



Number 247 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 04-09-2011**

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

A photograph showing three red-hulled offshore support vessels in the ocean. In the background, an oil rig is visible under a cloudy sky.

WORLDWIDE OCEAN TOWAGE

OCEAN TOWAGE • MARINE SALVAGE / WRECK REMOVAL
OFFSHORE SUPPORT (OIL & GAS - DREDGING & WIND FARMS) • HEAVY LIFT TRANSPORTATION



a company within the
Tosohud Group
TSCUDIK

sales@itctowage.com
www.itctowage.com



The MFO (Marine Fauna Observer) on board of the TSHD Gateway discovered this happy couple, enjoying their afternoon, spending their time in a relaxed position while investigating the ongoing dredging works near Barrow Island, WA.

Photo: Ben Schemel – Marine fauna Observer o/b Gateway (c)

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



The 345 mtr long Q-max LNG carrier **BU SAMRA** seen moored at the GATE LNG terminal in Rotterdam-Europoort

Photo : Marco Breen (c)

Royal Navy ships into PSP Southampton Boat Show

This year's **PSP Southampton Boat Show** will play host to the impressive **HMS Bulwark** from 22 to 25 September. **HMS Bulwark** is an integral part of the Royal Navy's fleet and is set to be a must-see attraction at the Show.

Measuring a staggering 176 metres long, **HMS Bulwark** is a sight you can't miss! On Friday 23 and Saturday 24 September from 11:00 to 18:00 and Sunday 25 September from 10:00 to 12:30, visitors to the show will be able to climb aboard, talk to the crew and explore this astounding ship.

HMS Bulwark is part of the Albion class – the UK's newest class of amphibious assault warships. She was launched in 2001 and has since taken part in operational tasking off the coast of Southern Iraq. Following her flagship status in the Taurus 09 deployment, she underwent a six-month refit in 2010 and rejoined the fleet in March of this year.



Photo : Ian Shiffman (c)

HMS Bulwark's Commanding Officer, Captain Alex Burton, said: "I am absolutely delighted to have this opportunity to present **HMS Bulwark** at this year's

PSP Southampton Boat Show and we look forward to welcoming the show's visitors on board the Royal Navy's future Flag Ship. I can promise you a fantastic tour of one of the country's most modern warships and a chance to meet some of the finest sailors at sea today and of course our Royal Marines many of whom are recently returned from operations. It will be a high point of your visit!"

HMS Bulwark can reach up to 18 knots, has extensive armament and weighs approximately 21,500 tonnes, making her one of the most exciting feature boats ever to come to the south coast's Show and an unmissable part of the 10 day event.

With an array of brand new Show attractions for the whole family don't miss the Great British Oyster Festival, in association with the Shellfish Association of Great Britain, offering local produce to try. If cooking is for you, enjoy live daily demonstrations from celebrity chef Shaun Rankin in the Sea Kitchen Theatre. In addition, up to 1000 boats will be on display – ranging from historic feature yachts to the very latest motorboats – for visitors to climb aboard, and there will be over 500 exhibitors to visit and shop with. This year there is certainly something for everyone. **Source : BYM**



The **WEC VAN GOGH** seen passing Puttershoek outbound – **Photo : Cees de Bijl (c)**

Know your pirate better than he knows you

The decision by the European Union's naval force combating piracy in the Gulf of Aden and beyond to seek a "pirate cultural advisor" has unsurprisingly attracted media attention. "Pirate culture" was the phrase that hooked most commentators for two reasons: the perceived oxymoron created by juxtaposing the two words, "culture", suggesting to many art galleries, the opera and similarly refined loci of aesthetic appreciation, and "pirate" widely regarded as the former's antithesis; and because of the opportunity it provides to reference historical and modern images of piracy – from Victorian melodrama to Hollywood hokum.

Despite the fact that the activities of the modern "pirate", who hijacks ships and hold their crews hostage for ransom, have received wide if intermittent attention in the media, the image conjured by the word in most minds stubbornly remains the romanticised one rather than the brutal reality. So stories covering the job advertisement for a pirate cultural advisor have been shot through with derision and liberal use of images such as those of the recent Hollywood series of piratical films. They also revived the criticism of what is seen as the disproportionate response by navies from predominantly European countries, with the action most criticised the release of suspects, albeit usually with weapons and other hijack paraphernalia confiscated.

What EU NAVFOR is actually looking for is someone with a military background and knowledge of piracy as currently practised. As an official told the media, it was simply following the well-known policy of knowing one's enemy in order to defeat them more easily. To "get inside the mind" of a pirate might be another way of putting it, although the culture advisor would no doubt point out the mind in question is likely to be under the influence of khat, the amphetamine-like drug popular in the region. It is a sign perhaps that those tasked with the job of defending the high seas have come to see it as, rather than a policing action, a military engagement, albeit an asymmetrical one and one not taught - yet at least - at naval colleges. (At the same time piracy is also being treated as a "transnational crime", with incidents, particularly successful and failed hijackings, receiving the attention of Interpol.) It is not clear whether the other naval forces - NATO and the US Navy's Combined Task Force, for example - have similar experts on pirate culture working for them, but it would not be surprising if they did. No doubt, too, shipping companies and industry organisations also avail themselves, either directly or indirectly (perhaps via P&I clubs or law firms), of such expertise, although one imagines the supply of such genuine experts is limited.

Nor would it be surprising to learn the pirates themselves - described earlier this year by one expert in ransom negotiations as "cunning" - have engaged the services of a European cultural advisor, i.e. somebody familiar with the way in which EU governments, singly or together, and their military forces work. Showing awareness of their enemy's culture, they were also said to have viewed capture by European navies as an opportunity to claim asylum-seeker status and enjoy the benefits of living in liberal democracies, although they may have been disabused of that notion by increasingly robust responses from some countries. An estimated 1,000 men accused of piracy are awaiting trial around the world, but the number of attacks in the region, albeit with a reduced success rate, does not appear to have diminished. The high-seas hijackers have already shown their ability to change their tactics in response to those used by both merchant ships they prey on and their defenders. Their ability to board and capture large merchant ships at sea from flimsy craft has also no doubt won grudging praise from both victims and seasoned naval personnel, although that success may have prompted others around the world to consider following their example. They have also become adept at ransom negotiations, during which they mercilessly deploy both physical and psychological torture techniques to put pressure on both hostages and those seeking to secure their release. The reports of increasing violence against hostages may be a reaction to what the pirates perceive to be a losing battle, although an alternative theory is that the hijacking hostage-takers have begun hiring armed guards who, rather than receive a share of the ransom, are paid a daily rate and so have less interest in the welfare of their captives. If naval commanders are going to get to know pirates better and the latter in turn may already be wise to the former's ways, the worlds of merchant shipping and naval shipping, between which there has long been an uneasy relationship, have perhaps too become closer than at any time since the Second World War, with both sides having to learn how the other works. At governmental level those states providing the naval forces have been given a refresher in the realities of open-register shipping under which the majority of ships, while owned or controlled from the former, are now flagged in other countries that have no or little defence industry. Their crews too are for the most part foreign nationals whose own cultures are worthy of equal scrutiny, given that some hostages might be culturally predisposed to keep secret some details of their treatment at the hands of their captors. At operational level, naval commanders have begun to appreciate the problems faced by shipowners, their management and crews, realising that, while the majority are willing to co-operate – in implementing best practices, reporting in and maintaining contact – as far as possible, a hard-core minority appears to be prepared to sail through high-risk areas with minimal anti-piracy measures. Shipowners, for their part, have been re-acquainted with the constraints under which navies perform work, although they must still

despair at the lack of will among their political masters. Knowing your enemy is one thing, but knowing your enemy also knows you means the winner will be the one who can keep one move ahead of the other. **Source: BIMCO**



The **EUROPA** seen outbound from Antwerp last Thursday – **Photo : Adri de Schipper ©**



TURBONED
WORLDWIDE TURBOCHARGER SERVICE AND PARTS

We care, that's why we try harder

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



Spotted at the IJsselmeer passing Urk the **Feadship** newbuilding **hull no 104** enroute Makkum
Photo : Daniel van der Zwaan – Janszoon Maritiem ©

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

N-SEA HERALDS A NEW ERA FOR NOORDHOEK

Building on 50 years of Noordhoek experience



The members of the board **Bob de Lange** and **Sergio Campisi** and Chief Commercial Officer **Cees Noordhoek**



Noordhoek has emerged after a turbulent period as a reinvigorated company, ready to capitalise on its strengths, expand its business and build a brand synonymous with excellence. "This rejuvenation is a testament to our dedicated workforce, who, with the support of our ambitious partner Value Enhancement Partners, has created a more dynamic and entrepreneurial company. The launch of our new name **N-Sea** is just the beginning", said Commercial Director **Cees Noordhoek**. The letter 'N' is a prominent part of the name. In the 'N', **Noordhoek**, the name in which the company has invested more than 50 years, lives on. Thanks to the impressive work over 50 years the name **Noordhoek** continues to open many doors. In addition, the new name refers to the North Sea Standards, which means quality and also refers to N-Sea's home base. Moreover, the new name **N-Sea** presents a more powerful, international and customer-focused company. **N-Sea** is the name, followed by the names of the divisions underneath: **Offshore (N-Sea Offshore)**, **Survey (N-Sea Survey)**, **Seatec**

(N-Seatec), and **inshore (N-Shore)**. **Cees Noordhoek**; "The new name, logo and ethos of the company are powerful and very ambitious. We at N-Sea understand that our brands' success will ultimately be determined by our performance. Despite all the catchy names and logos, our image in the end is the result of our activities. We are determined to show you how we can leverage more than 50 years of N-Sea experience in the most challenging projects". A colourful new magazine has been published with information about **N-Sea** and the creation of the name and logo. The magazine can also be seen on our website at: <http://www.n-sea.com>



Another newbuilding yacht named **Kamaxitha** as seen August 30th loaded on a pontoon of HEBO-MARITIEM SERVICES in the port of Kornwerderzand (The Netherlands) - **Photo : Jan de Koning ©**

North Korea woos tourists with launch of first cruise ship

North Korea woos tourists with launch of first cruise ship North Korea may not sound like the ideal cruise destination. However, the secretive state has branched into the more luxurious end of the tourist spectrum with its first cruise.

Around 130 passengers have set sail from the run-down northeastern port city of Rajin en route for the famously scenic Mount Kumgang region, close to the South Korean border. Their mode of transport is a far cry from the glamorous cruise liners that ply the Mediterranean and the Caribbean. Instead, passengers are travelling on an ageing 9,700 tonne ship which was formerly used to transport cargo from North Korea to Japan before its entry was blocked following Pyongyang's 2006 missile and nuclear tests. Visitors on board the cruise, a collaboration between North Korea's state tourism bureau and a Chinese travel company, can apparently enjoy on-board karaoke and fresh coffee although there were early reports that some of the lower deck bathrooms were out of water. Its departure from Rajin was feted in typically North Korean style, with 500 people dressed in dark workers clothes and uniformed offices waving off the ship in a choreographed performance on the potholed deck.

Fireworks were set off, flares were raised and fake flowers waved while carnival music blared from two minivans as part of the farewell fanfare as the vessel set off on its maiden tourist cruise. Increasingly squeezed by international sanctions, North Korea has been stepping up attempts to woo foreign capital and tourists from overseas. While North Korea has been open to Western tourists since 1987, entry remains tightly controlled and visits strictly monitored.

The destination of the cruise is not without controversy: while it is regarded as one of the most scenic spots on the peninsula, Mount Kumgang remains at the centre of a North-South political dispute after a tourist from South was shot dead in the region by a soldier three years ago. **Source : telegraph.co.uk**



The **HARVEY WAR HORSE II** as seen from the tug **ROTTERDAM**, both tugs are at present towing the **NOBLE PAUL ROMANO** in the Gulf of Mexico - **Photo : Crew Rotterdam ©**

Credit Suisse downgrades DP World

Credit Suisse downgraded **DP World** to "neutral" as it sees trade growth slowing down for the port operator in the second half. "Some weakness in global trade seems unavoidable according to the recent leading indicators," the brokerage said. DP World's terminals are well positioned but about 50 per cent of the volumes in its main hub of Jebel Ali in the emirate of Dubai are made of volatile transshipment business, which has a more sensitive pricing, Credit Suisse said. However, the brokerage said DP World is better prepared to face a market downturn now, compared with 2009, as it has a more diversified portfolio and higher margins, which are likely to increase further by year-end. The

company, which is one of the more profitable assets of debt-laden Dubai World , recently posted a four-fold rise in its first-half profit on the sale of its Australian operations. **Source: Reuters**



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

Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting
Nijverheidsweg 21 - 3161 GJ Rhooen - Tel. +31-(0)10-5018000
VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl



The **MARFRET MARAJÓ** seen enroute Rotterdam – **Photo : Henk van der Heijden ©**

Tanker Vladimir Tikhonov completes successful Northern Sea Route transit in a week

On 30 August 2011, the large-capacity "Suezmax" tanker **Vladimir Tikhonov**, owned by SCF Group (Sovcomflot), passed Cape Dezhnev thereby completing her transit along the Northern Sea Route (NSR) the most difficult part of the high-latitude route from Europe to Asia through the Arctic.

Vladimir Tikhonov is carrying a commercial cargo of over 120,000 tonnes of gas condensate. This voyage is the first time ever a ship of this size, namely over 160,000 tonnes deadweight (ice-class 1A), has transported a full consignment of the cargo using NSR route. The vessel was escorted by world's two most powerful nuclear icebreakers "**50 let Pobedy**" and "**Yamal**". **Vladimir Tikhonov's** passage followed a new deep-water route to the north of the New Siberian Islands archipelago. The total NSR transit was almost 2,200 nautical miles, from Cape Desire (New Earth Island) in the Kara Sea to Cape Dezhnev in the Bering Strait. It was accomplished by the tanker in record time - less than 7.5 days. The expected time saving from the port of departure to the port of discharge, compared to the traditional route through the Suez Channel, amounts to some seven days. This represents a significant economic advantage and confirms the high potential and strategic importance of using high-latitude routes, to transport energy by sea from prospective oil & gas fields on the continental shelf of the Barents, Pechora and Kara Seas of Russia to world markets. The tanker **Vladimir Tikhonov** began her voyage from the port of Murmansk, on the Northern Sea Route, on 20 August 2011 with a full cargo of gas condensate on board belonging to OAO NOVATEK. Her destination port is Map Ta Phut (Thailand). Preparations for the voyage and studies of the navigation and hydrographic support en route, as well as environmental safety measures, were carried out in close cooperation with: the State Ministry of Transport; the State Corporation Rosatom; Federal Agency of Maritime and River Transport; Federal State Unitary Enterprise Atomflot; the Hydrographic enterprise and other government agencies. For SCF Group this is the second transit voyage from the Atlantic to the Pacific Ocean along the Northern Sea Route. In August 2010, this route was successfully completed by the "Aframax" class tanker SCF Baltica (deadweight over 100,000 tonnes). Until the voyage this year of Vladimir Tikhonov, she was the largest ship ever to complete the NSR route through the Arctic.

Sovcomflot President & CEO Sergey Frank said: "The successful navigation of a large-capacity Suezmax class vessel along the Northern Sea Route is the result of complex and systematic work by SCF Group, which participates in large scale energy-projects on Russia's continental shelf. Our focus is on the further development of economically viable and sustainable routes for hydrocarbons transportation, serving the evolving needs of major Oil & Gas companies. By opening up a new, commercially viable, route across the Northern Sea, SCF Group is effectively providing a 'floating sea bridge', linking the high potential offshore fields of Russia to major international energy markets". **Source: Sovcomflot**



The **JOSE PROGRESS** seen outbound from Rotterdam – Photo : Kees Torn ©

Jurong Port to run new Offshore Marine Centre for three years

JURONG Port Pte Ltd has been named by JTC Corporation as the operator and manager of the Offshore Marine Centre (OMC) for the next three years. The Tuas View facility is expected to be operational by next January. It is currently being built by Muhibbah Engineering (Singapore), which will complete construction by next month.

The 13-hectare OMC will be the first common user facility to cater to manufacturing companies in the offshore and marine industry.

The OMC was developed by JTC Corporation to optimise the use of Singapore's scarce waterfront land and reduce capital costs for companies through the sharing of common waterfront facilities. It is also meant to capture more 'high-value' marine and oil and gas equipment activity, said JTC's chief executive officer Manohar Khatani. Singapore has established itself as an important location for the manufacture of oil and gas equipment.

It is responsible for about 20 per cent of the world's ship repairs and 70 per cent of jack-up rig buildings. It is also behind 70 per cent of the world's conversion of tankers to floating production, storage and offloading (FPSO) units.



NAVY NEWS



Above seen the Russian 1979 launched and 1983 commissioned SLAVA class (Project 1164) guided missile cruiser **MOSKVA** (named **SLAVA (Glory)** until 14-07-1995) anchored recently in Sevastopol, Ukraine. She is famous by participating in the 2008 in Georgia - North Ossetia War (started 8 august 2008), destroying 1 Georgian military vessel and damaging two another, she accomplished perfectly her mission. - **Photo : Dumitru Poperesniuc ©**

Russia successfully completes tests of nuclear submarine

All tests for the fourth-generation strategic nuclear submarine **Yuri Dolgoruky** have successfully completed, officials of the submarine's producer Sevmach shipyard said Thursday. During the five-day sail on the open sea, the submarine's crew also successfully tested the launch of the new Bulava intercontinental ballistic missile from underwater last Saturday. The Bulava, expected to become Russia's main naval strategic missile, is capable of carrying 10 warheads to a range of 8,000 km. The **Yuri Dolgoruky**, named after a hero of Moscow, was launched in 2007. Sevmach shipyard is building two similar submarines **Source : Xinhuanet**



Another Russian navy vessel spotted in Sevastopol was the Large Anti-Submarine Warship **KERCH** (Project 1134B - Kara Class Cruiser). **Kerch** was launched on 21 July 1972 and now she is the last active Kara-class Cruiser. **Photo : Dumitru Poperesniuc**

Navy destroyer sails away from Maine's BIW

The latest Navy destroyer built by Bath Iron Works is leaving Maine for Florida. The **Spruance** departed from the shipbuilder Thursday afternoon bound for Key West, where it will be commissioned in late October. The 9,200-ton ship bears the name of Adm. Raymond Spruance, who commanded a battle group that sank four Japanese carriers at the Battle of Midway, which was hailed as the turning point in the Pacific in World War II. The ship was christened in June of 2010 and has been undergoing system tests, finishing work and sea trials since then. The ship was the 33rd Arleigh Burke destroyer built at BIW. **Source : miamiherald**



The 1991 commissioned Russian Guided missile aircraft carrier **ADMIRAL FLOTA SOVETSKOGO SOYUZA KUZNETSOV** is seen leaving Murmansk for seatrials in the Barents Sea after maintenance period!

Photo : Capt. Christian Schmidt (c)

SHIPYARD NEWS



JACK-UP BARGE B.V.



T.O.S. is looking for experienced and enthusiastic crew for both existing fleet and the **newbuild** jack-up barge **JB-117**!

- Barge Master
- Crane operator
- Jacking Engineer
- Chief Mechanic
- Mechanic
- Rigger
- Electrician
- Deck Foreman

Call our Division Offshore
(+31)10 - 243 67 02

www.tos.nl

Flensburger Schiffbau-Gesellschaft mbH & Co. KG

Flensburger Schiffbau-Gesellschaft's latest newbuilding, "**Seatruck Progress**" (Hull No. 746), was today successfully named and Launched. She is the first of four identical ships ordered by the English shipping company Seatruck Ferries Ltd.



Photo : Bent Mikkelsen ©

"Building four ships one after another for a single customer has not been an everyday occurrence in the history of our shipyard", said FSG Managing Director Peter Sierk. Because of this, the successful co-operation with Seatruck had been all the more pleasing, he added. "Seatruck has proved to be a reliable, reputable and professional partner who understands his business. We have been allowed to open a door into the future for the owner with our innovative designs and technology."

The four sister ships will be delivered by Flensburg to their owner between November this year and June 2012 and are intended mainly for service in the Irish Sea. The ships are 142 metres long and 25 metres wide. Each boasts a freighting capacity of 2,166 lane metres on four decks and can also carry up to 151 trailers. These four vessels from Flensburg are the most modern and efficient in the Seatruck fleet. They will in future also be the biggest ships to operate out of the northwest English port of Heysham. It was the size of this port that determined the length of the newbuildings - maximum 142 metres allowing for the greatest possible load and optimal manoeuvrability in a port with only limited available space. That's also why the deckhouse is located forward - to guarantee unhampered loading of the upper decks. First of four ferries launched for Seatruck

Inside each of the four new Flensburg-designed ships are two modern MAN Common Rail main engines, which provide a whopping 8000 kW but which are capable nonetheless of meeting the most rigorous emission and fuel consumption demands. Peter Sierk said: "Because limits will get even lower over the next few years, our aim first and foremost is to deliver ships which already meet the standards the future will demand". That means not only emission levels, but also fuel consumption. "Once again we are setting benchmarks with our innovative new designs", said Peter Sierk. "We are also systematically treading a path to enormous reductions in fuel consumption levels because our ships consume up to 30 percent less fuel than conventional designs". In developing these ships, FSG engineers also had to pay particular attention to the unfavourable weather conditions in the Irish Sea. "Designing a RoRo ferry for the often difficult and rough Irish Sea means creating sea-holding characteristics which are well beyond the normal demands of that class. In the responsible manner now typical of FSG we also exceeded currently applicable stability criteria", Peter Sierk explained.

An additional important requirement aspect in the building of these four ships in Flensburg has been to provide the fastest possible loading and unloading in port. Modern SAT lashing systems are being utilised, which make manual lashing largely superfluous. "Our personnel have met all these demands brilliantly", said a satisfied Peter Sierk, whose yard has at the same time entered new territory with the building of these ships. "With this ship type, we are expanding our portfolio by adding smaller but otherwise extremely efficient ships. In this way we will be even more attractive to many customers on a keenly contested global market", he said. Current orders ensure work at the yard up to and into 2013. Apart from the four RoRo freight ferries for Seatruck Ferries, the yard is building another three freight ferries for Ulusoy Sealines in Turkey. Further projects, which will secure work for the more than 700 shipbuilders at the Flensburg shipyard, are currently in the planning stage.

Noble to Build 4th High-Spec Newbuild This Year Noble Corp.

Noble announced that a subsidiary has exercised its option with **Hyundai Heavy Industries Co. Ltd.** for the construction of an additional ultra-deepwater drillship, the fourth such drillship to be ordered this year subject to the parties executing an agreed form of construction contract, which is expected to occur within the next several weeks. The additional ultra-deepwater drillship, to be named at a later date, will be constructed on a fixed price basis at HHI's shipyard in Ulsan, Korea, with expected delivery from the shipyard during the second half of 2014. Following shipyard delivery, the unit is expected to undergo the customary 90-120 day period for mobilization and acceptance prior to being ready to commence a contract. The rig is uncontracted at this time.

The delivered cost of the new drillship is expected to be \$630 million and includes the turnkey construction contract, Company furnished equipment, project management and spares, but excludes capitalized interest. The construction contract contains favorable payment terms that incentivize on-time delivery.

"We continue to see an increase in deepwater demand, both near and longer-term," said David W. Williams, Chairman, President and Chief Executive Officer, Noble Corporation. "This view is bolstered not only by geologic successes in the traditional regions offshore the U.S. Gulf of Mexico and Brazil, but also by emerging regions offshore West Africa, Indonesia, the Black Sea, India and eastern Africa. With the addition of this fourth HHI newbuild drillship, by 2014 Noble will have one of the newest, most versatile and technologically advanced floater fleets in the industry with a total of 28 units, 16 of which will be dynamically positioned." The new drillship announced Wednesday is based on a Hyundai Gusto P10000 hull design and is designed for operations in waters of up to 12,000 feet, but will be delivered fully equipped to operate in up to 10,000 feet of water. The unit will be equipped with DP-3 station keeping, the ability to handle two complete BOP systems, and multiple parallel activity features that improve well construction and overall project efficiencies, including a heave compensated construction crane to facilitate deployment of subsea production

equipment. The drillship will also have accommodations for up to 210 personnel, in addition to a number of other operational enhancements beyond the shipyard's base specifications



M3 MARINE GROUP

www.m3marine.com.sg

One of Asia's largest independent offshore shipbroking and marine consultancy groups



- Chartering
- Sales & Purchase
- Market Research
- Vessel Valuations
- Project Analysis
- Expert Witness

- FMEA Authoring & Auditing
- DP Consultancy / Annual DP Trials
- IMCA CMID Auditing
- Pre-Purchase Survey Inspection
- Professional Placements
- Technical / Commercial Due Diligence

Professionals who add Technical and Commercial Competence to your Offshore Marine vessel needs

German yard wins order to build construction vessels

IHS Fairplay reports that P+S Werften shipyard in Germany has confirmed it has won an order for two offshore construction ships from Singapore's **Offshore Installation Group**, an associate of German shipping company **Harren & Partner**. This follows a separate order placed in January this year from a Far Eastern client for a vessel of similar specification.

Delivery of the latest vessels will be by mid-2013 with the 172m ships to be built by the former Volkswerft Stralsund yard now owned by the P+S group. The vessels will have the names **OIG Giant III** and **Giant IV** will be used for installation of offshore oil and gas platforms in very deep waters of up to 2,500m.

IHS Fairplay said finance for the contract will come from Germany's KfW IPEX-Bank and financial guarantees from Euler Hermes Kreditversicherung. The vessels will be fitted with three cranes of 400 tonnes capacity and a cargo hold of 100m length and 18m wide. The vessels will have a stern ramp for rolling cargo. The ships will be semi-submersible, enabling them to take on floating cargoes at sea. **Source : Offshore Shipping Online**



The **HUDSON** seen outbound from Rotterdam – **Photo : Kees Torn (c)**

Cochin Shipyard starts building two PSVs for SCI

The keel-laying ceremony of two Platform Supply Vessels (BY85 & BY 86), being built for SCI, was held at Cochin Shipyard Ltd (CSL) on Aug. 31. The keel of BY 85 laid down by Shri V Radhakrishnan, Director (Technical) and the keel of BY 86 was laid by Shri Ravikumar Roddam, Director (Finance) in the presence of Shri B Chakravarthy, GM (Technical Services), SCI, the Company said Thursday.

This is the 25th and 26th PSV being built by the shipbuilding firm in a time span of 5 years, CSL Secretary V. Kala said.

The vessels are the first of the Rolls Royce UT 755CD design being built by CSL. These are medium segment Diesel Electric PSV's designed to cater to meet the all round needs of the Offshore oil and gas industry. The vessel with length of 78 M and breadth of 16 M meets the highest levels of environmental safety denoted by the CLEAN DESIGN notation of M/s Det Norske Veritas and will be dual classed by Indian Register of Shipping. The vessel in addition to the normal offshore supply operations, is capable of carrying methanol and is equipped with Firefighter-I equipment and Dynamic positioning Grade 2 equipment. Accommodation of high standards meeting Comfort Class requirements is arranged for people. **Source : PortNews**

ZNT Yard launches 7th DSV for Russian marine rescue service

Nizhny Novgorod-based ZNT Yard launched, September 2nd, the inshore diving support vessel "**Vodolaz Stashkov**" of project A160 for the Federal Salvage and Rescue Service (Gosmorspassluzhba), the shipbuilding firm said. The newbuilds were ordered by Rosmorrechflot, the Federal Sea and River Transport Agency (through the State Contracting Authority of Maritime Transport Development Programs).

This vessel is the 7th of a series of 10 DSVs of A160 project ordered by the agency under the Federal Target Program "Development of Transport System of Russia, 2010-2015". Three vessels are scheduled for delivery in October this year, the shipbuilder said. The keel-laying of the first boat, named Vodolaz Litvin (Diver Litvin) was held on Sept.18, 2009. Four lead ships (Vodolaz Litvin, Vodolaz Pechkurov, Vodolaz Chebonenko and Vodolaz Denisov) have already been delivered to the Customer and put into service at home ports of Saint-Petersburg, Murmansk, Novorossiysk and Astrakhan. Another three DSVs (Vodolaz Zubchenko, Vodolaz Zyulyaev and Vodolaz Stashkov) will be delivered to their home ports of Korsakov and Vladivostok.

The A160 project was designed in 2008 by the shipyard in conjunction with Agat Design Bureau Ltd. The vessels are intended for diving engineering operations at 60m depth, with 13-18kt wind (number 4 on B. scale), to participate in rescue and salvage operations, inspection of the harbor seabed, ship wrecks, underwater hulls of vessels and waterworks. Nizhny Novgorod-based ZNT Yard (Nizhegorodsky Teplokhod Factory) specializes primarily in the construction of vessels and auxiliary fleet, port equipment and marine engineering products. **Source : PortNews**

ROUTE, PORTS & SERVICES

 <p>Seamanship</p>	<p>Whatever the ship. Wherever delivered.</p> <p>The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered.</p> <p>Redwise GLOBAL SHIP DELIVERY & CREWING</p> <p>www.redwise.com info@redwise.nl</p>
--	---

Maersk reefer fleet ships bananas from Ecuador to Odessa via Algeciras

DANISH shipping giant Maersk will launch a weekly service in late September to meet banana export demand from Ecuador for Spain, Turkey and the Black Sea market, as an alternative to conventional reefers, Shippinggazette reported. The ECUMED loop will deploy eight 2,500-TEU vessels with the following port rotation: Guayaquil, Balboa,

Manzanillo, Algeciras, Izmit Korfezi, Ambarlie, Novorossiysk, Odessa, Ambarli, Izmit Korfezi, Algeciras, Balboa and Guayaquil.

"Investment in the new ECUMED services has been motivated by customers demand for reliable, fast and high-quality transportation of fruits, especially bananas," said Anders Koksbang, the company's vice president on the first and fastest service from Ecuador to the Black Sea. The 2,556-TEU **Nedlloyd Juliana** has already departed on its first westbound call from Algeciras. The 2,556-TEU **Maersk Nottingham** with 600 reefer plugs will set sail on the eastbound leg from Guayaquil, Ecuador, on October 4.



The **MAERSK NOMAD** seen moored in Cape Town – Photo : Aad Noorland (c)

Port of Tauranga dredging appeal drawn out until end 2011

Bay of Plenty Times reports that an appeal against Port of Tauranga dredging the shipping channel in the harbour has been drawn out to the end of the year - and it will be well into 2012 before the Environment Court decision is delivered. The port company was granted a resource consent to widen and deepen the harbour by Bay of Plenty Regional Council in June last year. Local iwi Ngaiterangi and hapu Nga Potiki and Ngati Ruahine appealed that decision and a further court hearing will be held in November after it was delayed earlier this month. Port of Tauranga property manager Tony Reynish said there had been a lot of consultation over the dredging consent.

"We are seeking a long-term partnership with iwi and we had hoped to reach agreement. It's disappointing we haven't. We've no wish to dredge to a greater extent than is necessary to get the ships in and out of the harbour safely," he said. Ngaiterangi and the hapu argued that they would lose their kaimoana (seafood), and their relationship with Te Awanui (Tauranga Harbour) and Mauao would be adversely affected physically, culturally and spiritually.

The proposed dredging would remove 15 million cubic metres of material, mainly sand but also fine sediment, some shell and boulders from Tanea Shelf alongside Mauao. In mitigation, Port of Tauranga said it would establish plans for kaimoana restoration, such as re-seeding pipi beds and boulders containing marine life would be moved outside the wider shipping channel at the Tanea Shelf to create an artificial reef in shallower water. The Environment Court hearing in April was adjourned after three-and-a-half weeks when the judge asked for more information about the size of the ship the port company was basing its dredging plans around. The report said the appellants have now been given the opportunity of making a submission on the new evidence, and a three-day hearing is set to resume on either November 7 or 14.

Port of Tauranga has based its dredging modelling on the big Maersk S Class vessel which carries up to 8,000 TEUs, is 347m long and needs a draught of 14.5m when fully laden. At present, vessels carrying 3,500-4,000 TEUs call into the port and when they are fully laden, some of them need to wait for the high water draught of 13m before leaving the harbour. Port of Tauranga believes it needs to prepare for the arrival of the S Class, within 15-20 years, as bigger container ships make fewer calls into New Zealand **Source : Dredging news online**



The **HOLLAND**, chartered by **FUGRO**, visited the port of Maassluis – **Photo : Nico Ouwehand (c)**

Port of Singapore and ABG Ports to win JNPT terminal project

IFW reports that the **Indian Union Ministry of Shipping** and the **Jawaharlal Nehru Port Trust** (JNPT) will award the fourth container terminal at JNPT to the highest bidding consortium of Port of Singapore and ABG Ports. IFW said the terminal, originally slated to be awarded in 2010-2011, was held up after a number of JNPT board trustees raised performance-related concerns over ABG, one of the consortium partners.

There was also controversy surrounding the terminal after APM Terminals won an 18 month legal battle to bid for the project and then dramatically decided not to tender. APM is believed to have stated various reasons for the decision such as project's cost escalation; lack of approach road and the requirement of additional dredging work among the factors that forced them to back out of the tender.

IFW said ministry and port sources said the issues surrounding ABG Ports had been ironed out for the terminal that will add a further 4.8 million teu of capacity to the port's current 4 million teu capacity. Rakesh Srivastava, Joint Secretary (Ports), Shipping Ministry, was reported to have told local media: "The bid for fourth container terminal at JNPT will be awarded in the next two weeks. The JNPT board had certain clarifications from the preferred bidder -consortium of PSA and ABG Ports - which have now been addressed." The PSA-ABG consortium emerged as a preferred bidder for the project, committing 51 per cent of the revenues to the government over a concession period of 30 years. **Source : Dredging News Online**



The Dutch Coast Guard cutter **VISAREND** seen in the “Blauwe Slenk” with a typical Dutch weather scenery in the background – Photo : Daniel van der Zwaan – Janszoon Maritiem (c)

Brage Supply newbuilds named at Cochin

Brage Supplier KS have formally named their two PSV 09 PSVs, **Brage Supplier** and **Brage Trader**. The ceremony took place at the Cochin shipyard in India where these Mokster Shipping managed vessels are currently under construction, with delivery due in the last quarter of this year.

Siri Kleiveland, wife of Sigfinn Bartz Johanessen who is the chairman of Sigba group, named **Brage Supplier** whilst **Brage Trader** was named by Ingun Hestness, wife of Thorolf Hestness who is board chairman of Brage Supplier KS

Source : Offshore Shipping Online



The **BSCO 01** seen in Brazilian waters – Photo : Marcelo Vieira (c)

info@nexumcm.nl
www.nexumcm.nl
Contact: Ad de Kock
M: +31.653.813178



NEXUM

Contract Management • Mediation

MSC to launch Australian/New Zealand-America Oceania Express service

GENEVA's **Mediterranean Shipping Co** (MSC) will operate a direct service from Australia and New Zealand (ANZ) to its Panama hub of Balboa and to California, **Shippingazette** reports citing Paris-based **Alphaliner**. The Oceania Express service will enable MSC to offer faster connections from ANZ to a spread of destinations including the US east and west coasts, US Gulf, North Europe, east and west coasts of South America, Central America and the Caribbean.

The Oceania Express will initially serve Melbourne, Sydney, Brisbane, Tauranga, Balboa, Long Beach and Melbourne on a fortnightly basis. The first sailing is planned from Melbourne for October 5 and will allow MSC to cut transit times on a number of port pairs.

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

New representative for Brazil



BigLift Shipping, one of the major players worldwide in transportation of heavy lift and project cargoes, is pleased to announce that **BrazGlobal Project Shipping and Logistics Ltda.** will be BigLift's representative in the Brasil from 1st September 2011.

Photo : Jan Oosterboer ©

BrazGlobal Project Shipping and Logistics Ltda. has become one of most well known broking outfits in South East Asia. With Coli as their representative,

BigLift envisions increasing their presence in this region and be able to provide better service to their clients.

BigLift is currently operating a fleet of 14 heavy lift vessels, with a lifting capacity of 500 to 1400 mt.,

see www.bigliftshipping.com or contact : brazil@bigliftshipping.com



The former (now part of the havenmuseum collection in Rotterdam) lifeboat **KONINGIN JULIANA** assisted the 32 mtr **TRES HOMBRES** into port in Rotterdam, the sail freighter (no engine) **TRES HOMBRES** is in service since December 2009. She maintains a freight service between: Europe, the Atlantic islands, the Caribbean and America. Besides a cargo capacity of 35 tons, she has accommodation for 5 crew members and 10 trainees, click [here](#) for more information about the **TRES HOMBRES** - Photo's : Paul Slijk (c)





The **STOLT SKUA** seen departing from Rotterdam – Photo : Mark de Bruin ©

GSP, services provider for the South Stream project



GSP provides ROV and ROV crew, subsea compensated crane and marine crew for the South Stream project. **GSP Prince** is mobilized to provide services for an estimated six months period under a contract with one of the contractors, Peter Gas.

GSP Prince, the DP2 Divers & ROV Survey Offshore Support Vessel is specialized in performing sub-sea duties such as ROV operations (pipeline/route survey), bottom mapping, sub-sea installation works, diving and intervention support, mother vessel for AUV/UUV operations, geo-technical investigation survey. The vessel meets the latest environmental criteria while ensuring acoustically quiet operations at survey speeds. **GSP Prince** has completed the mobilization in Midia and headed towards Varna on the 30th of August.



The **SIGAS LYDIA** seen moored in Grangemouth – Photo : Stephen Carr (c)

CMA CGM suspends Halifax service

The **Port of Halifax** is losing another carrier, at least in the short haul. French shipping giant **CMA CGM** has decided to temporarily suspend direct calls to Halifax as part of its Black Pearl service to Kingston, Jamaica, **TheChronicleHerald** reports. Company spokeswoman Marie Lopez said by email Wednesday that the decision was made in response to market demand.

"Nevertheless, and in order to keep providing our customers with the best service, CMA CGM decided to extend Cagema service (which calls on several Caribbean and eastern U.S. seaboard ports) up to New York, offering an opportunity for cargoes routed from Canada," Lopez said, declining to comment further on the decision to drop Halifax. Michele Peveril, a Halifax Port Authority spokeswoman, said she understood that CMA CGM was dropping the Black Pearl service from its schedule altogether. "The present market does not allow for a financially sustainable operation," she said.

In a recent industry analysis, Drewry Shipping Consultants said declining North American container traffic, driven by slowing demand for retail merchandise and deteriorating freight rates, has led to the removal of some shipping services. Peveril said the port has other lines that link Halifax with the southern markets reached by Black Pearl and has a good relationship with CMA CGM. "Indications are that the shipping line had good support in Halifax and we continue to talk about future opportunities." Halterm president Ashley Dinning said the terminal's parent company, Macquarie Infrastructure Partners of New York, has global joint venture relationships with CMA CGM.



The **CMA CGM VERDI** seen in Southampton – Photo : Peter Hollands (c)

Dinning said "it's never nice" to lose a client, but he said the Black Pearl service, which he said was being "abolished altogether," comprised a very small part of the terminal's business — "single digits." CMA CGM will continue to move cargo to and from Europe through Halterm via Maersk Line, he said, and Halterm will continue to serve Zim Integrated Shipping Services, which makes direct voyages between Halifax and Kingston. The world's third-largest container line,

CMA CGM launched its service to Halifax in February 2009. The company chartered a vessel with a capacity of about 1,000 TEUs (20-foot equivalent units) for the service, which called at the Halterm container terminal every two weeks.

The service connected Canada and the United States with the Caribbean, Central America, South America, Australia and Asia through CMA CGM's Kingston hub. The CMA CGM decision followed the recent announcement that a five-member alliance of Asian shipping lines was halting service to Halifax this month. The Green Alliance, which included Canadian Tire Corp. among its customers, made weekly stops at Halterm. Its members include K Line, Hanjin Shipping, Yang Ming Line, Cosco Container Lines and Mitsui O.S.K. Lines (MOL).



The **MOL EXPERIENCE** seen outbound from Antwerp – **Photo : Willem Kruit (c)**

MOL spokesman Timothy Pajak said the alliance was dropping Halifax to improve delivery times. He couldn't say if the service might resume at a later date, although port officials said the alliance told them it will review the route change early next year. The loss of the alliance leaves Halifax, which is considered a discretionary port compared to larger and more central locations such as New York, with three shipping lines that provide service to Asia. **Source : The Chronicle Herald**

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

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

.... PHOTO OF THE DAY



Capt. Bonaldi onboard **SMIT TAPEBA** seen unberthing MT **SITEAM ANJA**, at the port of Paranagua- Brazil.
Photo: José Augusto Timm ©