

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 161



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**The WIND SURF seen moored in Messina with in the background the NAVIGATOR OF THE SEAS**  
**Photo : Capt. Maurits Groothuis – Master MSY Wind Surf ©**

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The **MSC ADRIATIC** seen in Cape Town – Photo : Ian Shiffman ©

## Ship owners looking towards second half of the year to meet or surpass 2011 business goals

With the first half of the year closing in, ship yards around the world are in the verge of looking back 2011 so far, with the larger Korean Yards likely reflecting on how well or not they have done against their annual targets said Clarksons in its latest report. Currently it is Samsung who lead the way in terms of meeting their targets, which is due to their continued success in the LNG, offshore and container markets. Reportedly they have already won orders amounting to over 90% of their annual sales target. HHI, DSME, STX and SPP are also reported to be well on the way towards reaching their targets and Sungdong have been reported to increasing their target by more than 40%, after a successful start to the year.

"As previously reported, this sadly is in stark contrast to some of the smaller yards in Korea, who have somewhat struggled to win new business in their preferred areas of smaller bulkers and chemical tankers due in part to a much slower market and stiff competition from their Chinese counterparts. It will be interesting to note how the second half of the year pans out for these smaller yards" said Clarksons.

In a separate weekly report, Golden Destiny said that the past week ended with 90% increase of newbuilding business in the bulk carrier segment with vessels of all sizes being on the spotlight, from very large ore capes to handysizes. "The week ended with 72 orders reported in total, equaling a total deadweight of around 5,5 mil tons at a total

invested capital of region \$4,5 bn, 60% of the total number of newbuilding transactions reported with undisclosed newbuilding price. In terms of invested capital, the most overweight segment appears to be the offshore and container segment, even the irrational bulk carriers' ordering spree, grasping around 50% of the total invested capital this week. At a similar week in 2010, the newbuilding activity was down by 10% than current levels with 80 new contracts to had been reported worldwide and bulk carriers winning 60% share of the total volume of reported contracts. In spite of bulk carriers grasping the highest share of this week's newbuilding business (40%), shifting ordering trends towards offshore, container and gas tanker segment are still visible. In the tanker sector, the MR size has started to become very fashionable investment recently supported by strong freight rates" said the shipbroker.

According to Clarksons data in terms of reported business; In Dry, Centrans Ocean are reported to have ordered a series of 10 x 76,000dwt Panamax bulk carriers at Rongsheng H.I. with the vessels due to begin delivering from End 2012 onwards. Meanwhile Samjin are reported to have won an order from an unknown Korean Owner for 2 option 2 vessels of their 58,000dwt design with deliveries scheduled from End 2012 and into 2013.

In Wet, Clients of Thenamaris are reported to have signed for a series of 4 x 51,000dwt MR tankers with the vessels due to deliver in 2H 2012 and 1H 2013. Norden are also reported to have signed with STX, ordering 4 firm units of 49,600dwt and a further 2 options, with the firm vessels due to deliver in from 1H 2013 onwards. Knutsen NYK are reported to have ordered one additional 123,000dwt Shuttle tanker at Hyundai H.I. due to deliver in Sep 2013. In addition, Palmali Shipping have ordered 5 x 7,050dwt Product tankers at Besiktas Shipyard in Turkey delivering from Early 2013 onwards.

Finally in Gas and other sectors, Dynagas have ordered 2 option 1 x 155,000Ccbm LNG Carriers at Hyundai H.I. with the firm units due to deliver in 2013. Sovcomflot meanwhile have ordered 2 option 2 x 170,200dwt LNG Carriers at STX Shipbuilding with the firm vessels due for delivery in 2013 and 2014 respectively. Finally P&O Cruises are reported to have placed an order at Fincantieri for one 141,000gt Cruise Ship due to deliver in 1Q 2015 at a reported price of USD 805 Mill. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **Zhen Hua 13** arrived on the River Forth on 3/3/2011 to deliver the crane seen in the background. The crane will be used in the construction of the two Royal Navy Aircraft Carriers. Originally it was thought the **Zhen Hua 13** would be in Rosyth for 42 days, 65 days down the line and she eventually sailed from Rosyth on 7/6/2011.

**Photo : Iain Forsyth ©**



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## COOK RON SWAPS VESSEL



After 12,5 years of dedicated service, chief cook **Ron Verbrugge** will swap the **Tideway Rollingstone** for the brand new **Flintstone**.

**Ron, on behalf of the entire crew, many thanks for all those years.**

crew of **Tideway Rollingstone**.

## Arcadia passengers protest over US immigration delays

US immigration officials forced 2,000 passengers on a P&O Cruises ship call in Los Angeles into lengthy checks forcing the line to extend the stay and miss a future port of call. People travelling on adults-only ship **Arcadia** had questioned the need for lengthy security checks on the vessel's tenth stop in the US as part of an extended voyage from Southampton to Alaska and back. Although they had already been given advance clearance for multiple entries to the country during the cruise, all passengers were made to go through full security checks in a process which took seven hours to complete. Passengers claim that the extra checks were carried out in "revenge" for what had been a minor spat over allegedly overzealous security, the Daily Telegraph reported. They complained of being "herded like animals" and made to stand for hours in temperatures up to 80F with no food or water or access to lavatories. Some were said to have passed out in the heat while others were left confused and bewildered.



The **ARCADIA** seen in Los Angeles May 30<sup>th</sup> – Photo : Bob Duckson ©

To compound the situation, the officials' computer broke down and further delays resulted. The immigration delays forced P&O to extend the stay in LA by a day forcing it to cancel a later stop at Roatan, Honduras. With a total of 15

stops scheduled at US ports during the 72-night cruise, the passengers all completed standard US immigration (ESTA) forms designed for multiple-entry trips. Passenger John Randall, a retired dentist from Wigan, was quoted as saying: "A couple of passengers got a bit stropky about having to go through all the rigmarole again and these petulant officials decided to take revenge." In a letter to the captain he said: "We are holidaymakers, here to try and enjoy ourselves - we are not potential inmates of Guantamo Bay, and should not be treated as such." A P&O Cruises' spokeswoman said that passengers were kept on the vessel to prevent them queuing for more than about an hour. "The delay in immigration procedures was largely to blame on issues with the Customs and Border Protection (CBP) computer systems, not aided by the verbal approach that a minority of our passengers, clearly frustrated by this delay, took with the local immigration officers," she said. "The US has a record for the most stringent and thorough security and entry requirements in the world, and they felt the need to enhance their security checks further, which they have the power to do." **Source : [travelweekly.co.uk](http://travelweekly.co.uk)**

## **Naked rower rescued off Australia after head cut**

An Irishman rowing naked across the Indian Ocean has been rescued off Australia after he hit his head in rough seas. Keith Whelan stopped the bleeding himself after a swell threw him. He called a member of his team in Britain on Tuesday morning who notified Australian authorities. A cargo ship eventually picked him up. Naomi Smith with the police in Perth said the injury was minor and Whelan is being taken to Bunbury on Australia's western coast - 370 miles (600 kilometers) south of Geraldton, where Whelan set off last month. The 29-year-old wants to become the youngest person to sail from Australia to Mauritius, off Africa. But he's added another twist: He's not wearing clothes. Bad weather has already forced Whelan back to shore once. **Source : [thenakedadventurer.com](http://thenakedadventurer.com)**



The 2007 built **FLINTERLAND** seen in Rio Grande – **Photo : [Marcelo Vieira](#) ©**

## **Shipowners Fail to Disclose Torture by Pirates, Idarat Says**

Shipowners are failing to disclose the scope of Somali pirates' torture of crews off the East African country's coast to avoid alarming seafarers working in the danger zone, a security adviser said. "It is not in the interests of the shipping industry to make information about crew mistreatment generally available because of the level of mutinies which would take place," Andrew Palmer, chief executive officer of Idarat Maritime Ltd., which advises owners and governments, said today at a conference in London. The pirates are intensifying the use of torture against crews on ships seized off east Africa to get higher ransom payments from shipowners more quickly, Louisville, Colorado- based

One Earth Future Foundation said June 2. Attacks added between \$7 billion and \$12 billion in extra transportation costs as ships altered course, paid for extra insurance premiums and employed armed security guards to protect their vessels, One Earth said in January.

Information about how hostages are treated is closely held and sometimes classified by the military, according to Kaija Hurlburt, lead researcher on a One Earth report into the human cost of piracy released today. A third of the 1,090 crew held hostage in 2010 were tortured or abused, the foundation said. There are more than 100,000 seafarers at any one time preparing for, or transiting through, the Indian Ocean and Gulf of Aden region where pirates are active, according to Bill Box, secretary of the industry group Save Our Seafarers. "Unless we have this part of the piracy picture provided to the world, we are missing something," Pottengal Mukundan, director of the London-based International Maritime Bureau, told the conference. The event was organized by the Royal Institute of International Affairs, which is also known as Chatham House. **Source: Bloomberg**



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## **Death Toll Reaches 27 After Kalimantan Ferry Capsize**

Rescuers have recovered 27 bodies following the accident off Kota Baru in South Kalimantan. At least five people remain missing. A ferry disaster in South Kalimantan has claimed 27 lives, officials confirmed on Tuesday, amid concern the death toll may rise as an estimated five people remained missing.

On Monday, 17 bodies were recovered from the KM Martasiah after it was hit by strong waves and capsized in the waters near Tanjung Dewa village, Kota Baru. The Martasiah was on its way to Geronggang, Central Kelumpang, also in South Kalimantan.

The coordinator of the search and rescue team, Rusliansyah, said on Tuesday that the team had retrieved a total of 27 bodies from the ocean and saved 73 people. Initial reports said 33 survivors were being treated at local hospitals, but on Tuesday it emerged that the ferry was carrying at least 105 people.

"We estimated five other people remain missing but there's no exact number because these kinds of boats don't usually have definite number of passengers – some people just hop on without being listed," he said. Rusliansyah said the search and rescue process had been hampered by high waves and bad weather, but added that the search for the missing would continue today. The team will also continue to gather more information about the number of people on board the ferry, he said. Most of the survivors, he added, only suffered minor injuries and had been allowed to return home after undergoing medical examinations at Kotabaru Regional Hospital. "Only two people are being treated at the hospital's intensive care unit," he said.

Sutopo Purwo Nugroho, a spokesman for the National Disaster Mitigation Agency (BNPB), said the accident was caused by extreme weather and the ferry was possibly overcapacity.

Spokesman for the Ministry of Transportation, Bambang Ervan, said the disaster could have been avoided if the regional government had paid more attention to ferry capacity and safety. "The boat weighs about six tons; according

to regulations it shouldn't carry more than 50 people, but it was carrying more than 100 people," he said "It is clear there was a major overcapacity problem.

"Even without bad weather, the boat was in great danger anyway," he said. Bambang said the regional government was responsible for monitoring whether commercial boats had complied with all the necessary regulations.

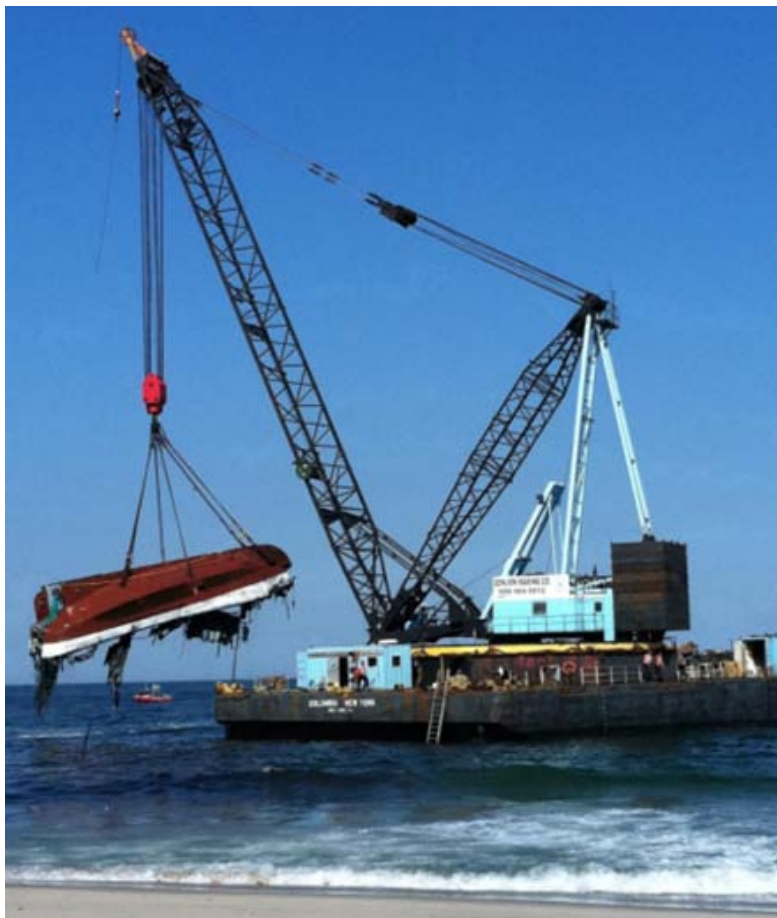
He said the ministry would write a warning letter to the local transportation agency as well as to the South Sulawesi governor to prevent similar accidents from happening in the future.

"We have also asked the local police to investigate the accident," he said. "We have to find out whose error caused nearly 30 people to die."

Indonesia is heavily reliant on maritime transportation for travel across the archipelago, but the safety record of the industry is poor, and disasters are common.

Among the worst accidents was the capsizing of another overloaded ferry in January 2009 in Majene, West Sulawesi. Only 36 out of more than 300 people on the boat survived. And in December 2006, a ferry went down in a storm off the coast of Java, killing more than 500 people.

## DONJON MARINE COMPLETES WORK ON SUNKEN ATLANTIC TRAVELER



On May 11, the 70-foot fishing boat [Atlantic Traveler](#) sank after hitting the South Jetty of Manasquan Inlet off Point Pleasant Beach, New Jersey. Three crewmen onboard were rescued by the U.S. Coast Guard.

The vessel sank outside the south Jetty in an Ocean Environment in an upside down position. After more than three weeks of inclement weather, Donjon Marine was able to mobilize its 400-ton capacity Derrick barge [Columbia, NY](#) from its home base in Port Newark, New Jersey to perform the wreck removal of the vessel. During the bad weather period, Donjon salvage crews, working from the beach, prepared the upside down vessel for lift by cutting holes through the hull for placement of the heavy lift slings. Once weather subsided, Donjon completed the salvage effort in one day. Due to the damage sustained to the vessel as a result of the sinking, the [Atlantic Traveler](#) will be cut up, and recycled. "Donjon's effort on this project was multi-faceted and we are proud of the work that was completed in a timely and efficient manner," said John A. Witte, Jr., Executive Vice President, Donjon Marine.

## MV YUAN XIANG released from Pirate Control.

On the morning of the 8 May it was confirmed that the [MV YUAN XIANG](#) had been released from pirate captivity after being held for 207 days. She was pirated on the 13th November 2010 approximately 650 nautical miles East of Salalah (Oman). The vessel has a crew of 29 Chinese and is heading to a safe port. No further information on the crew is available at present.



The 1986 built 122 mtr long **ASPENDOS M** seen arriving in Valetta (Malta) – Photo : Gejtu Spiteri ©

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## Beijing rejects Manila accusations

China on Tuesday hit back at the Philippines' accusation of an "increasing presence and activities of Chinese vessels in the South China Sea" as being "unacceptable" and asked Manila to stop harming China's maritime rights and interests. "Chinese vessels were cruising and carrying out scientific studies in waters under China's jurisdiction, and their activities were in line with the law," Chinese foreign ministry spokesman Hong Lei told reporters on Tuesday, urging the Filipino side to stop making irresponsible remarks that go against the facts. Beijing said its position on the South China Sea is consistent and clear-cut and is in accordance with the international law. The Philippines said Saturday that China's move to dispatch vessels to "disputed areas" of the South China Sea "hampers the normal and legitimate fishing activities of the Filipino fishermen" and "undermines the peace and stability of the region," according to AFP. Filipino Defense Secretary Voltaire Gazmin claimed on Tuesday that the US had a stake in the stability, security and freedom of the world's second-busiest sea lane.

"The US presence is a deterrence to any unlawful activity in the South China Sea," Reuters quoted Gazmin as saying to reporters. The US has forward bases in East Asia and its carrier battle groups have also been making regular visits to the Philippines, where it used to maintain two huge bases until 1992. Speaking at the 10th Asia-Europe Foreign Ministers' Meeting in Hungary, Chinese Foreign Minister Yang Jiechi said Monday that any attempt to complicate the situation would be in nobody's interests. Yang said the situation in the South China Sea is stable, that maritime security and freedom of navigation and fly-overs are obvious and that any attempts to make things otherwise are contrary to the will of the international community. It is wrong for countries in the region to try and use Washington's power to counter Beijing as China will not make any concessions on its sovereignty, Zhuang Guotu, director of the Center for Southeast Asia Studies at Xiamen University, told the Global Times. "Only dialogue and consultation among relevant countries in the South China Sea can bring peace and stability in the region," he added. Hong reiterated on Tuesday that China has indisputable sovereignty over the South China Sea islands and their adjacent waters. Hong's remarks came in response to an anti-China demonstration in Hanoi to demand that China stay out of waters claimed by Vietnam. He urged Vietnam to make earnest efforts to how appropriately handle maritime issues and maintain stability in the South China Sea. **Source: Global Times**



The **AIDA** seen moored in Southampton – Photo : Peter Hollands ©

## CASUALTY REPORTING



## Singapore: Ferry beached north of Pulau Tekong

At about 11:25am last Tuesday, the Maritime and Port Authority of Singapore (MPA) was informed that a Belize-registered passenger ferry, 'FB **Falcon Princess**', had an engine problem and beached north of Pulau Tekong about 1.8 kilometres west-southwest of Tanjung Belungkor Ferry Terminal, Johor. The incident occurred within the Singapore port limit. The passenger ferry was on a scheduled trip from Changi Ferry Terminal to Tanjung Belungkor Ferry Terminal. At the time of the incident, there were 24 passengers and 11 crew onboard the vessel. All passengers were safely transferred to Tanjung Belungkor Ferry Terminal using other passenger craft. There was no report of any injury or pollution. The MPA says vessel traffic remains unaffected

## NAVY NEWS



The Dutch MCM **M 850 ALKMAAR** is sold to Latvia and renamed **M-08 LVNS Rūsiņš**, above is the MCM still seen under the Dutch flag and callsign passing Hoek van Holland outward bound – **Photo : Frans de Lijster ©**

## Russia and Norway ready for joint Arctic emergency drills

Russia and Norway are preparing for joint emergency drills on search and rescue and oil spill cleanup in border areas in the Varanger Fjord. The Exercise Barents 2011 takes place on June 8 in the outer parts of the Varanger fjord and include units and vessels from the Norwegian Coast Guard, the Northern Fleet and FSB's Coast Guard Service, among others. Rescue helicopters from both countries also take part in the exercise. Exercise Barents has been conducted annually since the 1980-ies. The traditional main partners in these exercises are the Joint Rescue Coordination Center Northern Norway in Bodø and the Maritime Rescue Coordination Center in Murmansk. Planning of the exercise alters between the two countries every year. This year's exercise is planned by the Russian side and will include search and rescue of the crew of a Russian fishing vessel and cleanup of some 250 tons of diesel oil leaking from the shipwreck. Cooperation between the rescue coordination centers in Bodø and Murmansk has also proved to be fruitful during real accidents. Norway has on several occasions saved Russian sailors in distress, even on Russian territory. In December 2007 twelve Russian sailors were saved from a sinking cargo vessel outside the Rybachi Peninsula by a Norwegian rescue helicopter. The Norwegian crew was later awarded with the Russian medal for noble deed. Norway and Russia also cooperate in Russia's largest international rescue exercise Barents Rescue, where also Finland and Sweden participate. **Source : BarentsObserver**



Above seen the **USS Monterey** moored in the harbor of Constanța Romania on the 8th of June.

**Photo: Andor de Hoop ©**

## Navantia-built LHD “Juan Carlos I” Arrives in Istanbul

Last week Sunday, 29 May, the Spanish Navy's ship, LHD “**Juan Carlos I**”, arrived in Istanbul for a stopover during her first resistance voyage started on 2 May. The aim of this cruise around the Mediterranean is to check functioning of equipment and systems during long navigation periods as well as to enable internal crew training.

During this period various flight operations have been carried out, for which three helicopters and a “Harrier AV-8B Plus” are embarked. She also carries a landing force made up of 100 Marines, various vehicles and 2 LCM-1E amphibious assault craft, also built by Navantia.

The LHD “**Juan Carlos I**” was designed and built by Navantia and delivered to the Spanish Navy in September 2010.

This programme has contributed to the Australian government choosing Navantia's design for their programme of two amphibious ships based on the “**Juan Carlos I**”. The most noteworthy aspect of this ship is her versatility, being capable of undertaking a large diversity of missions. Her dimensions make her the biggest ship ever built by Navantia for the Spanish Navy and her construction has positioned Navantia as a world reference in this sector. During their stay in Istanbul, the crew have received VIP visits both from members of the Turkish Navy as well as representatives of local industry, showing them all the ship's operating capacities that have resulted from Navantia's design and construction. The LHD “**Juan Carlos I**” is now seen as a highly significant candidate for the Turkish Navy's LPD programme. **Source : Defpro**



The **P 841 ZEELAND** seen fitting out at the Damen-De Schelde Naval yard in Vlissingen - **Photo : Arie Valk ©**

## SHIPYARD NEWS

A photograph of an offshore support vessel, the ITC Helix, operating in the ocean. The vessel is orange and white, with a yellow crane on deck. It is moving through the water, leaving a white wake.

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Above seen Odfjell's Mngmt 24,728 dwt Chemical Tanker "BOW EAGLE" carrying out afloat repairs at Cernaual Shipyard in the port of Algeciras. Photo : Enrique Pérez - Cernaual Shipyard ©

## Hyundai, Samsung shipyards clash in drillship market

The competition in the market for drillships is heating up with Hyundai Heavy Industries Co. threatening Samsung Heavy Industries Co.'s dominance. As drillships represent something of a golden egg for shipbuilders, a drillship typically costing more than \$500 million, Hyundai Heavy has turned its eyes to the market in recent years. The company's first drillship was delivered late last year. In addition to being highly valuable, drillships require cutting edge technology, effectively barring newcomers from the market. With few shipbuilders capable of building such vessels, the world market has been dominated by Samsung Heavy and its Korean competitors. According to industry sources, while there are overseas shipbuilders with the technological capacity to build drillships, their capabilities are limited, making Korean shipbuilders effectively the only choice for would-be drillship operators. Within this relatively niche market, Samsung Heavy has been at the top of the drillship game for more than a decade. The company won its first order for a drill ship in 1996, and took seven of the 12 orders for such vessels issued between then and September 1998. Samsung Heavy continued to maintain the top spot in recent years, taking 39 of the 72 contracts for drillships issued since 2005. This year's market, however, has shown one significant difference from previous years. In a departure from the rankings maintained for more than a decade, Samsung Heavy has lost its place at the top of the drillship market to Hyundai Heavy. Of this year's 20 drillship orders, nine were won by Hyundai Heavy, while Samsung Heavy took seven. The remainder were awarded to Daewoo Shipbuilding and Marine Engineering Co.

By value, Hyundai Heavy is outpacing Samsung Heavy by nearly \$1 billion. The value of orders won by Hyundai Heavy stands at \$5 billion, while that of Samsung Heavy's orders stand at \$4.04 billion. "There are no fundamental technological differences between the three companies. So, with Hyundai Heavy now actively competing in the market, the structure of the three-way market share is unavoidable," SK Securities Co. analyst Lee Ji-hoon said. He added that shipbuilders tend to focus on specific types of vessels depending on market conditions.

"In the past Samsung Heavy focused on drill ships, but with Hyundai Heavy offering better conditions, ship owners now have no reason to not give contracts (to Hyundai Heavy)." Hyundai Heavy, however, disagrees that its ships have no edge over the competition. "Drillships built by other shipyards tend to resemble modified oil tankers, but Hyundai Heavy's drillships have a specific design that includes a narrower hull, and when ships are smaller, the

maintenance costs go down," a Hyundai Heavy official said. "In addition, other drillships need to go into a port if the thruster needs repairs, but our ships are designed so that the thruster can be pulled up aboard and repaired while at sea, allowing ship owners to avoid unnecessary costs going into port."

Thrusters are equipment designed for keeping the vessel steady during drilling, making them essential on drillships. While the competition is heating up, the market for drillships is also expected to grow leaving room for expansion for both sides. "This year the volume (of orders for drillships) has been pushed up as orders that did not come in 2009 and 2010 came this year. So, the volume will not be maintained at this level," Lee said. "But, the trend will be that, due to high oil prices, there will be a steady demand for drill ships in the future." **Source: Korea Herald**



Above seen the Singapore flagged tanker **Ocean Osprey** alongside **Heerema's H-851** barge at Yiu Liang Dockyards in Shekou Shenzhen. - **Photo : Clemens Smits** ©

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## Jumbo Shipping completes door-to-door project for KNPC

Jumbo Shipping has completed its eight-month heavy lift transport contract for client KNPC (Kuwait National Petroleum Company). The contract involved the transport of 37 reactors, separators and coke drums for KNPC's Clean Fuels Project expansion. Jumbo's Total Transport Solution included shipping and barging operations, as well as land transport.



From October 2010 until June 2011 Jumbo's Heavy Lift Vessels **Jumbo Jubilee** and **Fairpartner** and its flat-top barge **JB-2** transported heavy refinery equipment from Hazira (India) and Porto Marghera (Italy) to the storage area in the Port of Shuaiba (Kuwait). Weights varied from 280 t coke drums up to 1595 t reactors, with the largest reactor measuring 42 x 8.5 x 7.5 m. All equipment will be part of the Clean Fuels Project expansion of the Mina Al-Abdullah and Mina Al-Ahmadi refineries, approx. 30 km south of Kuwait City.

### Scope of work - total transport

India. A total 26 heavy lifts were shipped from the Larsen & Toubro manufacturing plant in Hazira. Because of the extreme tidal range in the Tapi River and draft restrictions at the Larsen & Toubro jetty, Jumbo mobilized its flat-top barge **JB-2**. This heavy lift barge measures 91 x 27 m, can be ballasted and has a deck load capacity of 15 t/m<sup>2</sup> (to compare: only two barges of this type are available in India). To keep the barge deck level (at all times) with the top of the quayside during the rising tide, the JB-2 was equipped with no less than 26 ballast pumps. Jumbo's Indian subcontractor Lift & Shift was responsible for the roll-on operation of all heavy lifts onto the supports on the JB-2, while engineering checks and on-site supervision were handled by Jumbo's engineers.

The **JB-2**, towed by four tug boats transported the cargo 8 km downriver from the L&T jetty to the Essar jetty where Jumbo's J-Class HLVs, each outfitted with two 900 t Huisman mast cranes, could receive the barge alongside. Carefully engineered lift and stowage plans were executed to lift the reactors onto the Fairpartner and the Jumbo Jubilee which set sail for a 4.5 day voyage to Shuaiba.

*Italy.* Most of the 11 separators and reactors weighed over 1,000 t. To mobilize the 'heavies' from the manufacturer to Porto Marghera, one barge required barge-specific loadspreading saddles. Therefore, the final (transport & storage) saddles were pre-installed in the lower hold of the **Jumbo Jubilee**.



Gerard van As, Jumbo's Team Leader Engineering says: "We were very pleased with the professional attitude of our client. For example, KNPC allowed Jumbo to play an active role in the design of the saddles and determine their exact dimensions and location underneath the cargo. This is unique, as usually heavy lift carriers are not involved in this process, even though it is of vital importance to the safe transport of heavy cargo. Close involvement also has a positive impact on costs."

### Kuwait.

To allow fast discharge of Jumbo's HLV's in Shuaiba all cargo items were temporarily stored near the quayside. Transportation to the storage area, 5 km from the port, required the design of a traffic

management system, e.g. blocking off sections of public roads during the transport's passage, extensive route surveys and discussing traffic management with the transport crew. The SPMTs (Self Propelled Modular Trailers) were owned and operated by ALE. As before, all engineering checks and supervision were within Jumbo's scope. At the storage area all 37 pieces were offloaded onto concrete supports and load spreading mats. Finally, in order to protect the reactors' inside from corrosion, the internal nitrogen pressure was checked and where necessary adjusted. Over a period of 8 months and in close collaboration with client KNPC and subcontractors Lift & Shift and ALE, Jumbo Shipping delivered all cargo safely, on time and within budget.

[You Tube: a short video is available at You Tube. Go to 'jumboheavylift' or click on: http://www.youtube.com/watch?v=zPOR763a6UE](http://www.youtube.com/watch?v=zPOR763a6UE)



The **ANTARES** seen moored in Helsingborg – Photo : Lenie Kleingeld ©

## DNV: Containership owner Seaspan receives Triple-E rating

Containership owner Seaspan has received DNV's new Triple-E rating. Triple-E is a voluntary self-improvement tool designed to assist ship owners in continuously improving their environmental performance. It was Seaspan's vessel **MOL EMERALD** that received the rating – a testimony to active environmental management and energy efficient transportation of goods.

The rating, which was handed over at a ceremony in Vancouver, Canada by DNV President Tor E. Svensen, has been designed as a voluntary tool to help ship operators improve their organisational performance, identify ways to minimise their environmental impact and optimise their fuel consumption and thereby reduce costs. – The Triple-E rating is based on the capture of environmental and operational data from ships. The common denominator of the requirements covered in the rating is that most of them can easily be influenced by the owner of the ship; either by themselves or with the assistance of third parties such as DNV. Thus in effect the Triple-E encourages a process of continuous improvement, says Tor E. Svensen.

With the handing over of the rating, Seaspan Ship Management became the first containership owner to receive a Triple-E rating.

– Seaspan was very excited to be the first containership owner globally to receive a Triple-E rating. Over the past two years Seaspan has focused on developing and operating more energy efficient and environmentally sound vessels and we see the Triple E rating as an excellent path towards continuous improvement and market leadership, says Peter Curtis, Vice President, Seaspan Ship Management. The Triple-E is a voluntary service which delivers a rating from 4 to 1 (1 is best) based on an independent assessment of a ship's environmental performance. The rating is given per vessel, however the Triple-E requirements are two-fold and consist of company-specific requirements as well as vessel-specific requirements. Among other things it looks at a vessel's discharge of harmful substances to sea as well as the shipping company's environmental management system.

– As the Triple E rating scheme is a standardized rating method delivered by an independent third party, it serves as a demonstrable method for us to prove to our charterers, investors and the public that we are investing in our policies, operations and vessels in order to support greater corporate sustainability, protect the environment and manage fuel consumption, says Mr. Curtis. **Source: DNV**



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The **GRANDE ATLANTICO** seen outbound from Antwerp – Photo : Henk de Winde ©

## RS Class: Northern Lights drilling unit construction completed

Russian Maritime Register of Shipping (RS) has issued classification documents for semi-submersible mobile offshore drilling unit (MODU) Northern Lights, thus signifying completion of the construction to the RS class of two semi-submersible MODU (project 3091) for OOO "Gazflot". The project included construction of two semi-submersible MODU: **Northern Lights** and **Polar Star**. The units are designed for drilling up to 7500 m deep wells at sea depth up to 500 m. The semi-submersible MODU are capable to operate in the Arctic conditions in the broken ice up to 70 m thick. RS performed survey at every stage of the construction which began in July, 2008. In December 2010, RS issued classification documents and international certificates to the prototype unit **Polyarnaya Zvezda**. The project of its sea towage from the South Korean shipyard to the port of Holmsk (island of Sakhalin) was developed and performed under the RS survey. For the reason of accidents commercial offshore oil and gas production presents major risks to marine environment in the areas of drilling activities and along the ways of hydrocarbon transportation. The exploration, drilling and transportation of hydrocarbons may seriously damage the sensitive ecosystems of marine environment. RS has accumulated vast experience in ensuring the safe operation of MODU. The RS surveyors took an active part in implementing the former USSR projects on oil and gas exploration and production in the Caspian Sea, Black Sea, Sea of Azov, Baltic Sea, Barents Sea, as well as on the Sakhalin shelf. Since the 70-s, RS has been carrying out classification and survey of design, construction and operation of various MODU. Dozens of MODU built under the RS survey has been successfully operated on the continental shelf. "Nowadays, RS applies the integrated approach to

the enhancement of the safety standards and quality control during design, construction and operation of offshore oil and gas facilities. This makes it possible to render services as a package giving the customer advantages related to durability and costs of the services and to provide compliance with national and international safety requirements applied to offshore production”, notes the RS Director General Nikolay Reshetov. Integrated services include classification of items, quality control at all stages of field development including design, construction, operation and recycling, industrial safety expertise of field facilities and survey of materials and products used during the field development. The integrated approach to safety system during offshore development is the priority of the RS activity on the continental shelf. **Source: Russian Maritime Register of Shipping**

## STEDERGROUP LAUNCHED NEW SERVICE



Black Sea / Med to West Coast S. America  
via Panama



StederGroup B.V. is pleased to announce her newly launched Steel-/Break Bulk- (Projects)/ Liner Service between the Black Sea- Mediterranean Ports and South America. (East- and West Coast) The new service is in extension to our successful monthly steel service from the Black Sea / Turkish Ports to the Red Sea, which was started back in 2004. With this new service we mainly focus on cargoes from the Black Sea (Odessa, Novorossiysk) and Turkey (Hereke, Aliaga, Iskenderun) to the main (steel cargo) destinations Chile (Antofagasta, San Antonio). Any other port in the East and/or West Med will be called at sub inducement. The idea is to (alternatively) offer two routes, either via the Panama Canal to be able to serve Puerto Cabello (Venezuela), Cristobal (Panama), Barranquilla/Buenaventura (Colombia), Esmeraldas (Ecuador), Callao (Peru) or via Cape Horn. (Brazilian Ports below 10° S), Montevideo (Uruguay), Buenos Aires (Argentina) For the first sailing we nominated mv **Oneida Princess** voy SA001 (24.247 dwt – geared 4 x 30 mt) which will start her voyage from the Black Sea (14/15 June) via Turkey to San Antonio, Chile.



The **CSAV TOTORAL** seen enroute Antwerp – **Photo : Henk de Winde ©**

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The **CHESAPEAK HIGHWAY** seen entering the VanDamme locks in Zeebrugge - **Photo : Henk Claeys ©**

## Ships tracked in and out of SA

From a building high on the slopes of the Tygerberg, north-east of Cape Town, the Centre for Sea Watch and Response (CSWR) keeps an eye on the hundreds of ships that pass around the Cape each day. On a busy one, the centre might be using its sophisticated satellite technology to track as many as a thousand vessels, CSWR executive head Karl Otto told Sapa on Thursday. With its Long-Range Identification and Tracking system (LRIT), launched 18 months ago, at the time the CSWR was established, his staff could “see” ships up to 1 850km off the South African coast. The CSWR is a division of the SA Maritime Safety Authority (Samsa).

Otto said another satellite-based system, AIS (Automatic Identification System), allowed his staff – who man the centre around the clock, seven days a week – to access information relating to each vessel. This included the size and type of vessel, where it had come from, where it was heading, and what cargo it was carrying. “Over 90% of South Africa’s trade is carried to and from the country by sea; it is important we know what is going on,” Otto said. Both systems rely on transponders, fitted to ships, which transmit information to orbiting satellites. This data is then transmitted to ground stations and fed through to the CSWR. Once there, it is displayed, via computer, onto large screens. Software allows operators to forecast from the data, factoring in information such as weather, winds and currents. This is useful in the event of the centre having to respond to an emergency, such as a sinking ship, or an oil spill. The system can then be used to predict the likely drift of survivors, or slicks, allowing rescue or clean-up efforts to be focused on a particular area.

The maritime region South Africa monitors, in terms of its international obligations, is vast: 27.7 million km<sup>2</sup>. It stretches from Antarctica in the south, to the Kunene River in the north; and from 10° west in the mid-Atlantic, to a point well past Madagascar in the Indian Ocean. Among the CSWR’s functions is watching for ships that pollute.

“Ships, at night, pump out dirty oil into the water. But by the time we see the slick, we don’t see the ship,” Otto said. The centre was hoping to acquire more high-tech equipment – in the form of a synthetic aperture radar system – to catch the culprits. This would allow his centre’s operators to view, from satellite, the stretch of sea the ship was passing through and provide direct evidence of the offence. Otto said a lack of long-range maritime aircraft restricted South Africa’s ability to directly monitor shipping. “It’s a concern, yes, definitely,” he said, responding to a question on the matter.

It is understood the only official aircraft available for long-range marine surveillance off the Cape coast are two ageing C130s. On illegal fishing within South Africa’s economic exclusion zone, which stretches to 200 nautical miles offshore, Otto said this was certainly happening, but was unable to say to what extent. Many foreign fishing vessels were not fitted with transponders. He said coastal radar had a range of about 50 nautical miles; beyond that, it was not possible to know what was happening if the area was not patrolled by ships or planes. Speaking at a media briefing earlier on Thursday, Samsa CEO Tsietsi Mokhele said South Africa was the only country on the continent with the capacity to monitor shipping off its coast. The centre’s focus was on maritime traffic management, accidents and incidents at sea, pollution and security. “The CSWR represents a high concentration of maritime experience that can serve the nation,” he said. **Source : news24**



SAL's **ANNETTE** seen outbound from Rotterdam – **Photo : Kees Torn ©**

## Imtech Marine awarded Gold Partner status by Inmarsat

Radio Holland Connect, the connectivity competence center of Imtech Marine, was awarded the Gold accreditation in the Inmarsat Connect Accreditation program. Inmarsat introduced the Connect Partner Program to recognize and award high-achieving service providers. The Program is tiered into gold, silver and bronze, and accreditation is based on meeting clearly defined qualification criteria for sales, customer service and knowledge of Inmarsat services.

Rob Verkuil, General Manager Connectivity at Imtech Marine said: "Customers are looking for service providers that can bridge the gap between their business demands and the Inmarsat services. Imtech Marine combines expertise on connectivity with maritime services and ICT solutions supported by a worldwide services network. We are very pleased to have attained the Gold Partner status. This emphasizes that we are the right partner for connectivity for the maritime market. It gives us exclusive access to a wide range of enhanced benefits and support, designed specifically to help us further improve our customer service and technical support."

Imtech Marine provides seamless connectivity on all major shipping routes around the world and offers all services from Inmarsat, Iridium, Thuraya and VSAT. Ship owners are offered a total connectivity solution; hardware, installation, service and airtime, which includes 'always-on' unlimited broadband internet access, low cost Voice over IP (VoIP) calls, email, GSM onboard and other value added services.

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Southampton's Harbourmaster launch [Pathfinder](#) – Photo : Peter Hollands ©

## APL president Eng Aik Meng resigns, north Asia chief Ken Glenn succeeds

SINGAPORE-based NOL Group has announced the resignation of Eng Aik Meng as president of its APL container shipping business to be effective September 1, and the current North Asia president Kenneth Glenn will succeed him.

"We understand Aik Meng's desire to begin a new phase in his career, and we thank him for his contributions to NOL," said Group CEO Ronald Widdows, who himself retires at the end of the year. "At the same time, we are excited to put

APL under the direction of a veteran leader who has a very broad background in geographic and trade management and deep commercial skills developed over 32 years, the last 10 with NOL and APL," said Mr Widdows.

Mr Widdows' successor, NOL executive director Ng Yat Chung, said: "Every position Ken has held in this company has prepared him to lead APL, and we are pleased that we can turn to a skilled, veteran leader inside NOL Group to complete a very quick and seamless transition in this critical role." Mr Glenn, joining APL in 2000, is a 32-year industry veteran, who served as the senior vice president for APL's Asia-Europe trade from 2000 to 2005, and as its top executive in India responsible for kick-start the country's first private freight-rail business, IndiaLinx, in 2007. Since January 2009, he has been north Asia president.

Before joining APL, he worked for Sea-Land Corporation for 21 years in several senior management positions including vice president of the Asia-Europe and Atlantic business as well as vice president and general manager for operations in the former Soviet Union. Mr Glenn and Mr Eng will start their transition in the next few weeks.

This resignation follows that of 29-year veteran Bob Sappio, head of the company's PanAmerican Trades, who will leave the company August 1 to remain in the San Francisco Bay Area after the carrier moved its Americas headquarters to Phoenix, Arizona.

Mr Sappio will be replaced in the transpacific by 22-year APL veteran Steve Schollaert, APL's executive vice president of intermodal strategy and former head of its Asia-Europe trade. Mr Schollaert, who has a background in operations and was also responsible for APL's terminals, will be based in Phoenix. He will report to liner trade management senior vice president Dave Appleton. **Source : Schednet**



World's largest bunker tanker **VORSTENBOSCH** seen (with the **SEAEMPRESS** in the background) enroute Rotterdam  
**Photo : Nico Sannes ©**

## Jebel Ali handles giant ships simultaneously

For the second time in a week, global marine terminal operator DP World welcomed and simultaneously handled two mega container vessels at its flagship Jebel Ali Port. The ships, **MSC Beatrice** and **MSC Lauren**, sailed in within 10 hours of each other, barely a week after the **MSC Daniella** and the **MSC Bettina**. All the four vessels are owned by Geneva-based **Mediterranean Shipping Company (MSC)** and, at 366 meters long each, they are counted among the largest container liners in the world. With their nominal capacities ranging between 12,500 and 14,000 TEU, they belong to the new generation of mega container vessels.

Mohammed Al Muallem, Senior Vice President and Managing Director of DP World's UAE Region, said: "The visits to Dubai by four of the world's largest container ships within a short span of time underscore the confidence of the shipping industry in our service capabilities and, more importantly, the return of confidence to the local and regional economy. We commend the excellent work done by Jebel Ali Port's operation managers and workforce in efficiently handling the challenges posed by the simultaneous port calls made by the MSC family." **Source : PortNews**

## Zim splits Pacific leg ZCS service into two separate loops

ISRAEL's Zim Integrated Shipping Services has split the transpacific ZCS service into two separate transatlantic and transpacific services dropping some ports to shorten transit times. The ZCS Pacific (ZCP) will operate with nine 5,000-TEU vessels in a rotation of Savannah, New York, Halifax, Kingston, Los Angeles, Oakland, Ningbo, Shanghai, Busan, Balboa, Kingston and Savannah.

The ZCS Atlantic (ZCA) will use six ships averaging 4,000 TEU with a rotation of Haifa, Piraeus, Genoa, Tarragona, New York, Savannah, Kingston, Tarragona and Haifa. The first ship to call at New York in the new ZCA rotation will be the Zim Qingdao on August 7.

Zim operates all 15 ships. Cosco, China Shipping and Hapag-Lloyd are slot charterers on the transatlantic string, and China Shipping charters space on the transpacific string. **Source : Schednet**

## Port of Antwerp grants discount for "clean ships"

In order to further reduce emissions of pollutants such as NOx and SOx, the Port Authority is to reward "clean ships" calling at the port of Antwerp, the Port Authority press release said. This measure follows on from an initiative by the International Association of Ports and Harbours (IAPH), in which the port authorities of Le Havre, Bremen, Hamburg, Rotterdam, Amsterdam and Antwerp introduced the Environmental Ship Index (ESI). Shipping companies can register their ships for this index at [www.environmentalshipindex.org](http://www.environmentalshipindex.org). On the basis of the data entered, such as fuel consumption and emissions, each ship is given a score on a scale from 0 to 100 (from highly polluting to emission-free). So far more than 250 ships have been given a score. The ports themselves decide what advantages to offer participating ships.

In the case of Antwerp, seagoing ships with a score of 31 or more will be granted a discount of 10% on the tonnage dues. The Port Authority will guarantee this discount for a period of at least three years, so offering continuity for shipping companies that invest in improving the ESI score of their ships. If fewer than 25 seagoing ships qualify for the discount, then the Port Authority will reward the 25 vessels with the highest ESI score. This latter measure applies until the end of 2011 and has been introduced to encourage shipping companies to register their vessels for the index. The ships that qualify for a discount will be determined every three months on the basis of an update of the ESI. The Port Authority will then make the discount available retroactively for the past quarter. For example, the ESI for seagoing ships calling at Antwerp during the period 1 April to 30 June will be determined on 1 July.

The introduction of the ESI forms part of the Port Authority's policy of sustainable development of the port. This new international standard is a useful tool for port authorities to promote investments in more environment-friendly ships. Antwerp Port Authority uses low-sulphur fuel for its own fleet. In addition, ships and barges are able to use onshore power supplies at various locations in the port, so they do not have to run their engines while at berth. **Source : PortNews**

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



The IHC MERWEDE built TSHD **CONGO RIVER** commenced yard trials, above the TSHD is seen in Rotterdam-Europoort - Photo : Henk Dekker – [www.briellewebcam.nl](http://www.briellewebcam.nl) ©