

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 200



**Number 200 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Tuesday 19-07-2011**

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**Sea Contractors SEA ALFA seen outbound from Harwich last week**  
**Photo : Piet Sinke (c)**

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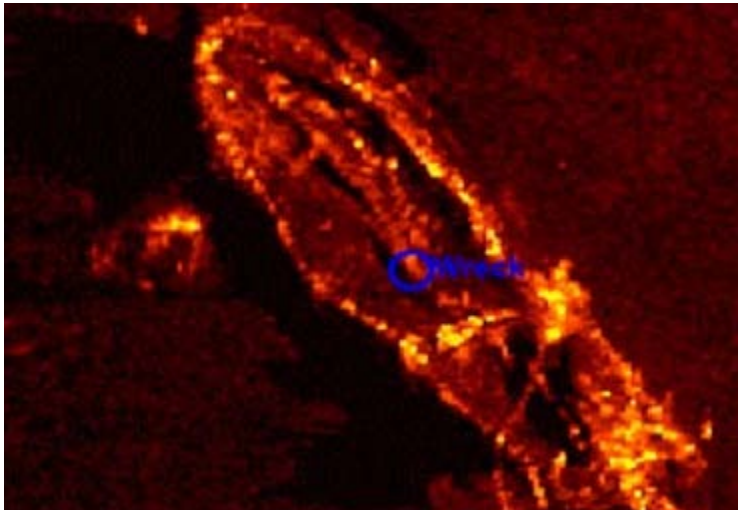
## EVENTS, INCIDENTS & OPERATIONS



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### 'World's oldest' wreck found in Swedish Baltic



What looks very much like a cog, a ship used in the Baltic between the 12th and the 14th centuries, has been discovered in the waters between the islands of Gotland and Öland off the east coast of Sweden. The vessel showed up in sonar pictures of the area, causing experts on shipwrecks to believe that they may have the world's oldest intact shipwreck on their hands.

"The hairs at the back of my neck stood up when I first saw the pictures," said shipwreck expert Erik Bjurström to the local Barometern daily. Because of the age of the ship and the location, historians cannot but wonder if it in fact could be the legendary ship that carried the Danish king Valdemar Atterdag home after his sacking of Visby on Gotland, in 1361 AD.

"There is a theoretical possibility that it is Atterdag's ship," said Richard Lundgren at exploration firm Ocean Recycling to The Local on Friday. Wanting to limit the power of the hanseatic trade league in the area, King Valdemar IV of Denmark decided to attack the Baltic island of Gotland. According to legend he hated the Gotlanders and especially the city of Visby, where he had heard that they had made up songs to mock him. Once in possession of the city of Visby, the Danish king, wanting to humble the burghers, allegedly set up three huge beer barrels saying that if the barrels weren't filled with silver and gold within three days, he would turn his men loose to pillage the town.

But the barrels were filled before nightfall of the first day and after the churches had been stripped of their riches, the loot was loaded on Danish ships and carried home. However, one ship was lost on the way and although sought by many a shipwreck expert, it has never been found. After studying the images Bjurström it is almost certain that what the sonar showed is a medieval cog. The discovered ship was found at a depth of 100 metres in a secret location between the two Baltic isles. The sonar pictures show a small vessel, 28 metres long and seven metres wide.

No cogs have ever been found in the area despite the extent of their use and the perfect conditions of the Baltic Sea for wreck preservation. The seabed of the Baltic is flat, there is no shipworm, and the oxygen levels in the water are low enough to make it ideal for wrecks to remain intact, according to Barometern. The paper reports that scientists are planning to send down remotely operated vehicles (ROV's) with cameras in the next few days. The hope is that the ROV images will provide the scientists with a better view and confirm that it is indeed a cog embedded in the ocean floor. With better images scientists hope to be closer the answer whether this is the Atterdag ship or not, and if there will be treasure from the sacking of Visby aboard the vessel. "Of course we are hoping for that. But for me it is enough if they can verify that it is a cog because that would be a world sensation. If it has Valdemar Atterdag's treasure onboard it will be even better," Bjurström said. This is the second find of a shipwreck in the area in the last few weeks. In the beginning of July a 16th century ship was discovered outside the coast of Gotland. Divers, looking specifically for the legendary Atterdag ship were excited about the find, although they were fairly sure from the outset that the ship was from a later era than the 14th century.

"We don't necessarily think that this is the wreck of the ship carrying the three barrels of gold, silver and valuables, taken from the Gotlanders. But in any case it is a very interesting ship, it's sensational," Richard Lundgren said to daily



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Dagens Nyheter at the time. But this time, the ship is likely to be from the right era, as it has one mast and not two, as a later ship would. "No one has ever found an intact cog in deep water before. In all probability it is the world's oldest intact wreck that has been discovered. That's what I believe," Bjurström said. Source : [thelocal.se](http://thelocal.se)



The ATLANTIC 75 "SURE AND STEADFAST" seen at the RNLI Harwich station - Photo : Piet Sinke ©  
See also : <http://www.rnli.org.uk/>



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## CROSSING THE NORTH SEA WITH STENA LINE



One of the ferry companies which are crossing regularly the North Sea is STENA LINE , which operates at the route Hoek van Holland <-> Harwich with world's largest combined freight and passenger ferries, the **STENA BRITANNICA** and **STENA HOLLANDICA**



The ferries are having a gross tonnage of 62,000t and a deadweight of 11,600t and are 240m long and have an overall beam of 240m and a draught of 6.4m. The ships are built in accordance with Stena Line's energy savings programme. The hull design was optimised using an advanced coating system. Catalytic converters and engines with better combustion rates help to lower the vessel's environmental impact.

The **STENA HOLLANDICA** was the first of two Ropax ships built at the Nordic Yards shipyard in Wismar, Germany. The **Hollandica** was handed over to Stena Line in May 2010, while its sister ship, the **Stena Britannica**, was delivered in October 2010. About £375m was invested in the construction of the ferries.



"The ship is built in accordance with Stena Line's energy savings programme."The **Hollandica's** interior, including the public and crew areas, was designed by Figura. The company created the general layout, colour schemes and elevations of the bulkheads. The vessel has facilities to recycle cardboard, glass and food waste. To reduce the energy used by the ship's cooling system, all windows are superimposed with solar film that blocks 82% of the sun's radiant heat. The **Hollandica** has inside and outside cabins. The outside cabins have sea views and can be booked for one or two people. The cabins are furnished with bunk beds with boxspring mattresses, quilts and linen. Room amenities include a sofa, table, flatscreen satellite television, wardrobe, telephone and bathroom.





Other accommodation options include outside cabins for three or four people, outside cabins for two people and a child, outside cabins for five people, comfort-class outside cabins for two, captain-class outside cabins for two and captain suite outside cabins for two.

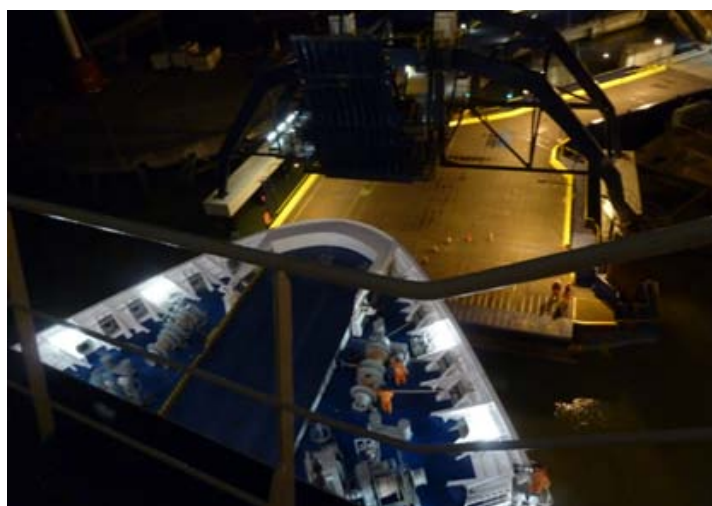
Ch. Officer **John** seen preparing the Stena Hollandica for departure from Harwich last week Thursday evening

The ferries are smoke-free vessels. Guests can smoke in a special smoking lounge on the outside decks.

"**Free Wi-Fi internet** is available throughout the ship. In the absence of a laptop, guests can use internet terminals in the internet room. The ship has a cinema where three films are screened during the night and one during the day.



The Stena Plus lounge has a selection of complimentary snacks and beverages. The ship has a shopping centre called Stena Shopping which offers gifts, sweets, liquor, tobacco and clothes. Children can spend their time in Teen Town and the Kids Playroom.



Above seen the departure from the Harwich terminal

The ferries having three bars and two restaurants, namely Riva Bar, Taste Wine Bar, Barista Bar, Metropolitan á la Carte Restaurant and Taste Restaurant.

The ship is powered by two 7,200kW MAN 6L48/60CR and two 9,600kW MAN 8L48/60CR diesel mechanical engines. The two CP Alpha propellers allow the ship to cruise at a service speed of 22kt. For auxiliary power requirements, the ship is fitted with three 1,320kW MAN 6L21/31 and one 1,540kW MAN 7L21/31 diesel gen sets. Two 3.1MW shaft generators are also provided.

Partly info source : ship-technology

Left : the arrival seen in Hoek van Holland

Photo's (except the top one) Piet Sinke (c)

For more details see also : <http://www.youtube.com/watch?v=a6ldirvY5IU&feature=related>

With special thanks to **Capt Bert** and crew of the **Stena Hollandica** for their hospitality during the crossing !



Above seen the **SVITZER TRIMLEY** moored in Harwich, the tug which is at present under charter to FELIXARC, for this reason the SVITZER logo is seen removed from the funnel – **Photo : Piet Sinke ©**

## Commission proposes to cut sulphur dioxide emissions from shipping by 90%

Better air quality is on the way, thanks to proposals from the European Commission to lower the sulphur content of shipping fuels. The proposals should reduce sulphur dioxide emissions by up to 90 %, and fine particle emissions by up to 80 %. The benefits for public health will be between EUR 15 and 34 billion, far exceeding the expected costs, which are in the range of EUR 2.6 to 11 billion. With nearly half of Europe's population living in areas where EU air quality objectives are still not met, air pollution is one of the main environmental worries facing citizens.

Environment Commissioner Janez Potočnik said: "Air pollution does not stop at borders. Land sources have been subject to the attentions of regulators for some time, and the time has now come for the maritime sector to deliver its fair share, all the more so as the impacts on air quality are felt far beyond coastal areas. This proposal is an important step forward in reducing air emissions from the fast-growing maritime transport sector. It will help resolve the persistent air quality problems that continue to affect millions of Europeans. It is part of a transformational agenda that will prepare the sector for the challenges of tomorrow."

Vice-President Siim Kallas added: "Transposing into EU law the standards unanimously agreed in the IMO would be a step towards further improving the sustainability of waterborne transport. I am very glad that the proposal includes a variety of short and medium-term accompanying measures to help the sector face this challenge". The proposed legislation revises the Directive on the sulphur content of certain liquid fuels and incorporates new IMO standards into EU law to ensure their proper and harmonised enforcement by all EU Member States. Under the proposals, the maximum permissible sulphur content of maritime fuels used in sensitive areas such as the Baltic Sea, the North Sea

and the English Channel will fall from the previous level of 1.5 % to 0.1 %, as of 1 January 2015. Other areas are to achieve an even bigger cut, from 4.5 % down to 0.5 % by 1 January 2020.

Ships will be allowed to use equivalent technologies such as exhaust gas cleaning systems as an alternative to using low sulphur fuels. Other important changes proposed include more unified reporting and verification, and sampling provisions aligned with international standards. The proposal should be phased in from 2015 to 2020. In the meantime, the Commission will develop, in 2012, a series of medium and long-term measures within the framework of a "Sustainable Waterborne Transport Toolbox" to foster sustainable and competitive short sea shipping.

While the new rules will pose challenges for the sectors concerned, the use of alternative abatement technologies will significantly reduce compliance costs and stimulate innovation and resource efficiency. The proposed revision is an effort to address persistent air quality problems in advance of a wider Commission review of air policy scheduled to take place before 2013. The proposal builds on stakeholder consultations and on various studies on the costs and benefits of the planned measures and their possible impact on the shipping industry.

Crude oil is processed into distilled fuels such as petrol and diesel, and residues such as heavy fuel oil and bitumen. Ships traditionally use these heavy fuel oils for propulsion. Heavy fuel oils can have a sulphur content of up to 5 %; in comparison, the sulphur content of fuels used in trucks or passenger cars must not exceed 0.001 %. Sulphur dioxide emissions cause acid rain and generate fine dust. This dust is dangerous for human health, causing respiratory and cardiovascular diseases and reducing life expectancy in the EU by up to two years. Emissions from air pollutants such as sulphur have decreased over the past 20 years. However, the EU is some way short of achieving its objective, namely levels of air quality that do not give rise to significant negative impacts on and risks to human health and the environment. Without further action, maritime emissions could exceed the total of EU land-based emissions by 2020, according to current trends. The Commission will carry out a comprehensive review of the EU air strategy by 2013, and is taking urgent short-term measures to resolve persistent problems encountered by the Member States in complying with air quality standards, notably for the fine dust known as particulate matter (PM), and for ozone. This proposal to align the quality of marine fuels with the latest standards agreed by the International Maritime Organisation is one such immediate measure. **Source: European Commission**



The **SMIT KAMARA** seen moored in Abu Dhabi – **Photo : Maarten Mostert ©**

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## SUMATRAS ARRIVED IN ROTTERDAM



ITC's **SUMATRAS** arrived with 4 barges (see photo below) in Rotterdam - Photo's : Jan van der Klooster ©



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## Pirates demand compensation from S. Korean navy

Somali pirates holding South Korean hostages demanded on Friday that the South Korean government release pirate prisoners and pay compensation for a commando raid that killed several pirates earlier this year. Somali pirates holding South Korean hostages demanded on Friday that the South Korean government release pirate prisoners and pay compensation for a commando raid that killed several pirates earlier this year. The attempt to use hostages to get concessions directly from their governments is a new trend, following demands made to the Indian government in April. Hassan Abdi, one of the pirates holding 25 crew aboard the **MV Gemini**, told The Associated Press that his



group wants compensation for eight pirates killed in February when South Korean commandos stormed a ship and freed 21 hostages. Abdi also he wants pirates being held prisoner in South Korea to be released. "First, we want the South Korean government to change its foolish treatment of us and come with a better approach toward us," he said in a statement read to the AP. "Second, we want compensation from them because they killed our brothers and they also have to release others in their jails. After that we may reconsider holding their nationals in our hands," he said. The **MV Gemini** was hijacked off the Kenyan coast in May. Four of the crew are South Korean.

For the past two years, pirates have been holding hundreds of hostages at any one time. Some are from nations like the Philippines, which does not have a naval presence off the East African coast. But many hostages are Indian, a country which has taken an active role in anti-piracy operations. In April, pirates released the **MV Asphalt Venture** but kept seven Indian crew members, saying they had been angered by the Indian navy's killing of several colleagues and that the pirates wanted to exchange the hostages for prisoners held in India. Most hijackings end with million-dollar ransoms being paid. The cash is a fortune in war-ravaged, drought-stricken Somalia. Most of the arid Horn of Africa nation has not had a functioning government for more than 20 years. **Source : PortNews**



The **CSCL AFRICA** seen outbound from Rotterdam-Europoort last Sunday afternoon – **Photo : Piet Sinke ©**

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## KUSTWACHT EN KNRM AKTIES AFGELOPEN WEEKEND

Van vrijdag 15 juli tot en met zondag 17 juli zijn de Kustwacht en de Koninklijke Nederlandse Redding Maatschappij weer volop in de weer geweest om hulp te verlenen aan watersporters in de problemen. In totaal was er sprake van 30 incidenten. De incidenten hebben zich in het gehele werkgebied van de Kustwacht en KNRM voorgedaan, te weten: Noordzee, Waddenzee, IJsselmeer – Markermeer en de Zeeuwse – en Zuid-Hollandse Stroom. Ongetwijfeld zal de relatief harde wind mede oorzaak zijn geweest voor het ontstaan van een aantal incidenten.

Een aantal vermeldenswaardige incidenten:

Op zaterdagochtend 16 juli was een sportvisboot zinkende op het IJsselmeer, een aantal kilometers uit de kust van Stavoren. De twee opvarenden zijn tijdig aan boord genomen van de in de nabijheid zijnde klipper "**Hollandia**". De KNRM reddingstations Hindeloopen en Enkhuizen hebben hulp verleend. Later in de ochtend is de sportvisboot binnengebracht in de haven van Stavoren alwaar het onmiddellijk door een kraan uit het water is gehaald. Na onderzoek bleek dat de sportvisboot onder de waterlijn iets geraakt heeft, waardoor er een forse scheur in de romp is ontstaan. Op zondagmiddag 17 juli heeft het Kustwachtcentrum te Den Helder de melding ontvangen dat er op de Noordzee, voor de kust van Scheveningen, een surfer in problemen was. Direct is door het Kustwachtcentrum het KNRM reddingstation Scheveningen ingezet. De surfer is door de reddingboot van Scheveningen uit zee gehaald, aan land gebracht en overgedragen aan een gereedstaande ambulance.

Op zondagavond 17 juli is op het Markermeer, voor de kust van Uitdam, de 22 meter lange stalen zeiklipper **Stormvogel** omgeslagen. De 5 opvarenden konden zich, na het omslaan, op de boeg in veiligheid brengen. Door het Kustwachtcentrum zijn direct de reddingboten van de KNRM reddingstations Marken en Huizen ingezet. Ook een aantal bergingsvaartuigen zijn ter plaatse gegaan. De 5 opvarenden zijn veilig aan wal gebracht in de jachthaven van Uitdam.

Noemenswaardig is nog dat van de in totaal 30 incidenten, ruim de helft bestond uit technische – en / of materiaal problemen. Denk hierbij aan motorproblemen, verloren schroef, gebroken mast, defect roer etc.

Tip van de Kustwacht en de KNRM: Pleeg tijdig onderhoud aan uw schip en controleer uw schip en de uitrusting grondig alvorens uit te varen. Kijk voor meer veiligheidstips de site van het KNRM preventieprogramma "Zeevast" : <http://www.knrm.nl/service/Zeevast/>



The **SEVEN SEAS MARINER** seen 14-07-2011 departing from Constanta in Romania

Photo : Neagu Nicolae Daniel (c)



## NAVY NEWS



The new Moroccan **OPV 341 BIR ANZARANE** seen approaching Zeebrugge naval base

Photo : Jasper van Raemdonck (c)



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## US ships arrive in Vietnam for training

Three US Navy ships were welcomed by former foe Vietnam for joint training, despite China's irritation following weeks of fiery exchanges between the communist neighbors over disputed areas of the South China Sea. US and Vietnamese officials have stressed that the seven-day ship visit and naval training are part of routine exchanges planned long before tensions began flaring between China and Vietnam in late May. China has criticized the port call as inappropriate, saying it should have been rescheduled because of the ongoing squabble.

The US visit sent a message that the Navy remains a formidable maritime force in the region and is determined to build stronger military ties with smaller Southeast Asian countries. "We've had a presence in the Western Pacific and the South China Sea for 50 to 60 years, even going back before World War II," said Rear Admiral Tom Carney, who is leading the naval exchange. "We will maintain a presence in the Western Pacific and the South China Sea as we have for decades, and we have no intention of departing from that kind of activity."

The US and Vietnamese navies will hold exchanges involving navigation and damage control along with dive and salvage training. No live-fire drills will be conducted. Vietnam and China last month announced their navies held such maneuvers individually in the South China Sea after relations hit a low point when Hanoi twice accused Beijing of hindering oil exploration within Vietnam's economic exclusive zone. China responded that Vietnamese boats had endangered Chinese fishermen near islands claimed all or in part by both nations and several others. Vietnamese state-run media and a border official on Wednesday accused armed Chinese soldiers of attacking and chasing a Vietnamese fishing boat near islands claimed by both countries. **Source : boston.com**



At the Fincantieri yard the first Italian FREMM , named **F 590 CARLO BERGAMINI** was launched

## STX Shipbuilding to launch World's largest ore carrier

South Korea's major shipbuilder STX Offshore & Shipbuilding announced it held a launching ceremony for a 400,000-ton Very Large Ore Carrier (VLOC) at the Jinhae Shipyard on Thursday. The newly launched VLOC, the world's largest, is 361 meters in length, 56 meters in width and 30.5 meters in height. It is about the size of three and half football stadiums and is able to carry 400,000 tons of iron ores at a nautical speed of 14.8 knots. STX Offshore & Shipbuilding led research, design and construction of the VLOC on its own. The VLOC is designed for outstanding sailing performances and reduction of fuel costs. Operating the company's high-capacity ballast water treatment system that can increase seawater discharges and shipping tonnage per hour, it could reach the goal of loading 16,000 tons of cargo an hour. This helped reduce bottlenecks in loading cargo on the vessel. A TIER-II engine is built in the VLOC, contributing to cutting emissions of toxic gases including nitrogen oxide and carbon dioxide. In addition, high tensile steel has been used for the vessel to decrease the heavy weight of the hull, improving fuel efficiency and sailing speed. This new VLOC will be dispatched to carry iron ores to Brazil's largest iron ore company Vale under a long-term contract with STX Pan Ocean. Meanwhile, STX Offshore & Shipbuilding has successfully delivered three fleets of 13,000-TEU container carriers and one fleet of 320,000-ton Very Large Crude oil Carrier (VLCC) this year.

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The Abkatun Oilfield (Gulf of Mexico) – Photo : Arjen van Aalst (c)

## Port of Falmouth masterplan approved

Business Cornwall reports that Cornwall Council cabinet has unanimously approved proposals for the development of the Port of Falmouth in the UK that will create and protect thousands of jobs. Business Cornwall said the Port of Falmouth Masterplan, which sets out a range of ambitious plans for the docks and the surrounding area, received an enthusiastic welcome at the cabinet meeting at County Hall.

The Masterplan has been developed after consultation with the public to ensure Falmouth is maintained and developed as a successful and viable operational port which brings economic growth to Falmouth, Cornwall and the south west. Cornwall Council's cabinet voted to endorse the Masterplan and formally adopt it as background to relevant planning decisions.

Mike Varney, Cornwall Council member for Falmouth Boslowick, told the meeting: "This is phenomenal news and not just for Falmouth. It will be to the benefit of the whole of Cornwall and beyond." One of the proposals is the dredging of a new approach channel to the Docks, which would be of great economic benefit as larger ships including cruise ships would then be able to access the port. Business Cornwall reported that Cllr Varney said that Cornwall Council should "champion a solution" to the issue of dredging and work with central government to find a way forward.

Source : Dredging News Online



The heavy lift vessels of BIGLIFT are seen in many parts of the world, yet they are a rare sight in the Kiel canal. On July 17th, **TRAVELLER** passed westward coming from Riga and heading for Le Havre.

Photo : Martin Luchte-Holtgreven (c)

## Brazil's Vale says signs JV for port concession

Brazilian mining giant Vale, the world's largest producer of iron ore, said on Thursday that it had signed a joint venture agreement for concession rights of the Ultrafertil port in Brazil's southeast, according to a regulatory filing, Reuters reports. Vale will pay 150 million reais (\$96 million) to its Vale Fertilizantes unit for a 51 percent stake in the port project and will pump in 432 million reais to fund investments in the port. Cargoes of sulfur, ammonia and fertilizers move through Ultrafertil, a private terminal under concession at the Santos port, Latin America's largest, Vale said in the filing. Santos is located in the state of Sao Paulo. "The joint venture positions Vale to meet, in a competitive way, the growth of agribusiness in Brazil," the filing read. The port investment "strengthens the infrastructure and logistics of the fertilizer business, helping make its expansion more viable over coming years." **Source : PortNews**

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## MOL solar hybrid ship set for June 2012 launch

Mitsui O.S.K. Lines, Ltd. (MOL) says it has determined the exterior and basic design of a car carrier aiming at zero emissions while berthed. The solar hybrid ship has benefited from a subsidy from Japan's Ministry of Land, Infrastructure, Transport and Tourism (MLIT) as a "project that develops systems to reduce CO2 emissions from ocean-going vessels." The vessel will be launched at the Mitsubishi Heavy Industries, Ltd., Kobe shipyard in June 2012.



The vessel will be equipped with a hybrid electric power supply system that combines solar power panels for generation with lithium-ion batteries for power storage. The system is the result of a cooperative study group of experts from Mitsubishi Heavy

Industries, Sanyo Electric Group, and MOL. With solar panels on every area of flat, exposed upper deck space, this system generates some 160 kW, making it the most powerful system of its type in the world. The lithium-ion batteries can store some 2.2 MWh of electricity, and the power generated by the panels while the ship is under way is stored in



the batteries and used to power the ship's systems while it is berthed. The system eliminates the need for diesel-powered generators, enabling the ship to achieve zero emissions at the pier. In addition, the lithium-ion batteries are placed in the bottom of the vessel, taking the place of fixed ballast, so they have no effect on the number of vehicles the vessel can carry. The logo SOLAR HYBRID is painted on the sides of the vessel near the stern to identify its hybrid system and its use of natural energy.

### Vessel Specifications

Capacity: 6,400 vehicles (standard passenger cars)

LOA: 199.0 m

Beam: 32.26 m

Draft: 9.725 m

Source : MarineLog



ITC's **SUMATRAS** seen arriving in Rotterdam last Sunday afternoon – Photo : Leen van der Meijden ©

## First Large Incat Vessel For Taiwan Strait

Incat is delighted with the news that the Fujian Cross Strait Ferry Corporation has selected a Wave Piercing Catamaran built in Tasmania as the answer to its high speed aspirations for Taiwan Strait. The 98 metre Wave Piercing Catamaran The Cat, Incat Hull 059, has arrived in China following her delivery voyage from Canada, via the Panama Canal. Built in 2002 the vessel has been operating for Bay Ferries since leaving Hobart that year.

The large ocean going catamaran has space for up to 900 persons, 267 cars and operates at speeds of up to 38 knots. A mix of cars and cargo may also be carried with 380 metres of lane space available for trucks or buses. Once in service later this year The Cat will operate for Fujian Cross Strait Ferry Corporation between Pingtan Island, in the Fujian Province of PRC, and Taipei, Taiwan. Until then, and while shore facilities are built, the vessel is being used for promotional exercises and crew training.

"The use of high speed ferries carrying vehicles as well as passengers between China and Taiwan is something that has been foreshadowed for several years" said Incat Chairman Robert Clifford. "The arrival of The Cat in China heralds a new start for services across Taiwan Strait. The Cat comes from Incat's highly successful range of large ocean-going catamarans classed up to a significant wave height of 5 metres."



## CORRECTION

The caption underneath the photo of the **SMIT RUSLAND** yesterday was **not correct**, the tug **SMIT RUSLAND** stays in service but the **captain** made his last trip that day before going with retirement , **sorry for the confusion**

## 1st cruise ship arrives ahead of dock opening

Detroit's mayor and Michigan's senior senator are taking part in the dedication Monday of a new dock on the Detroit River capable of handling cruise ships. Monday marks the opening of the \$22 million Public Dock and Terminal on the Detroit River. Participants in the 10 a.m. ceremony include Mayor Dave Bing, U.S. Sen. Carl Levin, U.S. Rep. Hansen Clark and Wayne County Executive Robert Ficano.

The event includes a ringing of a bell bearing the names of the 29 men who died in the sinking of the **Edmund Fitzgerald** in Lake Superior on Nov. 10, 1975. The first cruise ship using the new terminal was scheduled to dock Sunday. The 184-foot Grande Mariner traveled from Cleveland. It's schedule to dock overnight in Detroit before leaving Monday for Windsor, Ontario. **Source : chicagotribune**





The **ISLAND SKY** seen moored in Helsinki - Photo : Frank de Vries (c)

## Dredging starts on UAE's Volvo Ocean Race base

Construction Week online reports that construction has started on phase two of Abu Dhabi's Volvo Ocean Race Destination Village, officials have said. The village is taking shape on Abu Dhabi's Corniche breakwater which will host the Volvo Ocean Race yachting fleet and thousands of fans in the New Year.

With site clearance complete, the task has begun of laying a staggering 873,000 paving stones over almost half the site. Stone laying is due for completion at the end of August. Work has also started on a month-long dredging programme of the surrounding waterways to allow entry of the 4.5 metre keeled state-of-the-art race yachts, as they arrive in the UAE capital after a gruelling 5,430 nautical mile race leg from Cape Town. Source : [dredging news online](#)

## OSC adds 9th VLCC to fleet

OKPO (South Korea) Oman Shipping Company (OSC) celebrated the launch of a Very Large Crude Carrier (VLCC) 'Al Seeb' at Okpo city in the Republic of South Korea. This is the 28<sup>th</sup> carrier in OSC's fleet. The celebration was held at Daewoo Shipbuilding and Marine Engineering Company (DSMEC), the manufacturing company in the presence of OSC and DSMEC officials.

'Al Seeb' is designed and constructed according to the latest international standards. This is the first vessel from DSME to incorporate advanced ballast water treatment technology to comply with international conventions on the protection of the environment from the effects of transportation of ballast water and sediments around the world. The vessel, which has a 317,000 deadweight tonne (DWT) capacity, is 133 metres in length overall, 60 metre in beam and a design draft of 21 metres. OSC now has a fleet of 28 vessels and an order book of 13 vessels to be delivered until 2012. The capacity of the current fleet is around 3.9 million DWT, increasing to around 8 million DWT once the order book is delivered. OSC is a closed joint stock company, incorporated in 2003 and owned by the government of the Sultanate of Oman. The company aims at increasing revenues through marine shipping especially revenues of crude oil and liquefied natural gas (LNG) along with providing Omanis with job opportunities. Since commercial operations, the company has prepared plans and programmes to train Omani citizens. The company has also played a great role in raising awareness and promoting the marine shipping industry in the Sultanate by providing training opportunities on its ships for graduates of the International Maritime College Oman (Imco). Since its inception, OSC annually offers 10 to 20 scholarships for high school graduates. Those who are successfully selected will undergo a three-year training

programme in a professional maritime college including a one-year sea training course. Once they graduate and are certified, they are offered a job onboard as a qualified seafarer. **Source: Oman News Agency**



**AURORA** seen approaching VOPAK's West Thurrock berth – **Photo : Krispen Atkinson (c)**

## Novatek first to navigate the Northern sea route in 2011

OA NOVATEK (NOVATEK and/or the Company) has announced the inaugural voyage of a high-tonnage Panamax class tanker, which has navigated a new route north of the New Siberian Islands. On 29 June 2011, the tanker "Perseverance" set sail from the Russian port of Murmansk carrying a cargo of 60 thousand tons of NOVATEK's stable gas condensate destined for consumers in China. Icebreaking support for this voyage was provided by Russia's Atomflot, a government-owned shipping entity, and the tanker is now on course to its final destination.

NOVATEK is the first company to utilize the Northern Sea Route in the 2011 summer navigational period. Between June and October 2011, the Company plans to ship six or seven cargos of stable gas condensate, produced by the Purovsky Gas Condensate Processing Plant, to markets in the Asian-Pacific region via the Northern Sea Route.

Transporting hydrocarbons through the Northern Sea Route is expected to reduce the costs and delivery time for shipments from Russia's northern ports to consumers in the Asian-Pacific region. The use of the Northern Sea Route provides new technical information and navigational experience for hydrocarbon transportation under Arctic conditions and is an integral part of NOVATEK's logistical strategy to develop prospective fields in the Yamal peninsula.

### **Note:**

In 2010, NOVATEK organized the historic voyage of a high-tonnage tanker (Aframax class), which delivered the Company's stable gas condensate from Russia's Murmansk port to China's Ningbo Port in 22 days, approximately half the time required by the traditional shipping route through the Suez Canal. **Source: Novatek**

## OLDIE – FROM THE SHOEBOX





Above seen the passenger ship "**State of Haryana**" at the Ballard Pier, Mumbai in 1967. She was bought by the shipping corporation of India and renamed as **State of Haryana**

Photo : Ramesh Khare (c)

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



A brand new **MSC TARANTO** on her maiden trip to Antwerp in the Pass of Bath. - **Photo : Adri de Schipper (c)**