** as culpable as the person firing the harpoon into a whale's flesh." He said the Japanese whaling ships would need to refuel soon.

"We will be here with the **Sun Laurel** waiting for them to arrive. Refuelling south of 60 degrees is illegal and we intend to enforce the Antarctic Treaty if they attempt to violate it." He said there was no evidence any whales had been killed this season as the whaling fleet had spent the past two weeks fleeing from the Sea Shepherd ships.

**Source : NZPA**

## Wants Russian ship wreck removed

The Governor of Svalbard recommends that the wreck of "**Petrozavodsk**", the Russian transport vessel which ran on ground on the coast of the far northern Bear Island in 2009, should be removed. "**Petrozavodsk**" ran aground right in the middle of the breeding area of large sea bird colonies in May 2009. Both the captain and mate of the vessel were charged for breaking the Maritime Code by drinking while on duty.

The wreck broke in two pieces last winter and started to fall apart. The wreck contains dangerous environmental poisons that will not disintegrate in nature or disintegrate very slowly.

- These poisonous substances will be accumulated in the species living in the area and can give damages that will reduce the survival capabilities of fish, seabirds and seal, says Governor of Svalbard Odd Olsen Ingerø to NRK. He recommends that the wreck should be emptied of remaining pollutants and removed. **Source : BarentsObserver**



The **PRIDE OF BURGUNDY** seen departing from Calais bound for Dover – Photo : Hans Reints ©

## Need Cheap & Secure Lay-up?

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

For additional information and rates, please contact

### **Dutch Harbour Lay-up Services**

Harbour G950 • Griendweg 14, 's Gravendeel

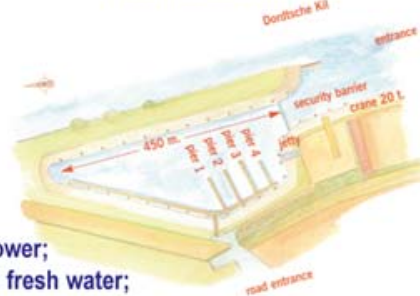
T: 085-8779114 • F: 085-8779115

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



#### **Facilities:**

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



#### **Optional Services:**

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



The **STX ACE 1** seen in the Malacca Straits – Photo : Capt. Neil Johnston ©



## **Indian government to invest in shipping sector**

The Economic Times reports that the Indian government has unveiled a new policy for the shipping sector that entails an investment of Rs 5 lakh crore by 2020 to take the ports capacity to 3,200 MT and bring in major reforms in the space. "The Maritime Agenda 2020 is a perspective plan that replaces the current National Maritime Development Project. We plan to take our port capacity to 3200 million tonnes (MT) from 617 MT on March 31, 2010," Shipping Minister G K Vasan said launching the policy.

Out of the Rs 5 lakh crore investment proposed in the sector, Rs 3 lakh crore would be in the port sector, while the remaining Rs 2 lakh crore will be infused in the Shipping sector. Shipping Secretary K Mohandas said major chunk of the investment would come from the private sector and the government investment would be limited. "Under the plan, we want to increase India's share in global shipbuilding to 5 per cent from the present 1 per cent," Vasan said adding that other initiatives include formulating a new Dredging Policy, promote coastal shipping and increasing the share of Indian ships in country's Exim trade.

Vasan said the present Rs 1.39 lakh crore NMDP plan which was to expire on March 31, 2012 will be replaced with the new agenda and include its remaining projects. Of the 276 projects identified under the NMDP through public-private-partnership (PPP) mode, the government plans to award 21 projects worth Rs 13,952 crore projects in the current fiscal. Six such projects to augment the capacity of 13 major ports have already been awarded. Elaborating other initiatives to be taken under the new agenda, Vasan said the Government would set up to more major ports in the country - one each on the East and West coast, in addition to the existing 13 Major ports.

Besides, four major ports - two on the east coast - Vizag and Chennai and two on the West coast -- Jawaharlal Nehru Port Trust and Cochin port would be converted into major hubs. India at present has 13 major ports - Mumbai, Jawaharlal Nehru Port Trust, Kolkata (with Haldia), Chennai, Visakhapatnam, Cochin, Paradip, New Mangalore, Marmagao, Ennore, Tuticorin, Kandla and Port Blair under the control of Centre while has about 200 non major ports operated by states and private parties.

The government is also working on a new land policy for major ports and would soon appoint a port regulator to keep a vigil on port operations. **Source : Dredging News Online**



The **JOST** seen arriving in Singapore – **Photo : Jan de Bokx ©**

## 'Toch militairen of beveiligers tegen piraten toestaan'

In uitzonderlijke gevallen zouden koopvaardij schepen militairen of gewapende particuliere beveiligers mee aan boord moeten krijgen om zich te wapenen tegen piraten. Dat stelt de Adviesraad Internationale Vraagstukken AIV in een rapport over piraterijbestrijding op zee. 'Bijvoorbeeld als het niet mogelijk is in een bepaald traject mee te varen met een konvooi, of waar geen internationale marines aanwezig zijn', stelt Joris Voorhoeve in het wekelijkse radioprogramma 'Op zee' van de Wereldomroep. De oud-minister van defensie noemt nog een ander voorbeeld: 'Daar waar het gaat om zeer langzaam varende waardevolle transporten met een lage ligging op het water, ik denk aan onderdelen van boorplatformen of andere zeer kwetsbare, waardevolle transporten die een uiterst interessant object zijn voor piraten om in beslag te nemen.'

De Nederlandse regering sloot militaire of particuliere beveiliging tot nu toe uit omdat het juridisch te ingewikkeld was, te gevaarlijk en te duur. Voorhoeve beaamt dat, maar draait de redenering om. 'Men mag de bemanning en de kapitein van een schip niet het recht ontzeggen om zich te verdedigen. Ieder mens heeft recht op noodweer.'

De Nederlandse vloot bestaat uit ruim 1900 schepen, ruim duizend daarvan varen onder Nederlandse vlag. Kapingen van schepen onder Nederlandse vlag waren er de laatste vijf jaar niet, wel waren er wereldwijd 29 aanvallen door piraten op Nederlandse schepen. Het rapport stelt dat verzekeraars best korting mogen geven aan reders die bijvoorbeeld prikkeldraad of een 'safe room' hebben geïnstalleerd. Sommige verzekeraars eisen dat er beveiligers aan boord zijn en dat mag dus (nog) niet. 'Dat betekent dat je schip moet worden omgevlagd naar een staat als Panama of Liberia. Wij vinden dat de overheid deze problemen in overleg met alle betrokkenen moet oplossen', aldus Voorhoeve. De redersvereniging KVNVR is erg te spreken over het rapport. Voorzitter Tineke Netelenbos gaat binnenkort met minister Hillen van defensie praten over wetswijziging zodat de inzet van militairen en het certificeren van particuliere beveiligers mogelijk wordt. **Bron: Opzee.nl**



Above seen the loadout of Jack Up rig "El Qaher 1" on the Dockwise Heavy Lift vessel "Talisman" in Singapore, West Jurong Anchorage on 12th January 2011.

**Photo : Capt. Sanket Ashok Shukla ©**





**MARINT**  
(OFFSHORE SERVICES) LTD

Independent Consultants and Brokers in the International Tug and Supply Vessel market  
(offices in London and Singapore)

Telephone : +44 (0) 20 8398 9833

Facsimile : + 44 (0) 20 8398 1633

E-mail : [tugs@marint.co.uk](mailto:tugs@marint.co.uk)

Internet : [www.marint.co.uk](http://www.marint.co.uk)

## Maersk chief says no doubt about long-term growth

Increasing population and incomes in developing countries and a tendency for world trade to expand faster than GDP point to long-term growth in the transport business, the head of Danish shipping and oil group A.P. Moller-Maersk said. "In our world, there is no doubt that we stand before a period of long-term growth," Maersk group Chief Executive Nils Smedegaard Andersen told a gathering of financial analysts.

Maersk Line is the world's biggest container shipping company and is sometimes seen as a barometer of global trade. "Traditionally, we have seen container transport grow 2-3.5 times faster than development in global GDP," Andersen said. Prospects for population growth in developing countries whose people are becoming wealthier and want to consume things like people in Europe and North America will create plenty of work for a group like Maersk even though there will be bumps in the road, Andersen said.



The **MAERSK NIJMEGEN** – Photo : Frans de Lijster ©

"We should get used to a world where there will be colossal volatility both in the short and long run, with dramatic upturns and downturns," he said at the annual New Year's dinner of the Danish Society of Financial Analysts. "But long-term growth -- that we think is entirely given," Andersen said. China's huge workforce as well as those of Asian countries with even lower wage costs than China suggest that outsourcing and offshoring of work will continue as long as the large cost gap exists, Andersen said. He said factories were likely to continue getting larger, meaning that more and more components would be transported around the globe before products are assembled, so container transport would continue growing faster than the world economy. "We are a company that has invested heavily in growth," Andersen said. "We have invested about 200 billion crowns (\$35 billion) over the past five years. That corresponds to about 200 million crowns per work day." Despite that big investment programme, A.P. Moller-Maersk had a cash flow

from operations of \$7.4 billion in the first nine months of 2010, Andersen noted. "One does not need to be a great mathematician to calculate that it will be about \$10 billion for the year," Andersen said. Source: Reuters

## CASUALTY REPORTING



### Scituate fishing vessel sinks in harbor after collision at sea

A Scituate-based fishing boat has sunk in the harbor after it collided Tuesday night with a 600-foot long bulk carrier while both vessels were 20 miles off the coast of Hull, according to the Coast Guard and the Scituate harbormaster. Three members of the 51-foot long fishing vessel Michael Brandon were taken off the damaged ship after efforts by the Coast Guard and the crew to keep it safely afloat failed. The smaller vessel sustained damage to its hull during the collision, but the West Bay was undamaged, officials said. The Coast Guard towed the **Brandon** back to Scituate harbor late Tuesday night where fishermen and the town's harbormaster struggled to safeguard the **Brandon**. "We had pumps, a crane, but unfortunately, the extent of the damage was too much so she ended up sitting on the bottom," said Harbormaster Mark Patterson. No one was injured. The Coast Guard said the cause of the collision remains under investigation. Source: [boston.com](http://boston.com)

## NAVY NEWS



The Spanish warship **SPS Almirante Juan De Borbon** sits pierside after arriving at Naval Station Norfolk, Jan. 12, for a port visit. **Borbon** will participate with the **USS George H.W. Bush** Carrier Strike Group during their upcoming Composite Unit Training Exercise and Joint Task Force Exercise underway period.

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



The Japan Maritime Self-Defense Force destroyer **JS Kurama (DDH 144)** leads the Arleigh Burke-class guided-missile destroyers **USS Gridley (DDG 101)** and **USS Stockdale (DDG 106)** during a passing exercise January 10th. Stockdale and Gridley are underway with the Carl Vinson Carrier Strike Group on a deployment to the U.S. 7th Fleet area of responsibility. **Photo : US Navy**

**PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE  
PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED"  
AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER  
DUE TO "MAILBOX FULL"**

**If this happens to you please send me a mail at [newsclippings@gmail.com](mailto:newsclippings@gmail.com) to reactivate  
your address again, please do not write this in the guestbook because I am not  
checking this guest book daily.**



## SHIPYARD NEWS

Maritime  JOBS4U

Search, Select and Find your **maritime** job

- worldwide jobs
- easy & fast
- per work field
- apply any time

[www.maritimejobs4u.com](http://www.maritimejobs4u.com)



The Dutch Flagged, Multi Purpose Vessel, "**NAOMI - E**", 148 Gross Tons, of STEMAT Marine Services, seen being repaired at Bezzina Ship Repairs, Coal Wharf, Malta. **Photo : Gejtu Spiteri ©**

## Yangzijiang Shipbuilding bags \$415m bulker order

Yangzijiang Shipbuilding racked up \$415.3m in bulker orders in the last three months of 2010. The Singapore-listed, Chinese shipbuilder inked contracts for 15 bulkers to be delivered between 2011 and 2013. The new contracts secured comprise three 47,500 dwt bulk carriers, four 49,500 dwt bulk carriers, a pair of 7,600 dwt bulk carriers and six 82,500 dwt bulkers. The contracts are worth a total of \$415.3m. **Source: seatrade-asia**



The **Sulawesi** (ex **Smit Sulawesi**) seen at the Van Brink shipyard (Pernis) after drydocking , the tug is sold to **SAMSON Maritime** in Mumbay (India) - **Photo : Frans Sanderse ©**

## **Bergen Group awarded contract with Sartor Offshore for the construction of three vessels with total value of NOK 1 billion.**

Bergen Group BMV has been awarded contracts from Sartor Offshore AS for the construction of three multi-purpose offshore vessels with a total value of about NOK 1 billion. The newbuilding program has a strong focus on environmentally solutions based on high safety and flexibility. The contract for the first vessel has a value of approximately NOK 330 million, and the vessel is scheduled for delivery in 3 quarter 2012. The ship will then go into a 10-year lease agreement with Statoil for operations in the North Sea. This contract is made subject to final funding to be solved before end of January 2011.

The contracts on the other two ships have a value of approximately NOK 670 million, and require final funding in place during the 2 quarter of 2011. Both these vessels are to be delivered within the end of 2012. "These contracts confirm our strong market position in constructing advanced offshore vessel for a demanding international market. We look forward to delivering environmentally friendly and future oriented ships to an well established company known for setting high standards of quality", says CEO Terje Sjumarken at Bergen Group BMV. Next-generation rescue vessel Sartor Offshore's extensive renewal project of their fleet has a strong focus on environment, safety and flexibility. All three ships have a very low fuel consumption compared with the corresponding tonnage, and the vessels are equipped with fuel catalyzers that reduce the NOx emissions by 90 percent. The design layout is optimized for operations under demanding conditions.

The first ship to be delivered Sartor Offshore is characterized as the next-generation multi-purpose offshore emergency rescue and response support vessel. The ship is a multifunctional vessel of design type VS 465 MK II, developed by Wärtsilä Ship Design in close cooperation with the shipping company. The ship has a length of 74 meters and is specially designed to protect both emergency preparedness operations as well as demanding rescue operations. The ship is an improved version of the VS 465, a design that is used in the company's currently newest ship which will



operate for Gaz de France on the Gjøa field in the North Sea west of the Norwegian town Florø. The two other ships contracted are based on a VS 480-design. These ships have a length of 80 meters.

"Development and renewal of the fleet of ships is crucial when we negotiate with our clients. The company has ambitions to be one of the leaders in oil-spill preparedness. It will be established a new standard in this area with the ships we have in our fleet renewal plan for the next year," said CEO Roy Wareberg in Sartor Offshore. The company has emphasized on equipping the vessels with top modern installations and facilities needed to serve the regulations and specifications expected from an offshore emergency rescue and response support vessel. The ship will have residue recuperation equipment for oil and chemicals, special radars that measure pollution levels, oil skimmers and similar equipment. The ships are also outfitted with advanced equipment for fire protection and fire fighting.

Source: Bergen Group .



The cutterdredger **VESALIUS** belonging Jan de Nul, Belgium, under steel bottom damage repairs works at Malaga Shipyard belong **CERNAVAL SHIPYARDS GROUP** in Spain. Photo : David North ©

## Lockheed Martin Awarded C4ISR Contract for Coast Guard's Fourth National Security Cutter

Lockheed Martin received a \$66 million contract to provide the Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) system for the United States Coast Guard's fourth National Security Cutter (NSC).

Lockheed Martin's C4ISR system will provide the 418-foot NSC 4 with comprehensive, real-time situational awareness, commonality and interoperability with other government agencies and organizations. Lockheed Martin developed and provided the C4ISR system for the first three cutters – the **USCGC Bertholf** and **USCGC Waesche**, currently in service, and the recently christened **Stratton**, scheduled for delivery later this year.



"The NSC C4ISR system gives the Coast Guard greater capability to conduct its many missions," said Dan Schultz, vice president of Lockheed Martin's Ship and Aviation Systems. "It enables the NSC to more precisely locate suspected drug smuggling boats, rescue distressed sailors faster and improve operational communications with other government agencies. The system's command and control capability enhances the Coast Guard's ability to coordinate relief efforts after hurricanes and other natural disasters." Lockheed Martin received the C4ISR contract from Northrop Grumman, which was recently selected by the Coast Guard to build the NSC 4 at its shipyard in Pascagoula, Miss. The NSC is the largest and most technologically advanced multi-mission cutter in the Coast Guard fleet, with capabilities to support the service's homeland security, law enforcement, marine safety, environmental protection and national defense missions.

In addition to providing the NSC systems, Lockheed Martin also provided the C4ISR missionization for the Coast Guard's HC-130J and HC-144A aircraft.

Headquartered in Bethesda, Md., Lockheed Martin is a global security company that employs about 133,000 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 billion. **Source: Lockheed Martin.**

# Oceanco Delivers the 86M SEVEN SEAS

**SEVEN SEAS** was successfully delivered one month ahead of schedule, to its owner on 22 November 2010. The 86m yacht built under the project name Y706 follows in the legacy of Oceanco's thriving Y700 generation that includes award winning yachts such as Amevi, Alfa Nero, Anastasia, Vibrant Curiosity, and Sunrays.

Oceanco in combination with the designers Nuvolari & Lenard, Azure Naval Architects and the Wright Maritime Group have created an outstanding masterpiece. Catering to the owner's specifications, this yacht includes very special



features. The main salon is fully equipped with a professional projection system and 5m X 2m screen which, coupled with two rows of raked seating, will transform into a screening theatre. Adjacent to the main salon is an imposing 250m squared area which can host everything from casual al fresco dining to a black-tie gala. **Photo : Flying Focus**

A tempting feature is a projector which will throw an image onto the glass wall of the aft infinity pool allowing one to take in the latest movie while a-swim.

**SEVEN SEAS**, powered by dual 4,680hp/3,492 kW MTU engines can reach speeds of up to 20 knots providing both performance and comfort. At the forefront of specialized know-how in the megayacht sector, Oceanco is now expanding facilities for the next generation of luxury yachts in the 100m+ range.

### Specifications

Builder Oceanco

Type Steel Hull and aluminum superstructure

Length overall 86m / 282.15ft    Beam overall 14.20 / 46.59ft

Propulsion    Engine 2 x 4,680hp / 3,492kW MTU 16V 595 TE 70

Maximum speed 20 knots

Classification X100 A1 SSC Yacht (P) MONO G6 XLMC UMS MCA Large Commercial Yacht Code (LY2)  
Accommodation : Owner Master suite, study, owner's lounge, lobby and private exterior deck area with whirlpool  
Guests 4 Guest suites + 2 VIP suites  
Delivery 2010 Owner's representative Wright Maritime Group <http://www.oceancoyacht.com>

## Daewoo Shipbuilding targets 18% jump in offshore orders on oil-price rise

Daewoo Shipbuilding & Marine Engineering Co., the world's third-largest shipyard, expects orders for drilling vessels and offshore platforms to increase 18 percent this year, helped by higher fuel prices. Contracts for drill ships, semi-submersibles and offshore platforms may rise to \$6 billion this year from \$5.1 billion in 2010, Nam Sang Tae, Daewoo Shipbuilding's chief executive officer, said today.

The Seoul-based company expects to win more work in Brazil and Southeast Asia as oil producers including Total SA and Petroleo Brasileiro SA boost spending on rigs and offshore structures to meet demand for the fuel. Crude prices have risen 13 percent in the past year, and global demand may reach 88.02 million barrels a day this year and 89.65 million in 2012, according to the U.S. Energy Department.

"Oil prices are expected to rise this year, and this will create demand for offshore structures," Nam said in a briefing at Daewoo's shipyard in Geoje, South Korea. "There should be an increase in demand from regions such as Brazil and Southeast Asia." Daewoo Shipbuilding is the world's biggest maker of drill ships used for oil exploration in deep waters after Samsung Heavy Industries Co. The shipyard today delivered to Total a floating oil production and storage plant, the largest of its type in operation, the vessel builder said. Petrobras, a Brazilian state-owned company, plans to invest \$224 billion through 2014 to develop reserves along the country's coast to boost production. Daewoo Shipbuilding aims to win \$11 billion in orders for vessels and offshore projects this year, an increase from \$10.3 billion it received in 2010. Sales may climb to more than 12 trillion won this year, Nam said, without providing a comparative figure. Daewoo Shipbuilding gained 2.2 percent to close at 37,950 won in Seoul trading. The stock has advanced 91 percent in the past year, compared with a 23 percent rise in South Korea's Kospi index. Source: bloomberg.com

## ROUTE, PORTS & SERVICES



**WORLDWIDE OCEAN TOWAGE**

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

 a company within the Tschudi Group  
TSCHUDI

sales@itctowage.com  
www.itctowage.com

## Hapag-Lloyd Cruises releases more details on new cruise ship

Though the price of the ship has yet to be disclosed, Hapag-Lloyd Cruises today released a few more details about MS **EUROPA 2**, the newbuilding from STX France that is set to join its fleet in Spring 2012. The cruise line is chartering the ship from what is described as a "third-party proprietary company" outside its parent TUI group.

The **EUROPA 2** will offer a modern and casual 5-star alternative to the existing **EUROPA**, that looks to be targeted at a younger demographic.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 015

Among the differences: "modern entertainment will replace the type of entertainment traditionally associated with cruises." As yet, there are no details of what that modern entertainment might be. The ship will offer itineraries that "will particularly fulfil the requirements of guests who are still working and families who are looking for a casual holiday in an elegant ambience at sea."



Equipped with a fleet of Zodiacs, the **EUROPA 2** will also be able to offer landings in small harbors and bays off the customary routes. The **EUROPA 2** will have eleven decks and 258 suites accommodating a maximum of 516 passengers to offer the

largest amount of space per passenger on a cruise ship. All suites will be veranda suites and have a minimum size of 28 sq.m. Spa, penthouse and family suites complement the accommodation range.

Seven restaurants, including Sushi Bar, two lounges and four bars will offer culinary diversity and a multi-faceted entertainment program. There will be a large fitness and spa zone and a variety of sport- and health-oriented facilities do justice to the current trend towards active holidays and wellbeing. **Source : MarineLog**

### DIMENSIONS

length: 225.25 m - width: 26.70 m - draught: 6.30 m - max. speed: 21.3 knots  
staterooms: 258 (dimension: min. 28 m<sup>2</sup>) - decks: 11 - max. passenger capacity: 516 - crew: ca. 360



The **ESPERANZA** seen departing from Amsterdam – **Photo : Joop Marechal ©**



## MOL introduces energy efficiency management plan for tanker fleet

Mitsui O.S.K. Lines, Ltd. (MOL) today announced that the company has established a Ship Energy Efficiency Management Plan (SEEMP) and started its use with the MOL tanker fleet. The SEEMP provides the most efficient vessel operation method (optimum route selection, appropriate maintenance, and so on considering slow steaming, ocean currents, and weather) to reduce CO2 emissions while ensuring safe operation and maintaining a strict operation schedule. The SEEMP was initiated by MOL Tankship Management (Europe) Ltd. then provided for all vessels managed by the MOL Tanker Division's in-house companies effective January 1, 2011 to ensure ongoing improvement in energy efficiency by following the plan-do-check-action (PDCA) cycle. MOL also established the Energy Efficiency Operational Indicator (EEOI) for Tankers which indicates CO2 grams per mile transport of 1 ton cargo, based on actual vessel operation, as an index to verify the SEEMP's effectiveness. While conducting self monitoring, MOL and vessels will set CO2 emissions reduction targets to pursue improved energy efficiency in line with the SEEMP plan. In October 2010, the 61st session of the International Maritime Organization (IMO) Marine Environment Protection Committee agreed in principle on compulsory steps to adopt the SEEMP on vessels. In addition, guidelines on energy efficiency and fuel management were issued at the Oil Companies International Marine Forum (OCIMF) made up of major oil companies, reflecting key customers' requests for improvements in tanker fuel efficiency. MOL has promoted the Sempaku ISHIN project, the environment-friendly, next-generation vessel concept since 2009, taking a proactive approach to development and introduction of technologies to reduce CO2 emissions. The company has also taken various other measures to reduce the environmental burden of its operations. The development and introduction of SEEMPs for all ship types, starting with tankers, marks a major step forward in MOL's environmental initiatives. This will achieve safe, high energy efficient vessel operation, with the aim of achieving the target of reducing CO2 emissions per ton-mile by 10% in 2015 compared to FY2009. **Source : Seatrade Asia**



The latest newbuilding **AL KADEH** seen during bollard pull tests in Rotterdam-Calandcanal

**Photo : Jan Oosterboer ©**



## Monster aan voor een Wereldbaan

Redwise zoekt enthousiaste maritieme professionals voor ship delivery-opdrachten, maritiem uitzendwerk en crew management van o.a. Noordhoek Constructor, Noordhoek Pathfinder, Bremen Hunter en Ievoli Black.  
Monster aan op [crewing@redwise.nl](mailto:crewing@redwise.nl)

[www.redwise.com](http://www.redwise.com) [info@redwise.nl](mailto:info@redwise.nl)

**Redwise**  
GLOBAL SHIP DELIVERY & CREWING

## DP World opens new Port Qasim terminal

**Global marine terminal operator DP World Wednesday launched its new container terminal at Port Qasim near Karachi in Pakistan**

DP World's new terminal at Port Qasim in Pakistan. The opening of Terminal 2 will take the capacity to around 1.2 million TEU from about 900,000. This is also the completion of the first of DP World's three-phase development in Pakistan. Image Credit: SuppliedDubai: Global marine terminal operator DP World Wednesday launched its new container terminal at Port Qasim near Karachi in Pakistan, adding 300,000 TEUs (twenty-foot equivalent container units) to its throughput.

The opening of Terminal 2, the major expansion of DP World Karachi, will take capacity at Port Qasim to around 1.2 million TEU from about 900,000 TEU, which is also the completion of the first of DP World's three-phase development — the largest investment in the port sector in Pakistan, the company said.

"Our investment in its development as Pakistan's first dedicated container port hub is in direct response to the growth we have been experiencing in the region," DP World chief executive Mohammad Sharaf said. "It will contribute directly to the local community and Pakistan's economy in general," he said.

DP World Karachi, the country's first dedicated international container terminal, will handle cargo going to Pakistan and Afghanistan, the company said. "The growth prospects for the South Asia region are expected to be double-digit between now and 2015.

"It is a high growth area and the expansion was needed because the port was operating at over 85 per cent utilisation," Kareem Murad, transport analyst at Shuaa Capital, told Gulf News.

Built on 13 hectares of reclaimed land, Terminal 2's quay is 670 metres long with three gantry cranes capable of handling vessels of around 6,700 TEU capacity, and six rubber tyred gantry cranes. In line with market demand, Terminal 2 will be developed in a further two phases of heavy duty pavement expansion over a period of several years.

Each future phase of the terminal will be fully integrated and compatible with the existing terminal. The port also saw the arrival of its first customer French container vessel **CMA CGM Wagner**.

Changez Niazi, chief executive of DP World Karachi, said: "The new facility further boosts our position as Pakistan's premier container terminal. "We are committed to expanding our cost-effective and time-efficient services in line with our customers' needs." The company recently failed to renew its management contract for Abu Dhabi's Mina Zayed,

losing out on future throughput in its home market. Analysts said the re-location of the port to the planned Khalifa Port will be based too close to DP World's largest operations at Jebel Ali, and conflict of interest may arise.

It also sold 75 per cent of its stake in Australian operations last month to use cash to reduce net debt. **Source :** **GulfNews**



Above seen the **SINGAPORE INSPECTOR** ( Ex Smit-lloyd 61, Smit Marlin, Noordhoek Singapore) moored at the EKO support Base in Apapa (Nigeria) - **Photo : Han Wonnink ©**

## **Trade flows via Port of Archangelsk's grow 38.1% to 4,5m tons**

Freight traffic passing through Archangelsk port rose last year by 38.1% year-over-year to 4.5 million tons, PortNews reports citing the Archangelsk Port Authority 2010's statistics. The handled volume includes timber cargo, which rose by 8% to 512,500 tons, coal exports jumped by almost 2 times, up to 347,500 tons, oil products exports also doubled, to 1,065,000 tons, while crude oil shipment fell nearly 3 times, to 212,400 tons. Goods transported via inland waterways totaled 745,700 tons (the segment of cargo was not included in 2009's throughput statistics). Excluding this figure, the port's output grew by 15.3% to 3,7 million tons. Arkhangelsk, a year-round navigable seaport, is located in the delta of the Northern Dvina River flowing into the White Sea. Cargoes transported via the Northern Sea Route are



passing through the port's terminals. The port's stevedores handle a broad range cargo: general, cellulose, cardboard, containers, timber, metals, fertilizers, heavy equipment, bulk and bulk cargoes. The Arkhangelsk port capacity allows handling up to 4,5 million tons of cargo annually. Throughput of the port of Arkhangelsk in 2009 shrank by 30.58% to 3,271,600 tons. **Source : PortNews**



The **PRIDE OF CALAIS** seen departing from the Port of Calais stern first – **Photo : Hans Reints ©**

## **Star Bulk Agrees on Financing for Its Capesize Newbuildings**

Star Bulk Carriers Corp. announced the following: Two Capesize Newbuildings: Debt Finance Agreed The Company has signed commitment letters with a major European bank for senior debt financing of both capesize vessels, currently under construction, for up to 60% of the vessels' price at favorable financing cost and terms. The loans cover the entire remaining payments to the shipyard for both vessels, therefore the Company is not required to contribute any additional equity until their completion.

The Company has entered into a time charter contract with Norden for the **Star Epsilon** for one year, plus an option for one additional year, at a gross daily rate of \$16,100. The **Star Epsilon** is a Supramax vessel of 52,402 dwt built in 2001. The new contract will contribute a minimum of \$5.8 million to a maximum of \$11.6 million in gross revenue.

Akis Tsirigakis, President and CEO of Star Bulk, commented: "We are pleased to enjoy the continued support of senior debt lenders for our growth plans and to have demonstrated the ability to source competitive financing. We also continue with our strategy of stable contracted employment with quality counterparties. Currently, our fleet is contracted for 69% of 2011 operating days, amongst the highest contract coverage in the industry, which amply covers our dividends and finance commitments allowing positive cash flows. We continue to focus on enhancing shareholder value supported by our strong balance sheet and liquidity." Star Bulk is a ship owning and ship operating company providing worldwide seaborne transportation solutions in the dry bulk sector. Star Bulk's vessels transport major bulks, which include iron ore, coal and grain and minor bulks such as bauxite, fertilizers and steel products. Star Bulk was incorporated in the Marshall Islands on December 13, 2006 and maintains executive offices in Athens, Greece. Its common stock trades on the Nasdaq Global Market under the symbol "SBLK". Currently, Star Bulk has an operating fleet of eleven dry bulk carriers with a further two Capesize vessels currently under construction. The total fleet consists of thirteen vessels, five Capesize and eight Supramax dry bulk vessels, with a combined cargo carrying capacity of 1,287,685 deadweight tons. The approximate average age of our current operating fleet is 10 years.

**Source: Star Bulk Carriers**



The **FAIRMOUNT GLACIER**, **FAIRMOUNT ALPINE** and **FAIRMOUNT EXPEDITION** seen moored in Korea –  
Photo : Mitchel van den Heuvel ©

ingenieursbureau  
**OESTERBAAI**

Asbestos Surveys conform IMO & SOLAS standards



Engineering firm Oesterbaai is a certified company which is specialized in asbestos surveys, asbestos training and consultancy onboard ships, platforms and other offshore objects.



certified by Lloyd's for performing  
asbestos surveys and assessments  
according to Dutch Legislation

**Oesterbaai** can issue an asbestos safe certificate for your ship to work in areas or countries which demands a certain certificate or other document which proves an asbestos safe ship. Asbestos surveys by Oesterbaai are according to Dutch Standard SC-540 and comply with IMO standards and strict European Laws regarding asbestos. A survey can be part of your HSE and/or Maintenance Plan!

If you would like to receive more information please contact us at +31 10 2088444 or via email at: [clemens@oesterbaai.nl](mailto:clemens@oesterbaai.nl)

ingenieursbureau Oesterbaai . Rotterdam . the Netherlands . [www.oesterbaai.nl](http://www.oesterbaai.nl)



Maersk Nexus alongside Solitaire - Photo : Capt. Fred Regtop – Master Solitaire ©

## Diana Shipping Inc. Announces Time Charter Contract for M/V Melite

Diana Shipping Inc., a global shipping company specializing in the transportation of dry bulk cargoes, announced that it has entered into a time charter contract with Cargill International S.A., Geneva, for one of its Panamax dry bulk carriers, the [m/v Melite](#), at a gross charter rate of US\$16,500 per day, minus 5% commission paid to third parties, for a period of minimum twenty-three (23) to maximum twenty-five (25) months. The charter is expected to commence at the end of January 2011. This employment is anticipated to generate approximately US\$11.4 million of gross revenue for the minimum scheduled period of the charter. The m/v [Melite](#) is a 76,436 dwt Panamax dry bulk carrier built in 2004. Source: [Diana Shipping Inc](#)

## DP World opens Pakistan terminal

DP World opened its new container terminal in Port Qasim near Karachi in Pakistan on Wednesday. The terminal marked the opening with the arrival of its first customer, the French containership [CMA CGM Wagner](#).



The opening of Terminal 2, a major expansion of DP World Karachi, will boost the capacity of Port Qasim to around 1.2 million 20-foot equivalent container units from around 900,000 TEUs. The new terminal is the first phase in DP World's three-phase development – the largest ever investment in the port sector in Pakistan. DP World Karachi is Pakistan's first dedicated international container terminal and will serve as a gateway port and transit facility for upcountry Pakistan and Afghanistan. Its location outside Karachi allows faster inter-modal connectivity and reduces the need to transport transit containers through the city.

Built on 32 acres of reclaimed land, Terminal 2's quay is 2,198 feet long with three gantry cranes capable of handling vessels with capacities of around 6,700 TEUs and with six rubber tired gantry cranes. Terminal 2 will be developed in a further two phases of heavy duty pavement expansion over a period of several years, with the timing depending on market demand. Each future phase of the terminal will be fully integrated and compatible with the existing terminal.

Source: [joc.com](http://joc.com)

## OLDIE – FROM THE SHOEBOX



**m.s. ALNATI** – flagship of the former shipping firm **Van Nievelt, Goudriaan & Co's Stoomvaart Maatschappij NV** of Rotterdam. She sailed from 1949 till 1968 in the Rotterdam – South America Line (in Dutch: RZAL). Before her keel was laid as **ALBIREO** in 1939 in Amsterdam by Nederlandsche Dok Maatschappij as yard nr 81 (IMO-nr 5012266). The 2nd World War broke out in Holland, just only 3 weeks before her launch. In 1941, not yet delivered to her owners, she was captured by the Germans. In 1942 she sailed under German flag as **WURI** and under management of Reederei J.T. Essberger of Hamburg. But, in August 1942 she partly sank in Kattegat by a magnetic mine. The aftship salvaged in towed into Copenhagen. By war actions, the aftship sank in Copenhagen. After the war, she was salvaged by Svitzer and was laid up in Copenhagen, property of the Danish State. Sold to Sweden, but she remained in Copenhagen.

In 1947 the original owners Van Nievelt, Goudriaan & Co of Rotterdam discovered the wreck and bought the half ship back. Towed to Hamburg, where a new bow was built as it was in 1939. In April 1949 she was delivered to her owners as **ALNATI** and left Hamburg on 15 April 1949 00.00 hrs under command of captain **Aart Visser** and passed Hook of Holland for the 1st time the same day at 17.00 hrs. On 21 March 1968 her last day was coming and was handed over

to her new owner of Limassol (Cyprus) to renamed her in **ALFA**. She came several time in South America again, but in 1972 her career finished in Darica (Turkey), when the breakers started to dismantle her.

**Photo : NIGOCO-collection of Capt. Frank Haalmeijer, foto origin unknown.**

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



The **AGILE** seen assisting the car carrier **PERSEUS LEADER** in Singapore – **Photo : Piet Sinke ©**

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

### **UNSUBSCRIBE / UITSCHRIJF PROCEDURE**

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.

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

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.

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