



**Number 188 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 07-07-2011**

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**The second LNG tanker, named ARCTIC VOYAGER arrived last Tuesday at the GATE  
LNG terminal in Rotterdam-Europoort  
Photo : Piet Sinke (c)**

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## M.V. Lady Glorita

Calling crew members and friends



The **Lady Glorita** was a seismic survey vessel that operated roughly from 1970- 1975. She operated all over the world with the exception of the far east. She was operated by Shell International Petroleum Maatschapij from The Hague, Netherlands.

With a view of trying to organise a Reunion of crew members and other personnel that had connections wit the **Lady Glorita** we are searching for several individuals. If you know of any that we are seeking or indeed are the one we are looking for or if you have any information of the missing crew members, please contact Jouke de Ruiter by email (See below) or by phoning +353 27 74270 or [joukeder@beara.org](mailto:joukeder@beara.org)

Please visit m.v. **Lady Glorita** website : <http://www.beara.org/ladyglorita/index.html>

## Pirates attack oil tanker off Yemen, crew safe

Pirates fired a rocket-propelled grenade (RPG) into a fuel oil tanker near the Yemeni port of Aden on Wednesday morning, but the vessel and its cargo were recovered, the ship manager said. The 26 crew members on board the *Brillante Virtuoso*, which was carrying over 141,000 tonnes of fuel oil from Ukraine to Qingdao in China, abandoned ship after pirates fired into their bedroom block in the early hours of Wednesday morning.

"It is understood that the pirates fired RPG into the accommodation area, which started a fire," ship manager Central Mare Inc. said in a statement. "As a result the pirates abandoned their efforts to take control of the ship and left the scene, and the master ordered evacuation of all crew members." A U.S. navy vessel and two tugs from the port of Aden have arrived at the scene, the company said, adding that all the members of the crew were not injured and no pollution was caused. A company source said the vessel was being escorted to the nearby port of Aden.

Somali pirate gangs can stay out at sea for long periods using captured merchant vessels as mother ships and have been using Yemen's remote island of Socotra as a refuelling hub. The Somali piracy crisis is costing world trade billions of dollars a year.



The 2002 built 158 mtr long **NEPTUNE AEGLE** seen in Malta – Photo : **Gejtu Spiteri (c)**

## **Red Sea boat sinking leaves '197 people dead'**

A boat carrying African migrants to Saudi Arabia has capsized off Sudan's coast, killing 197 people, Sudan media says.

A ship packed with refugees bound for Saudi Arabia has caught fire and capsized off the northeastern coast of Sudan, killing 197 people, the Sudanese Media Centre, a state-linked news agency, has said. The agency said on Tuesday that three of the migrants had been rescued. The three are being treated in a hospital near Atiaba, where the incident took place, Mohamed Vall, Al Jazeera's correspondent reporting from Khartoum, said.

The ship had launched from the Red Sea State, one of Sudan's 26 states, and sailed for four hours in Sudanese territorial waters before the blaze broke out, according to the news agency. "All we know is this boat has caught fire and capsized off the shores of the Red Sea area in Sudan, particularly at a place called Atiaba about 200km from the port of Sudan," Vall said

An unconfirmed source spoke to Al Jazeera and said the boat drowned last Saturday, although the Sudanese media were only reported it now. "We don't have confirmed information about when this happened," Vall said. The owners of the boat, all Yemenis, have been arrested, the Sudanese Media Centre said.

"It is a homemade boat and that is probably one of the problems that caused this incident," Vall said. The boat had several nationalities on board, including Somalians, Eritreans, Ethiopians and Sudanese. A second attempt to smuggle 247 migrants, mostly from Chad, Nigeria, Somalia and Eritrea, was also uncovered in the same state, the report said, without elaborating. Sudan has experienced several other incidents of illegal migrants drowning off the coast on their way to nearby countries in past years.

Thousands of African migrants, especially Eritreans and Ethiopians, risk the dangerous route to escape, often trying to go to Saudi Arabia. **Source: Al Jazeera and agencies**

## **Incident Video of The Week – Tug 'Aries' sinks in Bering Sea**



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 188

Last week gCaptain brought the news of the tug **Aries** that sank in the Bering Sea. Master of the **Aries** and good friend of gCaptain, **Captain Doug Pine**, put together this video he shot after climbing aboard the barge he was pulling and subsequent rescue of him and his crew by the USCG.

[http://www.youtube.com/watch?v=ZRcJCgs\\_LZ4&feature=player\\_embedded](http://www.youtube.com/watch?v=ZRcJCgs_LZ4&feature=player_embedded)



A busy Albert Quay, Aberdeen. L to R. **Vos Pioneer**, **Cultra**, **Carrickfergus**, **Caledonian Vanguard**, **Caledonian Victory**, **Grampian Talisker**, **Highland Citadel** & **Skandi Barra**. Photo : Iain Forsyth (c)



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The **IVAN PAPANIN** seen outbound from Rotterdam – Photo : Harry van den Berg (c)

## Sea Princess Cruise Passengers Contract Norovirus...Again!

Sea Princess Cruise passengers this week received an non-welcomed cruise ship risk when 53 passengers contracted the norovirus, an event that is now being investigated by the federal government. The cruise was on a 10-day Alaskan trip out of San Francisco when it was reported that 53 of 2,196 passengers contracted the virus, a highly contagious gastroenteritis infection. The June 19 cruise means that more than 350 passengers have become sick aboard the company's cruises since May 10 according to the Centers for Disease Control. The first outbreak occurred May 10 when 44 passenger became ill, followed by a May 20 cruise in which 128 people were left sick and a May 30 voyage in which 142 out of 2,2128 passenger contracted the virus.

The CDC warns that the norovirus is typically spread through water or when touching contaminated surfaces, which explains why on a crowded cruise ship so many people became sick. Cruise ship passengers are urged to constantly wash their hands, make sure food is properly prepared and to avoid as many surfaces as possible such as handrails on staircases that tend to be touched by many people.

Even with "extensive" cleaning of their ship before their last voyages the outbreaks continue and for how long is a matter of isolating the virus and removing it from the environment which can be tricky aboard such a massive vessel.

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



The **SMIT CAYMAN** seen approaching Cape Town – Photo : Glenn Kasner (c)

## London Club posts record free reserves to consolidate financial strength

THE London P&I Club consolidated its financial strength by recording an overall surplus of \$3.6m for the 2010/2011 year of account. This lifted free reserves to \$145.1m, the highest level in the club's 145-year history. The club's continued policy of achieving controlled growth in its membership resulted in a five per cent increase, of almost 2m gt, in owned entered tonnage over the course of the year. The volume of charterers' business also continued to grow, and these developments produced a total entry of 42.5m gt at year-end, with more ships scheduled to attach during the



course of 2011. Chairman, John M Lyras, writing in the club's Annual Report for 2011, says, "Advances of this sort, together with further steps to strengthen rating and deductible levels, augment the club's financial strength for 2011/2012." Pointing out that the 2010/2011 policy year saw an unusually high number of claims in excess of \$1m, Mr Lyras added, "Our claims exposure – whether to incidents involving our members or other clubs' members through the International Group Pool – plays the greatest part in the club's performance." He emphasised that loss prevention awareness occupies an increasingly important role in the club's activities, with further attention being given to the dissemination of relevant information through its loss prevention publication and alerts programme, as well as workshops and seminars provided in response to member feedback and requests. Elsewhere in his comments in the Annual Report, Mr Lyras lamented the "inadequacy" of governmental response to the problem of piracy, and the troubling signs of increased risk to the wellbeing and safety of hostage crew members. The important Best Management Practices produced by the shipping industry and international naval organisations played a significant part in reducing the danger of piracy, but the way in which the risk has developed meant that the 'industry debate over the potential role to be played by properly trained guards' was 'unsurprising'. On another subject, Mr Lyras also expressed the hope that the provision by the clubs of a very substantial amount of information to those conducting the European Commission review of some of the International Group's arrangements would help inform the EC case team's understanding of the unique features of mutual P&I and the important benefits it delivers.



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The **MAERSK MISUMI** seen enroute Amsterdam – Photo : Joop Marechal ©

## Reünie oud-opvarenden van de zeesleper Hudson



Op 23 juli 2011 organiseert de "Stichting Help de Hudson" een reünie voor oud-opvarenden van de zeesleper Hudson. Hebt u gevaren op de Hudson en wilt u andere oud-opvarenden nog eens ontmoeten meldt u zich dan aan op [reunie@museumschiphudson.com](mailto:reunie@museumschiphudson.com) of stuur een berichtje met uw naam, adres en aantal personen naar:

**Museumschip Hudson**  
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De reünie wordt gehouden in de Kuiperij, Ankerstraat 16 te Maassluis.

## Vessels depart Mediterranean due to Libyan crisis

Seabrokers reports that there has been a steady trickle of tonnage arriving in the North Sea from the Mediterranean region over the last couple of months. This has been caused in part as a result of the current unrest in the region, particularly Libya, where a number of vessels have been released from term charters or whose contracts have been subject to the declaration of force majeure. Among the recent arrivals is Augusta Offshore's UT755LC PSV [Asso 30](#), which arrived in early June having had its contract with Mellitah Oil & Gas offshore Libya terminated. After a brief foray in the spot market the vessel was fixed by BP for 60 days firm + 30 days of options. Augusta have also mobilised the 14,400 BHP AHTS's [Asso 22](#) and [Asso 24](#) to the North Sea. Both vessels were previously working offshore Libya where [Asso 22](#) was briefly detained by the authorities in March. "With a slow market in the Mediterranean owners see better prospects in the North Sea where the vessels will join the spot market," said Seabrokers. Another casualty of the Libyan situation was the 10,500 bhp AHTS [Hamal](#) whose contract with Mellitah was suspended and which has, since March, been in Malta.



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## COSTA FAVOLOSA CHRISTENED IN TRIEST



On the 2nd July the **COSTA FAVOLOSA** was christened in Triest. Godmother was the actress Margraeth Madé. The ship is the new Flagship in the Costa Fleet. – **Photo's : Frank Behling (c)**





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## USCG responds to Virgin Islands ferry grounding

Coast Guard rescue crews responding alongside U.S. Virgin Islands and Good Samaritan boat crews completed Tuesday morning the safe removal and transfer of all 98 passengers and four crewmembers onboard the Royal Miss Belmar passenger ferry to awaiting local authorities in Red Hook Harbor, St. Thomas, after the vessel, which is operated by Aquatic Management, LLC d/b/a VI SeaTrans, ran aground Monday night on a reef off the northeastern end of Great St. James Island, U.S. Virgin Islands.

Five of the passengers who reportedly sustained injuries onboard, including a baby, were transferred to awaiting Emergency medical services personnel in Red Hook Harbor.

**Photo : USCG**

"This rescue was possible due to the swift and quick response of Coast Guard boat crews, local emergency responders and Good Samaritan vessels on scene, who aggressively worked throughout the night to safely remove all 102 people from the grounded vessel,"

said Capt. Marc Stegman, Sector San Juan acting commander. "The passengers remained calm and allowed first responders to successfully transfer them to safety." Coast Guard response and prevention personnel, including marine



and pollution investigators, will continue working with the vessel owner and local authorities to coordinate the removal and salvage of the vessel, investigate the cause of the grounding and determine if there are signs of pollution in the water. The vessel reportedly is not taking on water at this time.

Coast Guard Watchstanders in Sector San Juan received a 911 call at 10:05 p.m. Monday from a U.S. Virgin Islands emergency operator and a radio call from the master of the Royal Miss Belmar notifying the ongoing distress.

Coast Guard rescue crews aboard a Boat Forces St. Thomas 25-foot response boat arrived on scene and coordinated the safe removal and transfer of the ferry passengers to Good Samaritan vessels on scene. U.S. Virgin Islands National Park Service and St. John Rescue maritime units also responded to the distress. **Source : Marine Log**

## **NAVY NEWS**

# OCEANWIDE SAFETY AT SEA





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## **Iran's first submarine returns home after 67-day voyage**

Iran's domestically-manufactured submarine dubbed Yunis returned home on Tuesday following the completion of its 67-day mission to international waters. Yunis submarine was dispatched to the Gulf of Aden and the Red Sea in order to gather data on those areas.

The submarine also accompanied the Navy's 14th fleet in its mission to protect the Iranian trade vessels against piracy. Speaking to reporters on Tuesday, Ahmad Reza Baqeri, a Navy official, said the Yunis submarine has astonished extra-regional powers present in the Gulf of Aden and international waters.

The presence of the Yunis submarine along with the 14th fleet, which comprised of Naqdi destroyer and Bandar Abbas warship, has demonstrated the Iranian Navy's military power, Baqeri noted. He went on to say that the 14th fleet of Iran's navy played an important role in improving relations between Iran and certain regional countries.

---Iran's military achievements pose no threat to other countries

Iranian Navy Commander Habibollah Sayyari has said that Iran's military capabilities do not pose any threat to any country. The goal of improving Iran's military might is to deter enemies and help establish security in the international waters, Rear Admiral Sayyari stated on Tuesday.

He went on to say that Iran's Navy is ready to hold joint maneuvers with other countries. He also said there is no need for extra-regional countries to maintain their presence in the region as regional nations themselves can guard their waters. Sayyari also said Iran was the first country which responded positively to a request by the International Maritime Organization to send warships to international waters to counter piracy **Source : Tehran Times**

## **Newport News Shipbuilding-Built Submarine California (SSN 781) Returns From Successful Sea Trials**



Huntington Ingalls Industries announced that **California (SSN 781)**, the nation's newest and most advanced nuclear-



powered submarine, returned to the company's Newport News Shipbuilding division after completing the ship's first round of sea trials. The submarine returned July 2 with a broom on its mast, symbolizing a "clean sweep" and successful sea trial. A Newport News Shipbuilding flag also flew over the submarine to mark the first Virginia-class submarine sea trial since the return of the Newport News Shipbuilding name.

Sea trials provide an opportunity to test all systems, components and compartments and include submerging for the first time, high-speed runs while on the surface and submerged, and a demonstration of many of the submarine's other capabilities. "Sea trials are a highlight of the shipbuilding process," said Becky Stewart, vice president for Newport News Shipbuilding's submarine programs. "A

successful sea trial is a major accomplishment and the culmination of several years of work that showcases the skills and craftsmanship of our shipbuilders."

**California**, the eighth ship of the class and named to honor the "Golden State," is in the final stages of testing at HII's Newport News shipyard. Upon delivery to the Navy later this year, California will be the most modern and sophisticated attack submarine in the world, providing undersea supremacy well into the 21st century. The keel for **California** was laid May 1, 2009, and the ship was christened Nov. 6, 2010.

## Mosquito fleet

As the world waits warily for the launch of Beijing's first aircraft carrier, which is now expected to take place some time next month, China's East Asian neighbours have their hands full dealing with its maritime militias. Last month, China announced plans for a significant expansion of its Maritime Surveillance Force, a law enforcement agency that polices its coastal waters. The MSF will get an extra 16 aircraft and 350 vessels by 2015, and boost its current 9000 personnel, mainly ex-Navy men, to 15,000 by 2020. The number of patrol vessels in its fleet will rise to 520 by 2020, most likely to be deployed in the contested waters of the South China Sea and the East China Sea.

While China claims almost all the waters of the South China Sea, other states in the littoral like Vietnam, the Philippines, Malaysia and Brunei have competing territorial claims. In the East China Sea, Japan and China have been quarrelling over islands, fisheries and offshore hydrocarbon reserves.

The Maritime Surveillance Force is only one of the five agencies responsible for law and enforcement in the waters that China claims. The others are the Coast Guard, which is a military force that constantly patrols the coasts. The Maritime Safety Administration handles search and rescue along the coast. The Fisheries Law Enforcement Command polices fishing grounds. The Customs Service polices smuggling.

Michael Richardson of the Institute of Southeast Asian Studies in Singapore reports that Beijing is also organising its massive fishing fleet to contribute to maritime security. In recent years, Chinese fishing boats have played a crucial role in harassing US naval vessels and Southeast Asian oil and gas survey ships in the South China Sea, as well as Japan Coast Guard patrol ships in the East China Sea. **Source : Indianexpress**

## SHIPYARD NEWS



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The Russian flagged **SHTANDART** completed a drydocking period at the Damen Shiprepair facilities in Schiedam and departed later bound for sea (see below) – **Photo : Jan Simons ©**

## MHI completes modernization of Shimonoseki Shipyard

Mitsubishi Heavy Industries, Ltd. (MHI) has completed the modernization of its Shimonoseki Shipyard in Yamaguchi Prefecture, Japan. The shipyard's primary markets are coastal-service vessels for Japanese customers and governmental-organization-use vessels. A ceremony held at the yard today marked the completion of the last in a series of modernization initiatives at the shipyard, the installation of a 300-ton suspension capacity jib crane.

With completion of the modernization program, the Shimonoseki Shipyard will boost productivity in the construction of high-value-added vessels, such as coastal-service ferries, RO/RO ships, high-speed boats and special-purpose vessels.

The 300-ton jib crane and a 150-ton crane newly installed at the 186 m long x 53 m width berth at the shipyard's Enoura Plant replace four existing aged cranes. Last autumn the plant expanded its general assembly work area beside



the berth utilizing an adjoining vacant lot, a reclaimed site which was originally dock No.1. By shifting some of the assembly works being conducted at the berth, which required setup on a high place, to assembly at a fully-equipped ground level site, enhancement of work efficiency has been achieved. Now, in boosting capacity to transfer building blocks and components of ships through installation of a new crane, efficiency in large-component assembly work, which is conducted prior to vessel erection in the berth, has also been improved. By modernization and various work efficiency improvements, the shipyard targets to improve productivity by 15%.


The modernization program at the shipyard began in October 2007 with the launch of a new processing and assembly shop for high-speed aluminum ships at the Enoura Plant. With completion of the new wing, the shipyard has improved the productivity and expanded construction capacity of aluminum ships, such as patrol vessels and fisheries patrol boats. In October 2010 the shipyard completed a blast/painting shop equipped with air-conditioning, dust control and component block transfer systems, along with an expanded general assembly area, at the former No.1 dock site. The new blast/painting shop complies with the new rules for ballast tank coating set by the International Maritime Organization (IMO) and achieves a structure for performing all the work involving painting, including paint surface preparation, of ships' ballast water tanks in a secure and stabilized environment.

In its 2010 Medium-Term Business Plan for the five years beginning fiscal 2010, MHI has set down a new business strategy for its Shipbuilding and Ocean Development segment. The new strategy includes measures targeting earnings acceleration, cost structure reforms, and entry into large-scale projects and new business fields. **Source : MarineLog**

## **ASL Marine books OSV orders for eleven vessels**

ASL Marine Holdings Ltd. reports that its wholly-owned subsidiary ASL Shipyard Pte Ltd has secured new shipbuilding contracts worth a total of approximately S\$131 million (about US \$106 million) for the construction of eleven vessels for deliveries between the fourth quarter of 2012 and the third quarter of 2013. Two North Sea Standard Emergency and Response vessels will be built at the ASL Marine's Singapore shipyard for a repeat customer. Nine Anchor Handling Towing/ Supply Vessels will be built at the group's shipyard in Guangdong province, China. **Source : Marinelog**

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## **Maersk declares option for two more drillships**

Maersk Drilling, a business unit within the A.P. Moller- Maersk group, has declared its option to build two ultra deepwater drillships at Samsung Heavy Industries in South Korea and has obtained a new option for the construction of two additional drillships.

The drillships are scheduled for delivery from the shipyard in the second and third quarters of 2014, respectively. The total project cost for the pair is approximately \$1.3 billion, which includes a turnkey contract with the yard, owner furnished equipment, project management, commissioning, start-up costs and capitalized interest. Simultaneously, Maersk Drilling has obtained a new option for the construction of two additional drillships. "We have an ambition of becoming one of the leading drilling contractors in the ultra deepwater segment and this order is another important

step in taking a bigger share of this attractive market segment," says Claus V. Hemmingsen, CEO of Maersk Drilling and member of the Executive Board of the A.P. Moller – Maersk Group. "The order reflects our commitment to grow our rig fleet enabling us to serve our customers in the ultra deepwater segment on a more regular basis."

So far this year, Maersk Drilling has invested \$3.8 billion in two new jack-up rigs and four drillships. Maersk Drilling had a revenue of \$1.6 billion and a profit of \$399 million after tax in 2010. Hemmingsen sees a strong market for deepwater drilling rigs as the global demand for oil is increasing while at the same time production from mature fields is declining.

"This means that about six times the current Saudi production must be brought on stream over the next 20-25 years which will drive a solid growth in the demand for drilling services. The main part of this growth will take place in frontier areas such as deepwater," he says.

The two drillships will be of similar design to the two drillships Maersk Drilling ordered from Samsung in April 2011. The 228 meter long drill ships will be able to operate at water depths up to 12,000 ft (3,650 m) and will be capable of drilling wells of more than 40,000 ft (12,200 m).

Similar to the design philosophy on Maersk Drilling's ultra deepwater semi-submersibles the drillship design includes features for high efficiency operation including a dual derrick, which allows for parallel and offline activities. The extensive storage areas and tank capacities provide an advantage when operating in areas with less developed infrastructure and limited presence of suppliers. Together with the higher transit speed the increased capacity will reduce overall logistics costs. The drillships will have accommodations for 230 people. **Source : MarineLog**



The **ATLANTIC HOPE** seen enroute Rotterdam – **Photo : Piet Sinke (c)**

## Shipping emissions to rise in Arctic

Climate change in the Arctic is not likely to spark an immediate boom in oil and gas exploration, according to a new study published in the journal Atmospheric Chemistry and Physics. But it will increase shipping there, and shipping-related emission of greenhouse gases will intensify in the region.

The article, by researchers at the Oslo-based Center for International Climate and Environment Research (CICERO), Det Norske Veritas and Statistics Norway, predicts that while ship exhaust will not rise significantly globally, it will in the Arctic. In particular, the study says, there will be "a considerable change in the location of emissions" as fishing boats proliferate along the coast and some shipping vessels move through. Glen Peters, a senior research fellow at CICERO and the study's lead author, said shipping companies will have more of an incentive to operate in Arctic waters than oil and gas companies. "It's still tough, in terms of the Arctic," Peters said, referring to energy extraction in a phone interview. "Even though the ice might recede a little bit, you still have ice in the winter." Summer ice could disappear much sooner, the authors note, with some experts predicting that the Arctic could be ice-free in September as early as 2030. Since travel time between Europe and the northern Pacific could be cut in half by traversing the Arctic, the authors write in the June 6 article, "use of this route could increase substantially as the sea-ice retreats." The researchers used both a computer model of commercial shipping and one of global energy markets to predict how emissions could change in the region over time. There is virtually no container trade between Asia and Europe through



the Arctic right now; the researchers estimate that about 8 percent of container trade will travel through the Arctic in 2030, rising to about 10 percent in 2050. This shift will result in more shipping-related emissions in the region, the scientists conclude, but they add that “compared to the business as usual case (no Arctic transit) there is a reduction in global fuel consumption in the shipping sector . . . as the Arctic transit is shorter than shipping via the Suez Canal.” The study found emissions in the Arctic from oil and gas exploration, by contrast, are not likely to increase significantly. “Production will be relatively stable,” Peters said, adding that when it comes to pollution, “the new installations will have better technology in terms of emissions.”

The researchers noted that the price of oil could play a critical role in determining the level of production in the Arctic: If oil rose to \$120 a barrel, for example, it could spur a significant expansion of drilling in the area. Some oil and gas firms, such as Russia's Rosneft, have indicated that they plan to expand their activities in the Arctic in the near term. And on Friday, the Environmental Protection Agency issued draft air-quality permits for Shell Oil's exploratory drilling operations in Alaska's Arctic waters. Sen. Lisa Murkowski (R-Alaska) welcomed the EPA's action, noting that the original permits for the spring of 2010 were overturned on appeal by the agency's Environmental Appeals Board. “Alaska's offshore resources represent our greatest potential to develop the energy we currently rely on to drive our economy,” Murkowski said in a statement. “While we must ensure development is done responsibly, we must also have a regulatory process that provides companies willing to invest in our economy assurance that their applications will be processed in a timely manner.” Scientists are now looking into whether a spike in emissions in certain parts of the Arctic, which is warming much faster than the rest of the globe, will affect the region disproportionately. “Those calculations are ongoing,” Peters said. **Source : washingtonpost**

## SHTANDART DEPARTED FROM SCHIEDAM



The **SHTANDART** seen departing from Schiedam outbound – **Photo : Henk van der Heijden ©**

The key mission of the **Shtandart Project** is to engender in young people - those who will steer us into the future - competence, self-esteem and the ability to work in a team. They will learn to overcome difficulties and to fulfil their visions. The building and sailing, more than three hundred years later, of the replica of the first Russian-built man of war, Peter the Great's flagship '**Shtandart**' exemplifies this determination and spirit of enthusiasm and good will. Involvement with the challenges of ship building and sailing provides the means to achieve these goals. On- board, young people of Russia and of the World test themselves together in the challenging conditions of the open seas. In foreign ports, they proudly represent Russia and forge positive links with other countries.

## 'Bollenschip' brengt nieuwe lading Ing

De Rotterdamse haven heeft voor het eerst een Moss-schip op bezoek, een schip voor het vervoer van vloeibaar gas (Ing). Het is het tweede Ing-schip dat afmeert aan de nieuwe Gas Access To Europe (Gate)-terminal. De **'Arctic Voyager'** is een opvallende verschijning, met bollen op het dek. In die bollen is het gas opgeslagen



Photo : Sabastiaan ©

De Gate-terminal, de eerste Ing-terminal van Nederland, draait sinds vorige maand proef. In september moet het overslagpunt operationeel worden. Dankzij Ing is de toevoer van gas niet langer afhankelijk van pijpleidingen.

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Worlds largest RO/RO the 265 metre long **Tonsberg** about to drop anchor at Melbourne's outer anchorage delayed in berthing due to excessive wind on 6-7-2011" Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©

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## OPTI-EX® floating production system has been successfully delivered to LLOG Deepwater Development Company

EXMAR is pleased to announce that the OPTI-EX® floating production system has been successfully delivered to LLOG Deepwater Development Company on July 6th, at Mississippi Canyon 547 in the Gulf of Mexico.

Mooring and installation of the OPTI-EX® will follow. Processing capacity of the OPTIEX ® is 60,000 BOPD and 150 MMCFD of gas. As per agreement, the total consideration for the sale of the OPTI-EX® to be paid to EXMAR will be in excess of USD 400 million. A first payment of USD 104.5 million has been made to EXMAR on delivery. Payment of the balance will be made over a period of about 62 months following installation.



Above seen the 2007 built ITA flag and owned tug **CAPO MOLINI** entering Grand Harbour, Malta on Thursday 30th June, 2011 to take stores and bunkers while on her way to Abu Qir, Egypt.

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

## Gentse haven groeit verder gedurende eerste 6 maanden

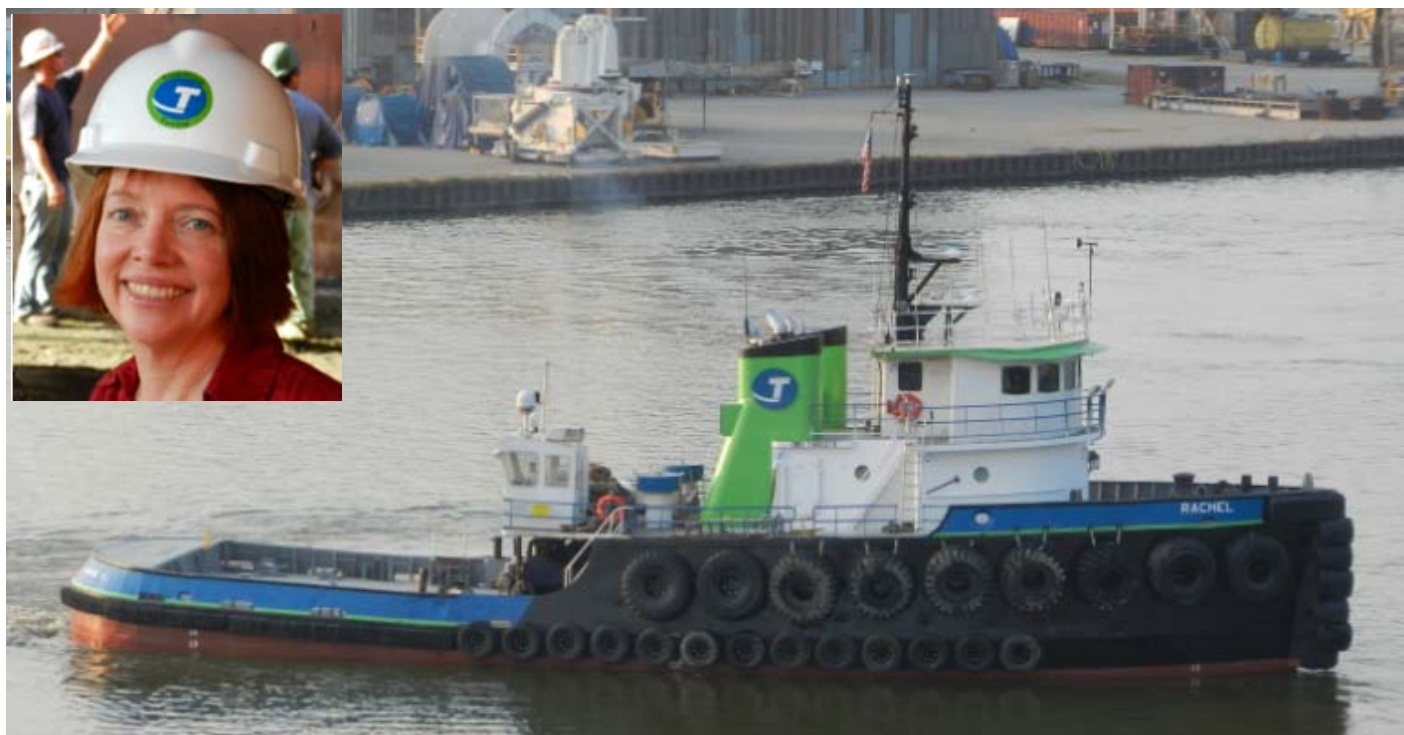
Overslagcijfers eerste semester 2011 De Gentse haven boekte voor het eerste halfjaar van 2011 een totale goederenoverslag van 25,5 miljoen ton. Met een toename van ruim 5% tegenover dezelfde periode in 2010 stijgt de haven van Gent hiermee boven het recordjaar 2010 uit. De totale goederenoverslag van 25,5 miljoen ton tijdens de eerste 6 maanden van 2011 bedraagt 5,45% meer dan het totaal van 24,1 miljoen ton goederen voor dezelfde periode in 2010 - het beste jaar ooit. Goederen Voor de eerste zes maanden zitten vooral landbouwproducten (in het bijzonder graan), petroleumproducten, ruwe mineralen en bouwmaterialen (waaronder zout en zand) in de lift. Positieve evolutie De positieve evolutie van het recordjaar 2010 blijft zich gedurende de eerste 6 maanden voortzetten. Zowel voor de goederenoverslag via zeevaart als via binnenvaart komt de haven van Gent ruim boven 2010 uit. Bovendien

blijft de export met 25% van de overslag op het peil van 2010. Het recordjaar van 2010 mag dan wel overschreden zijn na het eerste semester. De mindere groei in de binnenvaart (4,4%) en de daling van de overslag via zeevaart (7,4%) gedurende het tweede kwartaal duiden erop dat voorzichtigheid in voorspellingen geboden blijft. Zeevaart en binnenvaartHet eerste semester boekte de haven van Gent via zeevaart een goederenoverslag van 14,1 miljoen ton, een stijging met 4,35% tegenover 2010.De goederenoverslag via de binnenvaart is goed voor bijna 11,4 miljoen ton tegenover 10,6 miljoen ton in de eerste 6 maanden van 2010. Dit vertegenwoordigt een stijging van 6,85%. Voor de overslag via zeevaart nam het aandeel van de vloeibare bulk stevig toe. Deze trend kon al in 2010 vastgesteld worden. De overslag via binnenvaart tekent een sterke stijging op bij de droge bulk.



The **LS ANNE** seen at the Westerscheldt River inbound – Photo : Hendrik de Winde ©

## TRADEWINDS TOWING BUYS CHALLENGER



**Dominique Smith** reports that **Tradewinds Towing** have purchased the **CHALLENGER** from Seabulk Towing and renamed her **RACHEL** after his sister (photo – insert) and business partner/owner. They have just finished a 5 year CLASS renewal at **Conrad Deep Water shipyard** in Amelia, Louisiana sporting the company colors, The tug is at present en-route to Norfolk, Virginia to tow **USNS HENRY ECFORD** to Brownsville, Texas for scrap.

Photo : Dominique Smith - TradeWinds Towing LLC ©



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## MOMBASA DOCK STRIKE CALLED OFF

Port of Mombasa – strike suspended for further talks Heeding a request by the Kenya Ports Authority, Mombasa port dock strikers on Sunday called off their planned strike pending a meeting that was to be held yesterday (Monday) with port management. The government has called us to a meeting on Monday. We will have to suspend our planned strike so we can hear what they have for us," said union chairman Jeffar Kiti. Last week the trade union warned that it intended blocking all road access to the port. The union wants 360 employees who have been working as temporaries for the last 15 years to be provided with permanent positions enjoying pensions and other benefits. There are another 2,100 casual workers who have been working in the port in various positions for the past three years that the union is demanding be given permanent jobs. Source : [ports.co.za](http://ports.co.za)

## BOEKBESPREKING

Door : Frank NEYTS

### "Tussen Wal en Schip".

Bij Davidsfonds Uitgeverij verscheen recent "[Tussen Wal en Schip. Erfgoed op en rond het water in Vlaanderen](#)". Robert Declerck en Margit Sarbogardi tekenden als auteurs. Fotografie door Jan Crab. Geen leven zonder water. Water heeft altijd een belangrijke rol gespeeld in onze geschiedenis. Dorpen en steden werden gebouwd langs rivieren en meren. Water was onmisbaar als drank en als voedselleverancier. Bovendien zijn waterwegen al jarenlang een ideaal transportmiddel, noodzakelijk voor handel en industrie. Binnenschepen en woonboten, sluizen, vuurtorens, watermolens en scheepswerven, badhuizen, waterburchten, visserijen... In Vlaanderen is er heel wat erfgoed dat rechtstreeks of onrechtstreeks verband houdt met water. Talloze sites zijn erkend als beschermd erfgoed en zijn een bezoekje waard. "[Tussen Wal en Schip](#)" neemt je mee langs waardevol watererfgoed. Talrijke tips en leuke adresjes zetten je op weg. Praktische toeristische informatie wordt afgewisseld met sagen en legenden waarin water de hoofdrol speelt. Een handige gids en een aanrader voor wie één aspect van het Vlaamse erfgoed beter wil leren kennen.

"[Tussen Wal en Schip](#)" (ISBN 9-789058-267733) werd op handig formaat uitgegeven en telt 172 pagina's. Het boekje kost 16,95 euro (exclusief 4,5 euro verzendingskosten). Bestellen kan bij Davidsfonds Uiteverij, Blijde Inkomstraat 79-81, B 3000 Leuven (België). Tel. +32(0)16/31.06.00, Fax +32(0)16/31.06.08, e-mail: [uitgeverij@davidsfonds.be](mailto:uitgeverij@davidsfonds.be)

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



The **Sea Horizon** spotted at KSB – Photo : Capt. Jelle de Vries (c)

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