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**In New York Dockwise BLUE MARLIN completed the loading of several tugs and barges as can be seen above, upon completion of the seafastening the vessel will depart bound for Nigeria – Photo : Wil van Dorp ©**

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## EVENTS, INCIDENTS & OPERATIONS

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The latest fleet addition to Flinter is the above seen **FLINTER ALAND** - Photo : via Harry Stott

## Global charity effort inspired by Lighthouse's Bicentenary

When leading maritime services provider Inchcape Shipping Services sponsored events surrounding the bicentenary of the lighting of the Bell Rock Lighthouse in February this year, the company had an opportunity to do more than just celebrate 200 years of alerting mariners to the perils of the hidden Inchcape Reef off Scotland's stormy coast, from which ISS takes its name. Playwright George Bernard Shaw wrote: "I can think of no other edifice constructed by man as altruistic as a lighthouse. They were built only to serve."

With this in mind ISS set about creating the ISS Lighthouse Relay Voyage – a Corporate Social Responsibility initiative that would help communities around the world in the 63 countries where ISS does business. An engraved baton containing a scroll listing the charities chosen by its country managers was passed by ISS CEO, Capt. Claus Hyldager, to UK General Manager, Kevin Cool, at sea off the Inchcape Reef on a blustery February morning. From there it would travel the world carried wherever possible by ships under ISS' agency.

Kevin carried it to Tilbury where it was handed to the Master of the **LUCY BORCHARD** for transfer to Rotterdam, then onto Gdansk on the **OOCL NEVSKIY** for the first charity donation handover. The local orphanage, J. Korczaka, and the Rotary Club of Sopot joined a reception on board to receive funds raised by ISS Poland. J. Korczaka is an institution for orphans who need specialised care. The baton was then transferred to Antwerp, again courtesy of



OOCL, where one of ISS Rotterdam's staff is participating in a sponsored cycling challenge up the Alpe d'Huez, which he must complete six times to raise funds for ISS Benelux's chosen charity: Cycling for Cancer.



Then onto Le Havre where the baton was passed on to the Master of the **TOUCAN**, Captain Betty Livet, by ISS Operations Manager, Dany Ledentu. ISS France's chosen charity is the Société Nautique de Sauvetage en Mer - its mission to assist ships and their crews in distress along the French coast. All SNSM's staff and crews are volunteers, their rescue and salvage operations supported by donations. Then it was onto Gibraltar where ISS staff raised money for Women In Need by organising a sponsored walk to the top of the Rock. Women in Need provide an invaluable service to help some of the most vulnerable members within the Gibraltar community.

At time of writing the baton is in Istanbul where the local ISS office is raising money for LÖSEV – the Foundation for Children

with Leukemia. From Turkey it will move to Greece, Italy, Egypt and then on into another ISS region. "The commitment of ISS staff has been remarkable and we're keen to keep the ISS Lighthouse Relay Voyage going indefinitely," says Nick Elliott, General Manager – Group Communications, "another 200 years perhaps...."

ISS would like to thank its shipowner principals, its suppliers and its staff for their efforts and generous contributions.

The baton's progress is reported in detail on the ISS website: [www.iss-shipping.com](http://www.iss-shipping.com)



The **ARRC-05** EUAN [Autonomous Rapid Resue Craft] outbound on 10/6/2011 from Aberdeen to exercise in Aberdeen Bay Scotland – Photo : Iain Forsyth ©

## Who will be the next SSA president?

The surprise resignation last week of Eng Aik Meng as president of containerline APL has cast into doubt the likely successor to SS Teo as president of the influential Singapore Shipping Association (SSA), Seatrade Asia Week reports in its latest issue out today. Eng was the likely replacement for Teo at the SSA's annual general meeting next month. His shock departure means the association will have to cast around for another candidate to replace Teo. Inside the paper there is a strong focus on coal shipments this week with coal news from Vietnam, China and Indonesia, plus the first speech by Yhudhisthir Khatau as head of Bimco, the first Indian national to take on the role. **Source: Seatrade-Asia**

## **2<sup>ND</sup> LIFTBARGE ENROUTE VINCA GORTHON LOCATION**



Last Saturday did see the barge **CC ATLANTIQUE** passing the IJmuiden locks out bound for the **Vinca Gorthon** location, the tugs **NEPTUN 9**, **NEPTUN 10** and **STATUM** accompanied the transport - **Photo's : Joop Marechal ©**







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The **CDT FOURCAULT** seen off IJmuiden – Photo : [Wout van Houwelingen](#) ©

## Indonesia's boat sinking kills 33

Two wooden ships sank off Borneo coast last week, killing 33 people and leaving scores of others missing, rescuers said. The rescuers said that poor weather was blamed for the accidents and media reports said that overload also contributed. The first accident took place in the waters of South Kalimantan province on Monday then it was followed by the second one on Tuesday at the waters of nearby province of East Kalimantan.

In South Kalimantan province, the rescuers have found 29 bodies and keep searching for scores of other missing, Head of Search and Rescue Office of the province Rusli Ansyah told Xinhua over phone from the province. Some said that the number of people in the ship's manifest was 105 but the rescuer said the actual number could be more. As many as 73 people have been rescued, according to him.

"According to the manifest, only three people went missing. But we believe it is more as the number of people on board normally exceeds that at the manifest," he said. The authorities on Wednesday lifted the ship out of the sea and no bodies were found in it, said Ansyah. He said that the accident occurred more than two hours after the wooden ship heading to Sorongga departed from Tanjung Dewa of the South Kalimantan province at midday, both of the places are located in South Kalimantan province, according to Ansyah. In the second accident, four bodies were found and rescuers are still searching for nine missing after the ship with 48 people onboard capsized in Tanjung Selor district on Tuesday, rescuers at Search and Rescue office of the province Amoniadi told Xinhua by phone. Search and rescue for the victims of the accident have been underway by those from the search and rescue office, navy, police,

government office and communities near the port, said Armoniadi. Traveling by boats is a favourable means in the archipelago country with over 17,500 islands. **Source : Philstar**



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The **ZEELAND** seen outbound from the IJmuiden locks – **Photo : Marcel Coster ©**

## China accuses Vietnam in escalating sea tensions

China accused Vietnam of "gravely violating" its sovereignty and endangering the lives of Chinese sailors in an escalating territorial dispute that has added to broader tensions over the South China Sea, Reuters reports. The Chinese Foreign Ministry spokesman Hong Lei issued the condemnation of Vietnam late on Thursday after Hanoi accused China of harassing a ship doing seismic surveys in the South China Sea, where the neighbours have rival territorial claims. China has quarreled with both Vietnam and the Philippines in recent weeks over their competing maritime claims and although a military clash seems unlikely, the tensions could trouble regional diplomacy and possibly draw in the United States, which took up the issue last year. Hong said China was the victim in the latest encounter in which a Chinese fishing boat became entangled with cables from the Vietnamese ship and was dragged along for over an hour. "The Vietnamese ship put the lives and safety of the Chinese fishermen in serious danger," Hong said in a statement on the Chinese foreign ministry website ([www.mfa.gov.cn](http://www.mfa.gov.cn)).



He accused Vietnam of violating China's claim on the Spratly archipelago and nearby seas, which Vietnam also deems its own. "It must be pointed out that by conducting unlawful oil and gas surveys in seas around the Wan-an Bank of the Spratly archipelago and by driving out a Chinese fishing vessel, Vietnam has gravely violated China's sovereignty and maritime rights," said Hong. "China demands that Vietnam cease all violations," he said, adding that Vietnam should "not take actions that would complicate and expand the dispute."

China, the Philippines, Malaysia, Brunei and Taiwan all claim territory in the South China Sea, parts of which could hold deposits of oil and gas. China's claim is by far the largest, forming a vast U-shape over most of the sea's 648,000 square miles (1.7 million square km), including the Spratly and Paracel archipelagos. The United States, the dominant military power in the Pacific with bases in Japan and South Korea, became embroiled in the sea tensions with China last year after Washington stressed its support for a collective regional solution to the mosaic of territorial disputes.

Beijing favours dealing with each dispute separately with the other countries staking territorial claims. On Thursday, Vietnam said China had harassed its survey ship in the second such incident in two weeks, and it gave a very different account of the latest incident. A Chinese fishing boat used a "cable cutting device" which became trapped in underwater cables used by a ship hired by Vietnam, the Vietnamese Foreign Ministry said. The ship was operating over Vietnam's continental shelf and within its exclusive economic zone off the southern coast, it said.

Two Chinese ships then came to help the Chinese fishing vessel, she said, calling the incident part of a campaign of systematic and intentional violations by China. Vietnam lodged a complaint with China in late May when a Chinese patrol vessel slashed the cables of a Vietnamese ship conducting a seismic survey off its south-central coast. China and the Philippines have also been exchanging accusations over rival claims over different parts of the Spratly islands. Manila has accused China of intrusions into its territory, citing six instances, including one in March when two Chinese patrol boats tried to ram a survey ship. **Source : PortNews**



The **EEMS** seen outbound at the river Tyne for trials – **Photo : Kevin Blair ©**



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Iskes tug **TELSTAR** seen assisting the **CAPE BRITANNIA** into the IJmuiden locks – Photo : Joop Marechal ©

## Serious Charges

An Australian detained without charge by Eritrean authorities since late December has been accused of espionage and organising “terrorist acts and sabotage” almost six months after his ship, the **Sea Scorpion**, was seized in the Port of Massawa. In an online broadcast, the Eritrean Government accused Adrian Troy and three colleagues, including two former British marines, of disguising themselves as tourists and attempting to flee the African State without paying for fuel.

A spokesman for Private Vessels International, which owns the ship, Paul Gibbins, has apologised to the Eritreans over what he says is a “misunderstanding”. “We deeply regret the situation that we find ourselves and if a public apology is required in order to engineer that release, of course we will take any measures possible,” he said. The men, who have not been seen since December 23, were shown in the undated footage with weapons seized from their ship including guns fitted with silencers, telescopes, night vision binoculars, poison-tipped bullets, bullet-proof vests, radios and satellite telephones.

The Eritrean Government said the men entered the country on December 19 and got food and fuel from a local shipping agent through a fellow PVI contractor who entered the country early on a tourist visa. The men discussed payment options and produced a transaction document from a British bank but were asked to provide further confirmation the next day. The ship then tried to flee Massawa without securing legal clearance, it said.

The Eritrean Naval Force chased and fired shots at the vessel until it stopped. A search led to another search on the island of Romia, where weapons were found. The Government has accused PVI of being an “emerging armed force” which claimed to be engaged in anti-piracy activities but was in fact spying on Eritrea from the island.

It said the British Government was equally accountable for violating international laws by issuing permits “used as a cover for the criminals”. “All the British nationals in detention fully admitted that they have committed a crime in having illegally and repeatedly entered sovereign Eritrean Island as well as violating the country’s territorial waters bearing armaments,” it said. Legal proceedings have not been finalised, it said. Mr Gibbins disputed the Eritreans’ version of events, saying the ship had been forced to make an unscheduled stop after an equipment failure. “We did



not go in there trying to conduct an invasion, an assassination attempt," he said. He admitted the ship had offloaded weapons and personnel on the island before entering Massawa, but that was to remove the "perception of a perceived threat on board the boat". "We're very, very conscious of the fact that going into an unknown port carrying a substantial amount of equipment could well be perceived to be quite threatening and considered almost hostile," he said. He said he had no reason to believe the men had been mistreated and PVI was working to secure their release. A spokesman for Foreign Minister Kevin Rudd said he remained deeply concerned about Mr Troy, a dual British-Australian national, and was still trying to gain consular access to him. Source : ShipTalk

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## CASUALTY REPORTING



### Man missing after boat capsizes



Gladstone Water Police are currently searching for a missing man after a tug boat he was in capsized in the Gladstone Harbour June 11<sup>th</sup>. Around 12.50pm police received information that the 21 metre boat had capsized with four men on board at the mouth of the Calliope River.

The tug named **Adonis** was towing a water barge in the Gladstone Harbour when it lost its steering and girded, and rolled over and sank. There were four people on board. Water Police were able to rescue three men but were unable to locate the fourth man, which is the captain onboard, believed to be in his 60s.

Police have set up a 100 metre exclusion zone around the tug boat as they

continue the search Police divers are expected on the scene later tonight. **Latest update :** Water Police have confirmed that the body of a man missing in Gladstone Harbour has been recovered. The deceased man, believed to be in his 60's, had been missing since the tug **ADONIS** in capsized on Gladstone Harbour. The man's name has not been released yet and a spokesperson was unable to confirm where and when the body was located. Source :

Andrew Mackinnon

### El buque portacontenedores Deneb se escoró ayer en el puerto de Algeciras y provocó dos heridos.

A las 13:55 horas de ayer el buque '**Deneb**', de 101 metros de eslora y bandera de Antigua y Barbuda, se ha escorado cuando estaba atracado en la zona más al Sur del Muelle Juan Carlos I Este (APM Terminals Algeciras) del Puerto Bahía de Algeciras. Desde ese momento el barco está apoyado en el muelle por el lado de estribor. Tanto trabajadores portuarios como tripulación abandonaron el buque, tres de ellos han sido atendidos por los servicios sanitarios.

Aunque hasta el momento no se ha producido vertido de combustible desde el buque escorado, Salvamento Marítimo y de forma preventiva, ha instalado dos barreras flotantes alrededor del Deneb, una de puerto y otra absorbente, operaciones que han provocado que algunas salidas y/o llegadas de ferrys hayan sufrido algunos minutos de demora en sus horarios previstos. Según indica la terminal, los contenedores que transporta el buque de la naviera XCL no contienen mercancías peligrosas; no obstante, el buque contiene en sus tanques 118 toneladas de fuel oil y 26 de

gasoil, combustible necesario para alimentar los motores. En el Muelle, la Policía Portuaria ha establecido un perímetro de seguridad.



También de forma preventiva, Marina Mercante ha activado la base logística de Sevilla, y el Plan Nacional de Contingencias por Contaminación Marina Accidental. La empresa especializada en rescates y salvamentos Svitzer, estudia desde ayer tarde posibles soluciones para el buque. El barco atracó en la mañana de ayer en el Muelle Juan Carlos I procedente de Casablanca (Marruecos) y su próximo destino era Génova (Italia).

## NAVY NEWS



Above seen **HMS LIVERPOOL D92** conducting a 21 gun salute at midday on Friday 10th June, 2011 to mark the birthday of Her majesty Queen Elizabeth II at Grand Harbour, Malta.

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

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### Successful naming and launch ceremony for BREUGHEL



The TSHD **BREUGHEL** seen sliding into her element – Photo : Arie Boer ©

The naming and launch ceremony for the 11,650m<sup>3</sup> trailing suction hopper dredger, **BREUGHEL**, took place on 11 June 2011 at the IHC Merwede shipyard in Krimpen aan den IJssel, The Netherlands. IHC Merwede is building the impressive ship for the DEME (Dredging, Environmental & Marine Engineering) Group. The ceremony was performed by Mrs Bernadette Prignon, Chair of the Liège Court of Appeal and spouse of Mr. Didier Reynders, the Belgium Federal Government's Deputy Prime Minister and Minister of Finance and Institutional Reforms. The contract for the design, construction and delivery of the vessel was signed between DEME and IHC Dredgers in June 2010, and the keel was laid on 15 November 2010. The vessel will be delivered by November 2011. The **BREUGHEL** is named after Pieter

Breughel, the famous Belgian painter of the Northern Renaissance period. The design of the **BREUGHEL** is based on the successful trailing suction hopper dredgers **BRABO** and **BREYDEL**, delivered by IHC Merwede in 2007 and 2008 respectively. The limited draught, combined with large width, ensures that the **BREUGHEL** can be used in conditions where other ships of this class would be restricted. The vessel's one-man operated bridge is equipped with the latest state-of-the-art console, which combines both the dredging and sailing functions.



Photo : Jan van Heeteren ©

#### Additional information & Main features

Name	BREUGHEL
Type	trailing suction hopper dredger
Customer	DEME NV
Builder	IHC Dredgers B.V.
Length overall	121.50m
Breadth	28.00m
Depth	9.8m
Dredging depth	28.00/43.00m
Hopper capacity	11,650m <sup>3</sup>
Suction pipe diameter	1,200mm
Accommodation	14 people

## Garden Reach eyes more export orders

After bagging its first overseas contract to build an offshore patrol vessel for the Mauritius Police, Garden Reach Shipbuilders and Engineers (GRSE), a mini-ratna PSU, is now awaiting government clearance to secure more lucrative export orders for amphibious vessels.

"We've had enquiries from some African countries and East Asian nations for bigger ships with capability for amphibious operations. For Landing Ship Tanks (LST) that can carry troops and can be used for rescue operations and eviction of citizens when there is a natural calamity... We are waiting for the government go-ahead in this regard. Maybe, we will get it in the next few months," GRSE Chairman and Managing Director Read Admiral (ret'd) K. C. Sekhar told this correspondent last Wednesday. He was in town in connection with the commissioning of the GRSE-built Fast Attack Craft (FAC) **INS Kabra**.

Garden Reach, he said, was also in talks with the Navy for the contract to build seven stealth frigates under project 17A.

Also in the pipeline for the shipyard was a follow-on order, to be executed together with the Goa Shipyard Limited (GSL), for over 120 fast interceptor boats for the coastal police, he said. The company's turnover crossed the Rs.1,000-crore mark last financial year. The Rs.600-crore modernisation programme would be completed by March next. **Source : The Hindu**



## Workers' strike hits shipyard operations

The ongoing strike by the contract workers at the Cochin Shipyard Limited (CSL) has affected the normal operations of the shipyard, including the work on strategic naval projects, both in shipbuilding and ship repair, according to CSL authorities.

"The union representing the workmen is making unreasonable and unjustified demands. Any exorbitant increase in labour rates will adversely affect the CSL's inherent competitive strength. The wage rates in the shipyard are the best in the industry and the demand made by the contractors' workers are unsustainable," CSL authorities said. The adamant stand of the union was preventing an amicable settlement, they said. **Source : The Hindu**

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## Exporters Name OOCL Top Carrier



The **OOCL BELGIUM** seen outbound from Antwerp  
**Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)**

Orient Overseas Container Line took first place in the annual ocean carrier performance survey taken among members of the Agriculture Transportation Coalition. APL, which took top place honors last year, was ranked second this year in the survey and Evergreen Marine was in third place. In all, 19 ocean carriers were included in the survey. Each year the shippers group votes for carriers that excel in customer service. The survey is based upon ease of booking cargo, accuracy of documentation and other customer service metrics. AgTc announces the results at its annual conference in San Francisco. **Source: Journal of Commerce**

## Further sunscreen order for AHTS fleet

Solar Solve Marine, the UK manufacturer of anti-glare, heat rejecting roller screens for bridge windows, says it has received its 12th order from Swire Pacific Offshore for its fleet of AHTS vessels.

Solasafe roller screens use what is claimed to be a technologically advanced shade film which protects crew against the effects of sun glare and solar gain, whilst offering a 100% clear outside view. The film is tinted which reduces eye-strain ensuring bridge equipment displays are easier to read, so human errors are less likely to occur. An aluminium layer embedded inside the film rejects heat to create a more comfortable working environment. Less demand is placed on bridge air-conditioning systems which require additional fuel consumption, so there is a benefit from fuel savings and lower CO<sub>2</sub> emissions.



The company says that In the last five years it has received sunscreen orders for the **Pacific Retriever**, **Pacific Server**, **Pacific Searcher**, **Pacific Amethyst**, **Pacific Rapier**, **Pacific Rigger**, **Pacific Askari**, **Pacific Assegai**, **Pacific Wyvern** and **Pacific Typhoon**. In the first half of 2011 a further two orders were received for the **Pacific Vigilance** and **Pacific Supplier** to take the total number of vessels supplied to 12. On average, six of the navigation bridge windows on each vessel have now been fitted with Solasolv sunscreens.

The vessels are currently working as support vessels to the offshore oil and gas industry. Swire Pacific Offshore owns and operates over 65 support vessels with 14 newbuilds still on order for delivery before the end of 2012.

Solar Solve's sales and marketing executive, Paul Hopkins commented, "These continued orders show that Swire Pacific Offshore are very happy with the performance of our sunscreens. By installing Solasolv sunscreens at the navigation bridge windows they are making sure that their vessels can operate in hot, sunny and bright conditions whilst also making the bridge cooler and more comfortable for their crew." **Source : The Motorship**

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## Hopewell Holdings eyes Philippine roro infrastructure

Hong Kong firm Hopewell Holdings Ltd. is planning to participate in the government's Public-Private Partnership (PPP) program by investing in a transport linkage between Luzon and the Visayas. Hopewell is eyeing a toll road and RORO (roll on roll off) terminal in order to connect the islands. Hopewell has expressed interest to invest in toll roads and putting up ferry service for cargo trucks and buses to further connect Luzon – with San Juan, Batangas as starting point — to the central business hubs of the Visayas. Another Hong Kong-based firm to have expressed its willingness to ramp up its investments in the Philippines is Energy World Corp (EWC). EWC is looking to provide a possible solution to the enormous power requirements of the Tampakan Xstrata mining project. EWC has proposed setting up an LNG terminal and storage-hub that will house a 500-megawatt gas-fired power facility. The gas tankers of EWC will source LNG from Papua New Guinea and Australia and Indonesia. **Source: Portnews**



The brandnew **SKANDI SINGAPORE** seen moored in Singapore – **Photo : Joanna Clark-M3 Marine Expertise ©**

## Ferry service to Colombo starts today

After a delay of three months from its scheduled start, India's first international passenger ferry service will sail from Tuticorin to Colombo today (Monday). Union Shipping Minister G K Vasan will flag off the Fleming Liners-chartered **MV Scotia Prince** from VO Chidambaranar Port (earlier known as Tuticorin port).

The new ferry service is scheduled from Tuticorin to Colombo twice a week initially and will take 14 hours to reach the destination. To accommodate the new tourism potential and to meet the need for expatriate Lankan Tamils living in the State since 1980s, there has been a consistent demand to restart the ferry service which had been stopped because of the ethnic conflict in the Island nation. Fleming Liners has now chartered the ship to run this service between the countries. The ship has already sailed between Portland and Yarmouth in 2004.

A consortium of Fleming Duty Free Shop Pvt Ltd., and Tradex Shipping Co Pvt Ltd., have obtained the license to operate ferry services between India and Colombo for seven years. The nine-deck spacious ship houses 317 well-designed cabins (including 111 economy rooms, 2 special cabins for physically challenged, 11 first class rooms and 2

suites) that can accommodate 1,044 passengers and has world-class facilities on board equalling cruise liners. MV **Scotia Prince** will have over 40 staff on-board to attend to customers.

## China Merchants and Colombo to finalise port project deal soon

Port operator China Merchants Holdings (International) expects to soon finalise a deal with the Sri Lankan government to build and operate a container port in Colombo, reported Dow Jones Newswires.

The Hong Kong-listed company said in September that it and Sri Lankan conglomerate Aitken Spence have entered into a non-binding agreement with the government to build a container terminal adjacent to the existing Port of Colombo, with a designed capacity of 2.4 million TEUs.

China Merchants said earlier it would own a 55 percent stake in the project.

China Merchants is the largest container terminal operator by volume in Shenzhen, mainland China's second-biggest port by volume after Shanghai. It controls nearly all the terminals in the western part of Shenzhen's port, including the Shekou, Chiwan and Mawan container terminals.

Chairman Fu Yuning also said that the company's ports experienced softening demand in the second quarter because of cyclicity, as well as the unrest in the Middle East and renewed concerns on the Europe debt crisis. However, he said he expects demand to pick up in the second half, and forecasts its ports to record 10 percent throughput growth this year, down from growth of 19 percent in 2010. **Source : PortNews**



Above seen the " **SEACOR COUGAR**" taken from the **Joyce McCall** whilst approaching Baku , she made it feel as if we were stopped as she flew passed us at 34 knots. **Photo : Graham Lyon ©**

## MAN power for new OSV

GC Rieber Shipping of Bergen, Norway recently took delivery of a new offshore ROV survey vessel – the '**Polar King**' – constructed by CNP Freire shipyard in Spain.

The ship, which will be used to service hydrocarbon rigs and platforms in challenging environments, has a diesel-electric propulsion system that features six MAN 9L21/31 engines, and will support activities in the hydrocarbon sector. MAN Diesel & Turbo reports that delivery of a sister ship – the **Polar Queen** – is scheduled for the end of summer 2011. MAN says that the L21/31 engine has references in many applications, including the offshore segment that requires reliable engines that can perform for long periods under harsh conditions.

The **Polar King** project originally commenced in 2008 but the global financial crisis caused a six month delay in construction while refinancing was found. GC Rieber Shipping took over the project in 2009 and the ship was launched in 2010. **Source : The Motorship**



## Baker Hughes Introduces State-of-the-Art Vessel to its Global Deepwater Fleet

Baker Hughes announced the launch of its state-of-the-art fracturing and stimulation vessel, the **Blue Tarpon**<sup>™</sup>. The 300-foot ship, one of the world's largest stimulation vessels and the seventh vessel in the Baker Hughes fleet, is designed to provide high-rate and high-volume stimulation treatments for demanding offshore operations. With one of the largest proppant and fluid-carrying capacities in the world, the ABS+ class-certified ship can perform complex, multiple-zone completions without traveling back to port for resupply.

"The **Blue Tarpon** is designed to provide operators with redundancy on all key elements of the stimulation plant," says Derek Mathieson, president of products and technology for Baker Hughes. "Enhanced safety systems, as well as redundant back-up blending and pumping capabilities, have been installed to reduce the risks associated with performing multizone, high-rate, high-pressure completions. The ship also was designed with a focus on reliability and efficiency, allowing operators to minimize delays and associated operating expenses in high-cost offshore environments," he notes..

With a maximum pump rate of 80 barrels per minute, proppant capacity of 2.1 million pounds, and accommodations for up to 44 people, the Blue Tarpon is designed to perform round-the-clock operations in deepwater plays. The vessel's 10 separate high-pressure pump units—housed in a fully enclosed structure to protect the equipment from the environment—can deliver up to 24,000 hydraulic horsepower and pump up to 32,000 pounds of proppant per minute. The Blue Tarpon also features a DP-2 dynamic positioning system with twin bow thrusters and a stern thruster specifically designed to operate safely in the widest possible weather and sea conditions. "We are excited to launch our second world-class stimulation vessel into the Gulf of Mexico," says Richard Williams, president of Gulf of Mexico operations for Baker Hughes. "This milestone further demonstrates market leadership and our commitment to the return of activity in deep water." **Source: Baker Hughes.**



The **SKANDI SINGAPORE** seen leaving Keppel Marina Bay after been named last Saturday, **DSV Skandi Singapore** is owned by DOF Subsea who will use here capabilities mainly here in Asia region.

**Photo : Sten William Soersth - Chief Engineer - DSV Skandi Singapore ©**

## New Black Sea Ferry Route

A passenger ferry service along the Black Sea coast between the Russian port of Sochi, and Tuapse, Georgia, was launched Thursday with an initial service utilising the high-speed catamaran pair 'Sochi-1' and 'Sochi-2'. Owner

Rosmorport, a Russian Government body, said the main objective of the project was to restore a marine passenger service along the Black Sea coast to establish modern maritime transport infrastructure at the resort city of Sochi on the eve of the 2014 Olympics. Rosmorport said all measures were being taken to ensure that the cost of travel on the service was accessible to everyone. Each catamaran is 40 metres long and 10 metres wide, and can accommodate 300 passengers and reach speeds of up to 32 knots. **Source: Turkish Maritime**

## Slow Steaming

Owners of capesize vessels carrying iron ore and coal have cut sailing speeds by 20 per cent since September 2008 to prop up rates depressed by overcapacity, shipbroker Lorentzen and Stemoco said. A study of 90,000 voyages of bulk carriers able to carry more than 80,000 deadweight tonnes found that average speeds slowed to 10.4 knots from 13 knots, and added an extra two days to each voyage, analyst Nicolai Hansteen wrote in a report.

"With fewer vessels being available for charter, the market will be firming up faster due to increased demand for tonnage," Hansteen wrote. One in five capesize vessels is unavailable for rent because of decreased productivity, according to Lorentzen and Stemoco, based in Oslo.

The global fleet of capesize vessels is just over 1,200, including 108 new ships that began trading in 2011, according to data from Clarkson Research Services Ltd., a unit of Clarkson Plc, the world's biggest shipbroker.

Hire costs for capesize ships have fallen 41 per cent this year to \$11,773 (Dh43,243) a day, according to data from the Baltic Exchange in London — \$400 more than operating costs, including crew and insurance and excluding fuel costs, said accounting experts. **Source : ShipTalk**

## Songa Venus announces May fleet update

Songa Venus achieved operating efficiency of 100% during the operational part of the month. The rig completed the program for Total E&P in Australia May 29 and is currently underway to Labuan, Malaysia and is actively marketed for work in the South East Asia region.

**Songa Mercur** achieved operating efficiency of 100% during the operational part of the month. The rig commenced the 180 day contract and tow from Singapore to Sakhalin on May 19. The rig is currently underway to Busan, Korea for fuelling, crew change, equipment load out and preparation before heading to Gazflot LLC Sakhalin location.

**Songa Dee** achieved operating efficiency of 66% during the month. The rig suffered downtime on two different vital systems during the period. The issues were rectified and the rig continued in regular operations. Songa Dee continues operations for Marathon / Lundin in Norway.

**Songa Delta** achieved operating efficiency of 100% during the month. The rig continues to operate for Wintershall / Det Norske Oljeselskap in Norway. **Songa Trym** has achieved operating efficiency of 100% during the month. The rig continues to operate for Statoil in Norway.

**Songa Eclipse** remains under construction at Jurong Shipyard in Singapore, the rig was Christened on 28 May and overall construction and commissioning activities are progressing. The Company continues marketing the rig and has several specific contracts targeted for immediate start up after commissioning and delivery. **Source: Songa Venus.**

## New fuelefficient VLCC for Maersk Tankers

**Maersk Sara** the first of four new fuel efficient VLCCs, is equipped with what is the most advanced Waste Heat Recovery System for any VLCC delivered to date. It will be followed by three sister vessels, all from STX in Korea. "With VLCCs like these we are making further efforts to minimise our impact to the environment" says Head of Crude, Claus Gronborg.

"Already we are saving fuel and reducing CO2 by slow steaming. With today's bunker prices it makes sense not only for the environment, but certainly also from a financial perspective". Waste Heat Recovery systems utilise the waste heat in the engine's exhaust gas to produce electricity via a steam turbine. In the case of **Maersk Sara** no diesel generators are used at all when in open sea, even when slow steaming at 13 knots with 50-65% Main Engine load.



Other energy saving initiatives include natural air intake to Main Engine eliminating electric driven fans, integral low-sulphur fuel operation in Emission Control Areas and 3-stage steam turbines for cargo pumps saving 15 % energy compared to 2-stage turbines. The four fuel efficient VLCCs will also be equipped with Nadiro drop-in balls for life boats, the system that has won several prizes including the Seatrade Safety at Sea award 2011 and the Lloyd's List Safety at Sea Award 2010 (in conjunction with Maersk Tankers).

The remaining three VLCCs will be delivered over the next 12 months. With the addition of the last of the four supertankers Maersk Tankers VLCC fleet will have reached 20 vessels by 2013. **Source: Maersk Tankers / maritimedanmark.dk**

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



AVRA Towage tug **SOUTH** seen approaching IJmuiden – **Photo : Willem Harlaar ©**

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