



SEAFARER  
OFFICERS  
SOCIETY  
MANILA

**Number 016 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Sunday 16-01-2011**

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



365 days  
24 hours

*We care, that's why we try harder*

# TURBONED

WORLDWIDE TURBOCHARGER SERVICE AND PARTS

TEL: +31 78 620 52 52  
SERVICE@TURBONED.NL



**The 2007 Hyundai built BW PRINCE seen arriving in Antwerp, the tanker is having a capacity of 82.383 cubm and measures 225 x 36 mtr and a DWT of 54.368 ton.**

**Photo : Wouter van der Veen ©**

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



**TOS**  
Transport & Offshore Services



**Global Ship Delivery & Crewing Solutions**

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

### T.O.S. crew delivers ASD tug around the globe



On the 12th of November the ASD tug '**Seaspan Terminal III**' left the harbour of Tuzla, Turkey for a journey of approximately two months. A T.O.S. crew sailed her under full T.O.S. management all the way to Vancouver, Canada. The state of the art shiphandling tug was built by Sanmar Denizcilik Shipyard of Istanbul, Turkey.

The vessels will be used primarily to dock, undock and escort ships in Vancouver Harbour and Roberts Bank. The 28m tug will feature full fire fighting capability and will be amongst the most powerful vessel in use the waters of British Columbia (BC).

The '**Seaspan Terminal III**' seen entering the Vancouver Harbour. The vessel will be named "**Seaspan Raven**".

Photo: Seaspan International Ltd

Source: T.O.S.

# Piracy costs world economy up to \$12 billion a year

Somali pirates have driven up shipping costs in the Indian Ocean, resulting in world economic losses estimated at \$7 billion to \$12 billion a year, a study by One Earth Future Foundation said.

Armed with AK-47s, pirates in rickety skiffs have carried out brazen hijackings, seizing massive oil tankers, cargo vessels and luxury boats. The main direct costs of piracy include ransom, piracy insurance premiums, rerouting of vessels away from risky waters, zones, naval deployments by countries fighting piracy, piracy prosecutions and organization budgets aimed at fighting piracy, the Colorado-based think tank said in the study on the costs of piracy. Navies from the US, European Union countries, China, India, Russia and Japan have been deployed in joint efforts to fight piracy, adding expenses to their national defence budgets. The study said Somalia-based pirates are considered responsible for 95 percent of the cost. The recent wave of piracy began with seizures of vessels off the Somali coasts in 2005. The pirates have since been emboldened, targeting larger vessels including tankers on the high seas. Other areas of piracy risk include the Gulf of Guinea, the Malacca Straits and off Nigeria. The study, issued Thursday by the London foreign-policy think tank Chatham House, said some 1,600 acts of piracy have been recorded since 2006, causing the deaths of more than 54 people.

'Some of these costs are increasing astronomically,' said Anna Bowden, director of the research project. 'What is even more concerning is that all these are simply treating the symptoms. Almost nothing is being done to treat the root cause.' Bowden said ransoms demanded by pirates have skyrocketed. A South Korean company paid \$9.5 million in November to gain the release of a tanker, up from \$7 million paid in January 2010 for a Greek-owned supertanker, which was carrying \$162 million worth of oil to the US. The average ransom was \$5.4 million, compared to \$3.4 million in 2009 and \$150,000 in 2005. The study estimated the total of ransoms paid in 2009 and 2010 at \$425 million. If excess costs incurred in negotiations and delivery fees were added, the approximate amount spent on ransoms could total around \$830 million during the two-year period. The study said about 10 percent of ships around the world have rerouted to avoid pirate-infested sea lanes, which may affect countries like Egypt, which derive revenue from shipping through the Suez Canal. The study said that Egypt apparently had lost 20 percent of canal revenue because of rerouting by shipping lines. The study pointed out that it had been difficult to obtain information from shipping companies. **Source: OtcStockExchange**



The **BRILLIANCE of the SEAS** seen in Alexandria (Egypt) – **Photo : Alexander Gorter ©**

## "Forgotten" ship owners meet with country's leadership

In a time when ship owners should be used to spearhead the country's exit from the recession, the state has almost completely left maritime affairs to their own devices. Since assuming power in October of 2009, the new government adopted a so-called tri-state of things to handle maritime issues, by abolishing the Ministry of Mercantile Marine and dividing its activities to three different Ministries. Realizing its fault, a year later, in the first cabinet reshuffle, a new ministry was formed to act as the successor to the former Ministry of Mercantile Marine.



After more weeks passed, this past week Prime Minister George Papandreou met with the leadership of the Union of Greek Shipowners for talks, expectedly, on shipping issues. Speaking afterwards, Maritime Affairs Minister Yiannis Diamantidis said the meeting was held in a very good and positive climate. "In a difficult time for the country, shipping is primary tool of economic growth, and in this framework, the Union presented its views and demands, while the premier heard their views with a very open mind," he said, adding: "we agreed in many things particularly the constant cooperation and contact between the government and the Union to achieve targets set". Greek shipowners reportedly requested an upgraded tertiary education system for future seamen, an issue that generated media attention this week after a visiting Israeli delegation in Athens broached the prospect of training Israeli merchant marine cadets in Greece. Shipowners also requested a clear decision on which ministry will oversee the coast guard -- favouring the maritime affairs ministry, according to reports -- while they also called for shipping capital invested in real estate projects in Greece to be considered as a foreign investment.

Meanwhile, the government, according to sources, is preparing draft legislation for a framework to boost the port of Piraeus prospects as a major shipping centre in the eastern Mediterranean. A similar project, this time towards the protection of the environment, is being planned for the Port of Elefsina, near Piraeus. The investment will be close to 500 million euros and will be funded in part through funds from the European Union. For this, the port's management has already commissioned a series of studies, as well as a Master Plan, in order to assess the current situation in the port, as well as which would be the proposed interventions. Nevertheless, the management main objectives would be to locate the main port outside the city, modernize and expand current berths, renovate ship repairing zones, under strict European and environmental guidelines, while it will also look for opportunities to better develop parts of the port currently in bad shape. Among the ideas is the adoption of various land uses, which in turn could help spur activities such as Conventions tourism, through the creation of a relative convention center, as well as other forms of tourism such as diving. Also, the port authority is looking to develop cultural and theme-based tourism, since Elefsina is one of most ancient parts of Attica, famous in the Ancient times for religious ceremonies held each year by the ancient Athenians. Finally, the port authority is looking to regenerate and tranform the old port to a place for many uses by the local community, with regards to recreation, walk throughs and specialized sports, such as cycling and hiking. Of course, this plan is quite complicated and as has been the case with many initiatives in the country, it could very well never actually materialize, but it seems that the local community is also a very active supporter of this transformation of the port, which could act as a booster, when it comes to decision-making. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The 2010 built **FIVELBORG** seen in IJmuiden – **Photo : H. Blomvliet ©**

## Task force says Jones Act did not hinder Gulf of Mexico spill reponse

The Maritime Cabotage Taskforce in the US has issued a statement about the response to the Deepwater Horizon oil spill and the Jones Act. "The January 11 2011 report from the non-partisan National Commission on the BP Deepwater Horizon Oil Spill and Offshore Drilling confirmed the Jones Act did not prevent foreign vessels from assisting with the clean-up effort during the Deep Water Horizon oil spill in the Gulf of Mexico last year," said the task force.

"While decision makers did decline to purchase some foreign equipment for operational reasons – for example, Dutch vessels that would have taken weeks to outfit and sail to the region, and a Taiwanese super-skimmer that was expensive and highly inefficient in the Gulf – they did not reject foreign ships because of Jones Act restrictions," the report concluded.

"When the Act did apply, the National Incident Commander appears to have granted waivers and exemptions when requested." "This report confirms what Admiral Thad Allen and so many others have been saying all along: The Jones Act in no way, shape, and form hindered the BP clean-up effort," said James Henry, Chairman of the Maritime Cabotage Task Force.

"Thousands of American vessels were already at work cleaning up oil in the Gulf and, when necessary, qualified foreign vessels identified as suitable by unified command participated in the effort." "We are pleased the President's Commission has concluded the Jones Act did not obstruct efforts to clean up the worst oil spill in US history."

During the Deep Water Horizon oil spill, retired US Coast Guard Admiral Thad Allen, the National Incident Commander leading the clean-up effort, said "at no time" has the Jones Act inhibited the clean up. The National Incident Command reported on July 6 reported that "in no case has any offer of assistance been declined because of the Jones Act or similar laws." In addition, US Department of Transportation statement said: "to be absolutely clear... the Jones Act has not hindered the cleanup effort." **Source : Offshore Shipping Online**



The FPSO **SKARV IDUN** off Cape Town under tow of the "**Fairmount Summit**" and "**Fairmount Sherpa**".

**Photo : Aad Noorland ©**

## Suez Canal's revenues rise by 2.5% to \$423m in December

Revenues from Egypt's Suez Canal reached \$423m in December 2010, a rise of 2.5% from the previous month. The canal's revenue in November was \$412.8m. Overall annual revenue for 2010 was \$4.73bn, an increase of 10.09% from 2009. A rise in trade traffic and a 30% decline in 2010 in piracy attempts in the Gulf of Aden off of the Somali Coast helped boost revenues on the canal, which is a crucial passageway for ships to and from Europe. The canal, which accounted for 2.5% of Egypt's gross domestic product in the fiscal year 2008-09, is a crucial source of foreign currency for the country. **Source: ship-technology**



The **WAPPEN von NURNBERG** seen arriving in Willemstad (Curacao)

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



**AVRA** *Wij zijn op zoek naar jou!*  
TOWAGE BV

Wij zijn op zoek naar Nederlandse kapiteins met sleepervaring en stuurlieden met of zonder sleepervaring om onze sleepboten te bemannen.

Als AVRA kapitein of stuurman moet je in het bezit zijn van de benodigde papieren. Omdat wij wereldwijd varen is een vaarbevoegdheid voor onbeperkt vaargebied een must.

Nieuwsgierig? Bel of email ons : 010-2810886 / [operations@avra.nl](mailto:operations@avra.nl)

## Baltic index slides further, capesizes at 2-yr low

The Baltic Exchange's main sea freight index .BADI, which tracks rates to ship dry commodities, fell to its lowest in nearly two years on Friday as a glut of vessels available for hire swamped the market. Brokers said flooding in Australia, the world's biggest coal exporter, was disrupting shipping activity at a time when the dry bulk industry was already pressured by growing vessel deliveries ordered before the economic turmoil of 2008.

The index, which gauges the cost of shipping commodities including iron ore, cement, grain, coal and fertiliser, fell 0.4 percent, or 7 points, to 1,439 points and was at its lowest since Feb 4, 2009. It has fallen over 30 percent since first dropping on Dec. 7 last year. "During the past three weeks capes have just collapsed because of a lack of demand and panamaxs are moving sideways to slightly upwards due to a large degree to what is happening in the Atlantic," said Sverre Svenning, director of research at broker Fearnleys. Brokers said a fresh wave of vessels were coming onto the market looking for employment and that only a resumption in exports from Australia was likely to help bolster rates. Weather-related problems in Colombia, South Africa, Russia and Indonesia were also compounding coal shipment disruptions.



"Flooding in Australia has resulted in closure of ports in Queensland leading to a halt in shipments of coal. This is expected to keep vessel rates under pressure in the first half of January," said brokerage ICICIdirect. The growing competition for cargo deals has battered rates for capesizes, which typically haul 150,000 tonne cargoes such as iron ore and coal. The Baltic's capesize index .BACI fell 0.81 percent, with average daily earnings weaker at \$9,692, below the \$10,000 level for the second day and at their lowest since Jan. 6 2009. Brokers said more panamax vessels were expected to voyage towards the Atlantic from the Pacific in search of business, adding to rate pressure.



The **JIN YANG** seen moored in Onne Port (Nigeria) – Photo : Peter Lankester ©

The Baltic's panamax index .BPNI fell 1.33 percent, with average daily earnings dropping to \$15,341, falling for a third day. Panamax vessels usually transport 60,000-70,000 tonne cargoes of coal and grains.

The Baltic's main index has remained erratic since 2009 because of swings in Chinese demand for iron ore. Economic headwinds in the West, a major source of shipping demand, has been compounded by inflationary fears in China, potentially leading to monetary tightening and a pullback in demand for ore which may be another setback for shippers. China's central bank raised lenders' required reserves on Friday for the fourth time in just over two months, stepping up the fight against inflation. "Since these measures are not working, China will likely need to use harsher monetary tools, most likely being a solid interest rate hike," Arctic Securities said. Despite indications of some vessel cancellations and delays, analysts expect deliveries to gather pace between 2011 and 2012. Fearnleys estimated net fleet growth this year at 16 percent, on par with the 16 percent seen in 2010. "The potential for an upward trend is extremely slim. I am not sure we will see capesizes making \$9,000 to \$10,000 on average this year," said Fearnleys' Svenning. Source: Reuters

## Pirates board Danish tanker in Malaysian waters

Pirates boarded a Denmark-registered tanker anchored in Malaysian waters in the early hours of Wednesday, but left the tanker without any loots. Tanker Torm Clara was anchored south of Tanjung Ayam, Johor, when the incident happened at about 0430 hours on 13 January, according to a ReCAAP alert. Three robbers armed with pistol and knives boarded the tanker from a boat. The crew locked themselves in the accommodation room and were unharmed. About an hour later, the robbers left the tanker after damaging the steering gear room lock but had taken nothing from the ship. The Malaysian Maritime Enforcement Authority had sent personnel to the tanker to conduct an investigation. This is the first incident reported in the vicinity off Tanjung Ayam and Tanjung Ramunia for 2011. In 2010, a total of 11 incidents of robbery onboard ships anchored off the two locations had been reported. Source: seatrade-asia.com



POSH-Semco's **SALVICEROY** seen with a tandem tow enroute from Shanghai to Singapore, above seen the transport near the Natuna's – **Photo's : Neil Johnston – Master Salviscout ©**



## Russia to draft program for Arctic shelf exploration by 2012

The Russian Government plans to develop a state program for exploration and extraction of mineral resources on the Russian Arctic Continental Shelf by the end of 2011, says Secretary of the Russian Security Council Nikolai Patrushev. Russia is the world's leading country when it comes to natural gas reserves (24 percent of the total) and number seven in oil reserves (6 percent), Patrushev said, according to RIA Novosti. But these resources are not renewable: –



Although the country's own demands for energy resources are covered for tens of years ahead, our traditional potential is gradually decreasing, he says. The Security Council discussed this issue in a recent meeting and instructed the government to finish drafting and by the end of 2011 adopt a long-term state program for exploration and extraction of mineral resources on Russia's Arctic shelf, Patrushev said. According to Russia's Ministry of Natural Resources, the country has already developed 75 percent of its oil and gas deposits. Many of these deposits register 50-percent depletion and low extraction coefficient (30 percent).

- In these circumstances, Russia's continental sea shelf becomes a major source of energy supplies, and its exploration assumes an enormous strategic and economic significance, Patrushev said. Russian experts estimate recoverable oil and gas resources on the continental shelf at 100 billion tons of oil equivalents. There are 51 discovered deposits on the Russian shelf, of which six, including the Shtokman gas field, are considered to be unique. The new program will help focus the efforts of the state and the leading Russian energy companies on efficient exploration of deposits on the continental shelf, Patrushev said. **Source : BarentsObserver**



## Cruise Response

Travel companies have been forced to spend millions of pounds boosting their security systems in the wake of a surge of cases where pirates have targeted ships and passengers. Passenger liners have started implementing a series of special measures to combat sea pirates such as horns which disorientate pursuers and equipment designed to damage propellers. The measures were in place as Somali pirates chased a British cruise ship packed with Saga holidaymakers through the Indian Ocean on Wednesday night. The Daily Telegraph disclosed on Thursday that guests on the **Spirit of Adventure** were ordered to take shelter below deck as a speed boat carrying men thought to be pirates drew alongside.

The 54-minute incident occurred as the vessel, which is operated by a sister company of Saga, travelled from Madagascar to Zanzibar. Passengers, who had paid £2,000-a-head, were having a black tie dinner when a code word was issued to staff over the tannoy and they were moved to a lounge in the centre of the ship. Witnesses described how the 350 guests stayed "remarkably calm" as the crew attempted to outrun the suspected pirates. No passengers were harmed. Michael Nicholson, 73, from Haslemere, Surrey, told The Daily Telegraph that passengers continued drinking champagne while listening to the liner's pianist playing renditions of Rule Britannia. The ship, whose 200 crew were captained by a former Australian Royal Naval officer, was able to outpace the pirates and dinner was resumed before it sailed into a Zanzibar port yesterday morning. Naval authorities had been alerted.

"The captain said it was something out of the blitz and that we had lots of British bulldog spirit," said the former chief foreign correspondent for ITN, who was who was travelling with his wife, Diana, 70. A Saga spokesman declined to comment on what security measures his company's fleet of boats had in place but added that officials were happy with how the crew handled the incident. "When you are dealing with passenger and crew, we do think seriously about safety, security and comfort," he said. "Investment in security is not an option for us. We feel that it is part of what a modern cruise liner needs to be about."

It came as a new study from Chatham House, the foreign policy think tank, found that maritime piracy costs the global economy between £4.4bn and £7.5bn annually. Researchers concluded that Somali pirates, who sail out in fragile skiffs armed with AK-47s, ladders, grappling hooks and little else, were responsible for 95 percent of the cost.

A spokeswoman for the Passenger Shipping Association, a trade body, said that cruise companies took security seriously. "Cruise ships have a range of protective measures and devices to deal with whatever isolated incident arise," she said. "Where ships sail the waters all over the world, incidents can happen in any parts and crew can implement safety procedures for whatever requirement that may arise." **Source : ShipTalk**

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

## Noordhoek Shipping has for Sale

spare parts for :

### STORK Ricardo R156 diesel engine

Spare parts include parts for engine overhaul and include following but not limited to: injector nozzles, plunger with bush, delivery valve with seat, mountingset cyl head, in and exhaust valves, valve guide, crankpin bearings, washers, packing, O-rings ect, ect in several quantities max 6 off.

If of interest please contact our Technical manager mr Marcus Beerens at +31 111 456000 or E mail: [m.beerens@noordhoek.net](mailto:m.beerens@noordhoek.net) for the complete list of spare parts.

## NAVY NEWS

**LEKKO**  
*All about tugs*

[www.lekko.org](http://www.lekko.org)

## Hr. Ms. Amsterdam terug van missies



Photo : Willem Holtkamp ©

Zes weken later dan gepland is [Hr. Ms. Amsterdam](#) teruggekeerd in thuishaven Den Helder. Het Fast Combat Support Ship nam de afgelopen 5 maanden deel aan antipiraterij-missies in de Golf van Aden en het Somalisch bassin.

Ook is de bevoorrader ingezet in de wateren bij Ivoorkust. Minister Hans Hillen heette de 172-koppige bemanning welkom. Hij noemde hun missie een voorbeeld voor de Nederlandse samenleving en de politiek. "U heeft gewerkt binnen een strikt juridisch kader. Uw optreden was vastberaden, resultaatgericht, professioneel en tegelijkertijd ook gericht op het vermijden van geweld, maar altijd ten dienste van de missie. Natuurlijk heeft u gevochten maar het was geen vechtmis­sie. U heeft met de EU en de NAVO bijgedragen aan het veiliger maken van een deel van onze wereld."

De bewindsman bedankte ook de thuisblijvers. "Tot tweemaal toe kwam het telefoontje dat de terugkeer later werd. Zeker voor de kerst was dit niet de meest gezellige boodschap. Maar uw steun bleef onvoorwaardelijk."

### Atalanta

De missie van de Amsterdam begon op 11 september met het patrouilleren voor de Somalische kust in het kader van de EU-operatie Atalanta. De bemanning onderschepte 44 piraten, van wie er 5 voor berechting zijn overgebracht naar Nederland. Het marineschip begeleidde daarnaast koopvaardij­sche­pen, bevoorraadde partner marinesche­pen en leverde ondersteuning bij het ontzetten van het gekaapte zeiljacht Choizil.

### Ocean Shield

Door vertraging van aflosser [Hr. Ms. De Ruyter](#), eindigde de onder EU-vlag begonnen inzet voor de Amsterdam onder NAVO-vlag voor de missie Ocean Shield. Patrouilles voor de Oost-Afrikaanse kust duurde daardoor 3 weken langer.

### Ivoorkust

Door de gespannen situatie in Ivoorkust, ontstaan door een betwiste verkiezingsuitslag, werd de koers van de [Amsterdam](#), 3 dagen voor thuiskomst, opnieuw verlegd. Op verzoek van Frankrijk stuurde het kabinet de bevoorrader richting het West-Afrikaanse land, waar het de Franse helikoptercarrier [Tonnerre](#) voorzag van voeding, noodrantsoenen, munitie en brandstof. Ook stond de [Amsterdam](#) paraat om Europese burgers te evacueren en op te vangen.

### Herinneringsmedaille

De minister, Commandant der Strijdkrachten generaal Peter van Uhm en Commandant Zeestrijdkrachten vice-admiraal Matthieu Borsboom onderscheidten de bemanning vandaag met de Herinneringsmedaille Vredesoperaties.

Bron : Ministerie van Defensie



Seen in Nigeria the former U.S. Coast Guard Balsam-class seagoing buoy tender [COWSLIP \(WLB 277\)](#) now named [OLOGBO \(A 502\)](#), launched April 11, 1942, The [A 502](#) was decommissioned from the US Coast Guard 11-12-2002 and transferred to Nigeria 26-1-2003 the vessel is used for maritime law enforcement, training, and search-and-rescue in Nigerian service.

Photo : Peter Lankester ©



## SHIPYARD NEWS



The **INTAN GLORY** seen in drydock at ASL in Batam – Photo : Dennis Brouwer ©

## Drydocks, DNV work on LNG fuelled vessels

Drydocks World and DNV have entered into a cooperation agreement focusing on innovation and operational efficiency. DNV will provide technical assistance to Drydocks World's innovative projects, and support the yard with technical expertise in conversion projects, specifically related to enhanced environmental performance of ships, including gas fuelled engines. The agreement was signed by Khamis Juma Buamim, Chairman of Drydocks World and Maritime World and Henrik O. Madsen, CEO of DNV in Dubai on Wednesday. "We are happy to enter into this agreement with DNV, which is a leading classification society propagating innovative green technologies. This agreement enables DDW to capitalize on DNV's competencies and extensive maritime expertise on a global basis in assisting us to improve operational efficiency and overall capabilities," said Chairman Khamis Juma Buamim.

He added "We have always adhered to internationally accepted environmental standards and pushed forward with new equipment and techniques to reduce the environmental fallout of our activities. We have also advocated green technologies among our partners in the industry." The innovation part of the agreement will, among other things, focus on future conversions of vessels going from traditional fuels to LNG. CEO Henrik Madsen of DNV said this was a ground-breaking agreement. "Dubai is in the heart of a region where there is an abundance of LNG. I find it very promising that DDW demonstrates willingness to look ahead and prepare for a shipping market where LNG will play a much more prominent part as fuel. We will bring in DNV's unique competence on LNG fuelled vessels from more than 20 projects in Europe." DNV has recently unveiled a new concept VLCC with gas fuelled engines. "We are happy to co-operate with Drydocks World, which is one of the dominant shipyards in the world handling VLCCs and share some of our technical expertise especially related to fuel and energy efficient engines. LNG fuelled vessels are financially attractive in the long run, less polluting and opens a whole new concept in environment friendly ship technology," said Henrik O. Madsen. **Source: Khaleej Times**



Above seen the tender barge **WD Kent** at KFels Shipyard road (Singapore) . The **WD Kent** will be towed to Johor, Malaysia next week for lay-up - **Photo : Richard Qualm ©**

## **Two New England shipyards pay EPA penalties**

The U.S. Environmental Protection Agency says that two New England shipyards, one in Massachusetts and one in Rhode Island, are to pay penalties to settle claims that they violated federal environmental laws. Rose's Oil Service, a shipyard and fuel oil distributor in Gloucester, Mass., will pay \$130,000. EPA alleges the company discharged pressure wash water and stormwater without authorization under the Clean Water Act. EPA also says the shipyard also failed to

prepare a Facility Response Plan and an adequate Spill Prevention, Control, and Countermeasure Plan in violation of federal oil pollution regulations.

Promet Marine Services, which builds, repairs and retrofits vessels in Providence, will pay \$290,000 to settle EPA claims. According to EPA, Promet's use of paints exceeded volatile organic compound and hazardous air pollutant limits of the Clean Air Act. Promet violated the Clean Water Act through the unauthorized discharge of contaminated pressure wash water into the Providence River, EPA said.

"Facilities that repair and maintain marine vessels have the potential for a number of harmful impacts to human health and the environment," said Curt Spalding, regional administrator of EPA's New England office. "It's very important that facilities understand and follow measures designed to protect the health of our citizens and the environment that sustains us. I am pleased these companies have now taken a number of actions to improve their environmental compliance."

Rose's Oil Service builds and repairs vessels, and performs pressure washing, sanding, painting, metal working, welding and machining. Rose's Oil has a total oil storage capacity of about 160,000 gallons. After EPA inspected the company, Rose's Oil promptly came into compliance with federal law by eliminating process water discharges from entering Gloucester Harbor and by applying for required permits. Rose's Oil also developed the necessary spill response plans. Under the settlement with EPA, the company will pay \$98,000 for water-related violations and \$32,000 for oil storage violations.

Promet provides various marine services including pressure washing, painting and sandblasting. Paint used by Promet emitted excess levels of hazardous air pollutants and VOCs. These pollutants can cause human health problems and also contribute to the formation of ground-level ozone, a primary constituent of smog. Providence is an area that fails to meet federal air quality standards for ozone. The company is now using paints that comply with regulatory limits, has applied for required air permits, and has a process water recycling system at its facility to eliminate illegal discharges of copper, lead, zinc and solids in pressure wash water.

Both settlements include a certification by the shipyards that they are now complying with all requirements. **Source :** [MarineLog](#)

## Turkish RMK Launches 2nd Coast Guard Ship

Prominent Turkish shipyard RMK Marine has put the second Coast Guard search-and-rescue ship to sea, denoting critical progress in a 352 million euro (\$480 million) program, company officials said Jan. 11.

TCSG Guven is the second in a program that involves the production of four ships, officials said. RMK Marine had earlier launched the TCSG Dost, and that ship started sea trials last month. The Dost will be delivered to Turkey's Coast Guard Command this year, and the delivery of all four ships will be completed in 2012, the company said.

RMK Marine won the major contract in 2007. Its foreign technology partner is Italy's Fincantieri. The main local partner is state-run defense company Aselsan, which will manufacture command-and-control, communications and warfare systems.

The Italian Sirio-class ships are 90 meters long, 12 meters wide and have a maximum speed of 22 knots. The vessels will be used for patrolling, anti-smuggling, fire fighting and anti-pollution missions. Turkey is bordered by sea on three sides: the Black Sea in the north, the Mediterranean in the south and the Aegean Sea in the west. In the northwest, there is also an important internal body, the Sea of Marmara, between the straits of the Dardanelles and the Bosphorus, which connect the Black Sea with the rest of the world.

The total Turkish coastline is 4,474 miles, excluding islands. **Source :** [defensenews](#)



## ROUTE, PORTS & SERVICES



### Whatever the ship. Wherever delivered.

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered.



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



SIMACHARTERS **JAN VAN GENT** seen operating at Maas 4 anchorage to collect the photographer from the **CAMILLA MAERSK** – Photo : Clemens Smits ©

## CNOOC's profit up 90% as output rises

China National Offshore Oil Corporation (CNOOC) Ltd, China's biggest offshore oil producer, said profit rose 90 per cent in the first nine months of last year as it ramped up production to meet demand in the world's fastest-growing major economy.

Consolidated net income increased to 38.9 billion yuan (Dh21.61 billion) from 20.5 billion yuan a year earlier, the Beijing-based energy explorer said in a statement to the Hong Kong stock exchange yesterday. CNOOC, which normally only discloses nine-month revenue and production figures, gave details of its unaudited profit for the period ahead of planned bond sales.

CNOOC benefited from a 35 per cent jump in realised oil prices during the period and plans to drive its future growth with overseas acquisitions and discoveries at home. Full-year profit may have increased 72 per cent to 50.6 billion yuan, the median estimate of 15 analysts shows.

"The profit figures are in line with our estimates for the full year," said Neil Beveridge, an analyst at Sanford C. Bernstein and Co in Hong Kong. "The company is benefiting from higher production and oil prices, and may have performed better in the fourth quarter as average crude prices rose."

CNOOC spent at least \$8.4 billion (Dh30.85 billion) on assets in Latin America and the US in the past 12 months to secure supplies to help meet China's energy needs. Most of CNOOC's oil production comes from off the Chinese coast, with about 15 per cent drilled overseas, the company said in its nine-month sales report on October 28. **Source :** *Gulfnews*



The **ANGELES** seen in Rio Grande – **Photo : Marcelo Vieira ©**

## **Congestion Overwhelms Port Chennai**

India's Port of Chennai, rattled by serious congestion since mid-November, faces more delays as a three-day local festival holiday begins Friday. "We foresee the situation worsening with the holidays, which could slow down cargo evacuation considerably due to shortage of trucks and drivers," a representative of the Chennai Steamer Agents' Association said.

As of Friday morning, nearly 17,000 20-foot equivalent units, mostly imports, are jamming the terminal yard, which has a normal storage capacity of about 8,000 containers. "The situation is alarming with additional volume from each vessel adding to the already-stretched capacity, with no simultaneous evacuation taking place at the desired pace because of poor road conditions and gate restrictions," the association said.

Import evacuation is less than 1,000 units a day compared with a normal average of 2,500 moves a day. "There are import boxes that have been stranded in the terminal for more than two weeks," the group said. The association, which represents the entire ship agents' community in the port, also said vessels are experiencing severe delays, averaging two to three days for berthing and four to five days for quayside operations. Hapag-Lloyd Jan. 12 announced Chennai congestion surcharges of \$50 per TEU on exports and \$65 per TEU on imports, starting Jan. 23, to offset increased operational costs.

"The situation calls for immediate drastic actions as no shipping line can operate and serve the trade in this environment," it said. A shipping line agent at Chennai said the turmoil is likely to persist through this month. Recent measures, including extended gate timings, taken by port terminal authorities under pressure from the trade are expected to help drive some operational improvements next month. Chennai is India's second-largest container gateway, having handled 1.12 million TEUs from April through December. **Source : The Journal of Commerce**

## **Robuuste nieuwe Botlekbrug**

De nieuwe robuuste Botlekbrug wordt de blikvanger van de verbrede A15 tussen de Maasvlakte en het Vaanplein. "We hebben drie totaal verschillende ontwerpen gekregen, die allemaal voldeden", blikken Jaap Zeilmaker en Adrie Franken van Rijkswaterstaat terug op de aanbesteding van het contract.

Het ontwerp van de nieuwe hefbrug van Wintermans Architecten meet twee keer 45 bij 90 meter en wordt daarmee een van de grootste hefbruggen van Europa. "We hebben de maten zelf voorgeschreven, maar het ziet er wel erg indrukwekkend uit. Zeker als je dit ontwerp in perspectief tot de huidige brug zet", constateert projectmanager Zeilmaker. Wie duidelijk formuleert wat je wilt hebben, kan rekenen op maximale inspanning van de markt. "Blijf je



zelf een beetje vaag, dan komt de markt ook niet met heldere antwoorden. Dat mag in theorie simpel klinken, maar geeft in de praktijk veel hoofdbrekens. Want hoe formuleer je

omgevingsmanagement bijvoorbeeld. Door uitputtend te praten over bewoners, gemeenten, ProRail, brandweer en bedrijven voorkom je verrassingen tijdens de uitvoeringsfase", vult contractmanager Franken aan. Duidelijke functionele eisen en die goed weten te beargumenteren is de crux

voor een goedlopende procedure, luidt hun belangrijkste conclusie. In april krijgt het consortium A-Lanes A15 (John Laing, Ballast Nedam, Strabag en Strukton) het onderhoud van de bestaande snelweg alvast overgedragen. Na de zomervakantie beginnen de eerste werkzaamheden voor de wegverbreding naar twee keer vijf rijstroken, een nieuwe Botlekbrug en renovatie van de Botlektunnel. Met de combinatie van ontwerp, bouw, financiering en twintig jaar onderhoud is ruim 1,5 miljard euro gemoeid. Het winnende consortium wist ruim 200 miljoen euro lager in te schrijven dan de twee andere partijen: Poort van Europa (BAM, CFE, Vinci) en OptimA15 (DIF, Fluor, Heijmans, VWS). Via Portus (Macquarie, Dura Vermeer, Besix) heeft de intensieve dialoofase niet doorlopen en viel al in een eerder stadium af.

Het grote verschil tussen de winnaar en de afvallers zit volgens de managers niet in één punt, maar in een slimme, integrale aanpak. "Het is niet zozeer vernieuwende techniek, maar het ontwerp past goed bij het onderhoudsplan en de fasering is slim", willen de managers in grote lijnen kwijt. Alledrie de partijen hebben uitstekend gescoord in de filebestrijding tijdens de uitvoering, een van de zogenoemde emvi-criteria. "Allemaal in de buurt van ons meest gunstige scenario voor voertuigverliesuren. Dat verdient echt een compliment", vindt Franken. Een team van de TU-Delft rekende mee bij de beoordeling van de voorstellen. De rollen tijdens de dialoofase waren duidelijk verdeeld. In teams van zes mensen leidde Franken de dialooggesprekken en bleef Zeilmaker op de achtergrond. Om de paar weken werden formele dialoogrondes tussendoor gehouden. In plaats van formele nota's van inlichtingen koos Rijkswaterstaat voor informeel specialistisch overleg. Daarmee werd het aantal officiële vragen beperkt tot een kleine duizend. Dankzij de ervaringen bij de Tweede Coentunnel waar nog 3000 vragen werden gesteld. In totaal is er 600 uur specialistisch overleg geweest. "Als team denk je steeds drie stappen vooruit en heb je altijd een plan B achter de hand", schetst Zeilmaker de intensieve dialoofase. Het grote verschil van een dbfm ten opzichte van een d&c is dat je voor de gunning al duidelijkheid moet hebben over onderhoud en exploitatie. Een bestuursovereenkomst gevolgd door een uitvoeringsovereenkomst met alle betrokken partijen voorkomt veel discussie. "Laat je dat achterwege dan weet je zeker dat er gewekte verwachtingen zijn waaraan je niet voldoet. Nu is duidelijk wat je wanneer doet, wie verantwoordelijk is en wie het aanspreekpunt." Veel partijen zullen nog wel even moeten wennen dat Rijkswaterstaat straks niet het eerste aanspreekpunt is, maar het consortium. In de voorfase heeft het projectteam zich laten bijpraten bij de Tweede Coentunnel, A2 Maastricht, Westerscheldetunnel, Tweede Maasvlakte en bij de collega's in Engeland. Het projectteam van de A6/A9, waar de komend jaren vier dbfm-contracten ter waarde van 4 miljard euro worden voorbereid, profiteert weer van A15. In Noord-Holland gaan ze nu direct aan de slag met een vergelijkbaar projectteam als bij de A15. "Dat is alweer winst." "Toen we afgelopen 28 augustus de 'preferred bidder' aanwezen, lagen we drie dagen voor op schema. We hebben ons volledig gehouden aan de planning die we eind 2008 hebben afgegeven. Het heeft af en toe moeite gekost, maar het geeft veel duidelijkheid voor marktpartijen om te weten wat ze wanneer konden verwachten."



In het verleden heeft Rijkswaterstaat volgens Zeilmaker wel eens halverwege de rit functionele eisen gewijzigd of de planning losgelaten met veel onrust tot gevolg. "De druk van binnen onze eigen organisatie is groot om dat te doen. Voortschrijdend inzicht en nieuwe mensen brengen dat met zich mee, maar we hebben bewust gekozen onze eisen te bevroren en gedurende de rit niet te wijzigen. Nu na gunning kunnen eventueel nog noodzakelijke wijzigingen worden doorgevoerd. Als de Tunnelregisseur met nieuwe specificaties komt voor de tunneltechnische installaties bijvoorbeeld, maar het contract is gebaseerd op de uitgangspunten uit 2008", schetst Zeilmaker. Het project wordt dit jaar samen met de A12 Lunetten-Veenendaal geëvalueerd en dan wordt ook duidelijk hoe de inschrijvers de procedure hebben ervaren. "We kunnen met allemaal nog door één deur, al zal niet iedereen even gelukkig zijn met de uitkomst."

Bron : Cobouw



The Coast Guard cutter **P 811 PANTER** seen arriving in Willemstad (Curacao) with in the background the **SEA PRINCESS**

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

# DISA

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

VCA\*\* ISO 9001  
BUREAU VERITAS  
Certification

### SUBSEA

### CIVIL CONSTRUCTION

### ENGINEERING

[www.disamaritime.com](http://www.disamaritime.com) Providing worldwide underwater solutions

## Tianjin port hits 10 million TEU and 400 million tonnes in 2010

Tianjin became the first port in northern China whose throughput hit 400 million tonnes as of December 21, at which point its container volume hit 10 million TEU, Xinhua reports. Tianjin Port Group's assets were estimated to come to CNY70 billion (US\$10.6 billion) by the end of 2010, three times of the value in 2005 with revenues of CNY15 billion -

195 per cent higher than in 2005. According to the development plan the port announced in April 2010, the Port of Tianjin plans to upgrade its sailing channel to accommodate 300,000-tonne ships, raise box volume to 17 million TEU and overall cargo tonnage to 550 million tonnes in 2015. The city's shipping and relevant industries are expected to be valued in excess of CNY200 billion. **Source: schednet**



The **SCH 27 SCOMBRUS** seen in IJmuiden – **Photo : Marcel Coster ©**

## **Australia's Brisbane port to remain shut until Sunday**

Australia's Port of Brisbane will remain closed at least until Sunday to all commercial shipping due to continued flood-related strong currents and debris, it said Thursday. "The earliest possible movements of priority shipping in the port would be Sunday, 16 January," it said in a statement on its website. "Any ship movements will be...only allowed under strict conditions by time, area, currents, and channel conditions. Movements will also be subject to the channel being unobstructed by sunken debris or other navigational hazards." However, it added the floods that hit Queensland and Brisbane this week had not damaged any port infrastructure.

"Roads have remained open and our power supply is stable," it said. Disruption from this week's floods to ports and other operations are reckoned to have held back 14 million mt of coal from the seaborne-traded markets to date, according to an analysis published by Australia's Commonwealth Bank. Queensland's coal exports could take six months to fully recover from the effects of the extensive flooding, the bank said. Moreover, the flooding in Queensland is expected to slow the growth of coking coal exports to 3% this year, down from previous forecasts of 10%, and keep total Australian exports of coking coal to 146 million mt in 2011. "The impact on thermal coal markets is less dramatic. We estimate 3.6 million mt may be removed from Queensland thermal coal exports," the bank said. The estimated loss of 3.6 million mt of thermal coal exports from Queensland is equivalent to 1% of the traded thermal coal market in 2010. Goldman Sachs, in another report on the Queensland floods, said Brisbane is an exclusively thermal coal port with an estimated throughput in 2010 of 8 million mt. Brisbane port staff are currently working with shipping agents and Maritime Safety Queensland "to ensure the most efficient scheduling of vessels over coming weeks once the port is reopened," the port said in its statement. **Source: [www.platts.com](http://www.platts.com)**





The **BKM 102** seen off Barrow island WA (Australia) - **Photo : Robert ©**

## PT Newport Marine Services acquires anchor handler

PT Newport Marine Services in Jakarta, Indonesia, has announced that as part of its ongoing fleet expansion programme it has acquired the anchor handler **Panther Tide** from Tidewater. The vessel has been renamed **NMS Panther** will be used to support the offshore oil and gas industry in Indonesia. **Source : Offshore Shipping Online**



Above seen the 1982 built EGY flag and owned offshore tug/supply ship **MARIDIVE VIII** entering Valletta , Malta on Friday 7th January 2011 after completing sea trials offshore Valletta

**Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**



## Concordia Maritime Participates in a Chartering Contract of Two Aframax Tankers

Concordia Maritime participates with 50% in time charter contracts for two Aframax tankers with high ice class (1A). The contracts are made by Stena Bulk. An Aframax vessel is around 110 000 dead weight tons and carries mostly crude oil. The contract extends from mid-December 2010 to the end of the first quarter of 2011, and includes a profit sharing clause, meaning that the ship owner gets part of the market earnings above a certain level.

The ships are operated by Stena Bulk's Helsinki office, and employed in northern Europe. The market for this kind of tonnage is very volatile, especially during winter months and is among other things affected by ice conditions in the Baltic Sea. Shipping rates can for short periods be very high and then fall back to lower levels very quickly.

Source : Concordia Maritime



The dredger **PROFESSOR GORJUNOV** seen in Singapore Tuas – Photo : Crew HAM 318 ©

## OLDIE – FROM THE SHOEBOX



Above seen the 1960 Caledon Shipbuilding & Engineering Co Ltd, Dundee. Yard built (no. 520) 8,242 grt; 9,624 dwt; part refrigerated. **EUROPE II** operated by European Navigation Inc, Piraeus, Greece, built as the **MARON** for the Blue Funnel Line, renamed in 1975 in **RHEXENOR**, 1977-transferred within Ocean Transport & Trading Group to Elder Dempster, renamed **OPOBO**, 1978 sold to European Navigation Inc renamed **ELFORTUNE** (Cyprus flag); later in 1978 renamed **EUROPE II** (Greek flag). In 1987 the vessel ended up at the breakers in Aliaga (Turkey)  
Above is the **EUROPE II** seen passing Rozenburg enroute Rotterdam 5/4/1980. Photo : Willem de Voogd ©

## BOEKBESPREKING

Door : Frank NEYTS

### “Op walvisjacht naar Spitsbergen”

Bij Uitgeversmaatschappij Walburg Pers verscheen “Op walvisjacht naar Spitsbergen. Een hachelijke onderneming in de Noordelijke IJszee, 1774-1778”. Bezorgd en ingeleid door Louwrens Hacquebord.

Fedde Jansz Visser was 20 toen hij voor het eerst naar Spitsbergen afreisde om op walvissen te jagen. Hij was nog maar net stuurman en bereidde zich voor op deze tocht door gegevens over de baaien van Spitsbergen uit de atlas van Johannes van Keulen over te schrijven in een memoriaal. Gewapend met deze kennis voer hij uit met het schip ‘Weltevrede’, waarop Cornelis de Leeuw uit De Helder commandeur was. De walvis was door de jacht al behoorlijk schuw geworden en verdween in het pakij's zodra een walvisvaarder in de buurt kwam. De schepen zeilden daarom steeds verder in het ijs. Soms té ver, waardoor een schip door het ijs werd gekraakt. In 1777 vergingen op deze manier 14 schepen en kwamen honderden opvarenden om. Dit boek is een authentieke weergave van bijgehouden scheepsjournalen én Visser's memoriaal. Een uitgebreide inleiding van Louwrens Hacquebord plaatst de documenten in de context van het 18de-eeuwse walvisvaartbedrijf. Een aanrader!

“Op walvisjacht naar Spitsbergen” (ISBN 978-90-5730-693-8) telt 160 pagina's, en werd als hardback uitgegeven.

Het boek kost 29,50 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. . In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail:

[info@agorabooks.com](mailto:info@agorabooks.com)

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



The **WEC VERMEER** seen in Rotterdam – Photo : Jan Simons ©

**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.**

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.

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