

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 292



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The Damen built SERCO tug SD BOUNTIFUL seen in Portsmouth
Photo : Chris Brooks - www.ShipFoto.co.uk (c)

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Fred Olsens **BOUDICCA** making her way south off the north east coast of England after departing from the River Tyne. - Photo : Derrick Johnson (c)

Phase 1 of CHEC's Kribi Deepwater Port Project Launched

On October 8 local time, the launch ceremony for Phase 1 of the deepwater port project in Kribi, Cameroon, undertaken by China Harbour Engineering Company Ltd. (CHEC), was held. Cameroonian President Paul Biya and Chinese Ambassador in Cameroon Xue Jinwei were present.

Located about 30 kilometers south of south Cameroon's city of Kribi, the project involves a 50,000t container berth, a 40,000t multi-purpose berth, as well as relevant supporting facilities such as breakwater and port machinery, with a contract value of 489 million US dollars and a construction period of 36 months. After project completion, Kribi Deepwater Port will play a positive role in promoting Cameroon's economic development as a large container transit port and integrated hub port in Central Africa and West Africa. Source: CCCC Ltd

Medische Evacuatie vanaf loodsvaartuig

Alarm voor reddingboot Zeemanshoop: Medevac, prioriteit 2.

Aan boord van loodsvaartuig **Mirfak** kampt een bemanningslid met hevige pijn op de borst. Na contact met de Radio Medische Dienst van de KNRM wordt besloten geen risico te nemen en de persoon te evacueren. Kort daarna gaan in Breskens de piepers af. Uitgevaren met reddingboot **Zeemanshoop** en koers gezet via het Oostgat naar de kop van Walcheren. Loodsvaartuig **Mirfak** komt de reddingboot daar tegemoet gevaren.

Voor de kust van Westkapelle kunnen we het bemanningslid overnemen op de reddingboot. Direct wordt koers gezet richting de buitenhaven van Vlissingen. Een ruim kwartier later kunnen we de man aan de Poseidonsteiger in Vlissingen overdragen aan de gereedstaande ambulance **Bron : KNRM -Breskens**



The **SMIT AMANDLA** seen outbound from Cape Town – Photo : Glenn Kasner (c)

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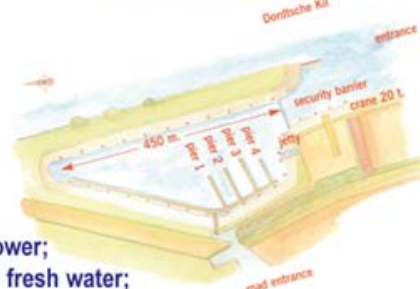
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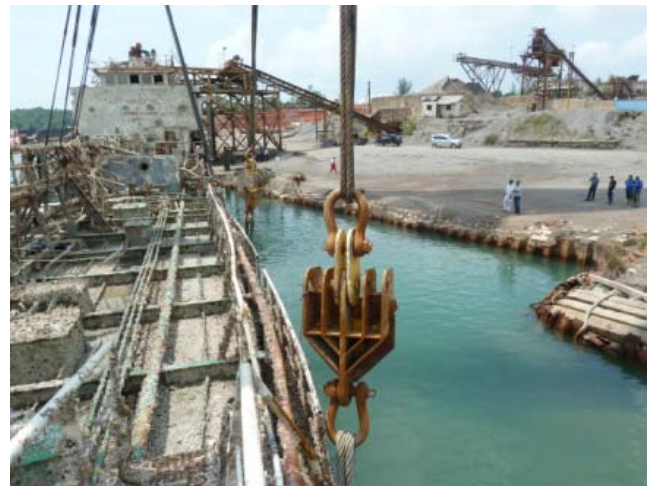
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MAMMOET SALVAGE & T&T BISSO SALVAGE RE-DELIVERED ASPHALT TANKER



The with 1200 tons asphalt loaded asphalt tanker which sank earlier this year along the Bintan (Indonesia) coast was re-delivered last Tuesday at Kijang port to the owners. A joint salvage team of **Mammoet Salvage Singapore** and **T&T Bisso Salvage Asia** were contracted in June to remove the sunken tanker for which job the salvage tug **TTB SALVOR** and Mammoet's newly acquired sheerlegs **SCHIEDAM** was mobilised from Singapore after all



the preparations were done, including sealing of all pipes and tanks to avoid hydrocarbons could get out of the vessel into the environment the tanker was parbuckled by the combined salvage team in combination with the sheerlegs **Schiedam** using the deck tackle system and was set upright on the seabed, after lifting preparations and installing all

lifting slings, the **Pacific workboats** sheerleg **L-1501** was mobilised from Singapore, and with the 2 sheerlegs in a combined lift, the tanker with a total weight of approx 2000 metric tons (ship + cargo) was lifted from the seabed to the surface, dewatered, and was transported to the port of Kijang where the wreck was re-delivered to the owners without any spillage of asphalt or hydrocarbons into the environment.



The ill fated asphalt tanker seen arriving in Kijang port (Indonesie) - [all photo's : Piet Sinke \(c\)](#)

Maersk plans to use armed guards on its ships

AP Moller-Maersk will make more regular use of armed guards on tankers passing through the Gulf of Aden, InterManager reports citing the company statement. However, there are “no immediate plans” to extend the policy to containerships, Maersk Tankers chief technical officer Steffen Jacobsen said. It remains unclear which contractor is likely to pick up the work, with security industry sources suggesting that it will probably have to be divided between several providers.

The world's largest shipping concern has seen attacks on a number of its ships, most famously on boxship Maersk Alabama, but has previously employed guards only on an ad hoc basis. But following an assessment of its experiences so far, it has decided to adopt the step more often, especially on vessels that are slow, have a low freeboard.

Mr Jacobsen said in a statement: “We have concluded that we in certain circumstances may need to use armed guards to protect the crews on our tanker vessels adequately “The decision to use armed guards will be taken on a case-by-case basis, it will be based on thorough risk assessments, and armed guards will only be used when we deem there are no alternatives that can provide sufficient security for our crews.” He stressed that the move should not be seen as blanket approval for the use of armed guards, and that it will apply mainly to tankers in the Maersk fleet.

“Maersk Line does not have any immediate plans to place armed guards on its container vessels, because the current security procedures, the deployment of larger vessels with higher freeboard and speed, and re-routing of vessels are deemed to provide adequate protection.”

High level participants in the security sector confirmed that they had held formal meetings with Maersk on the issue. But the British company rumoured by its competitors to have swung a deal said on the record that it could not comment for reasons of client confidentiality, and off the record that the volume of Maersk-related work would be too much for any one outfit, anyway. Some shipowners opted for a sole provider, while others seek to leave to choice open in order to inject an element of competition and choice, he insisted. However, all major providers would presumably be keen to pick up the work. “This is a significant shipowner, and its very decision to go armed is a significant event in the shipping community, given the ambivalence that some [owners] have,” he said, “In terms of who will deliver the service, there are a variety of providers out there. By virtue of the sheer scale of the company and the number of its vessels transiting through high risk environments, that narrows the field, because of the limited capacity of providers to meet demands.” **Source : PortNews**



The **CITY OF ROTTERDAM** seen in Ijmuiden – Photo : H.Blomvliet ©



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The **HAWK** anchored in Braefoot Bay as seen from the **Odin** – Photo : Sjaak Broere – Ch.Engineer ODIN ©

Insurers vow to pay for Rena disaster

The **Rena's** insurers have vowed to payout but as the costs mount-up it is not clear what their share of the disaster clean-up will be. Salvors were waiting out bad weather hitting the Tauranga coast before returning to the Liberia-registered container ship which grounded on the Astrolabe Reef on October 5 and has so far spewed about 350 tonnes

of oil into the sea. The Swedish Club, the insurers of **Costamare Shipping** the company who own the **Rena**, have pledged to meet the cost of the grounding in full. The Swedish Club managing director Lars Rhodin said Costamare had insured ships with the company for some 30 years.

"This cover includes pollution liabilities. The owner's obligations in this situation will be met in full. Both Costamare and The Swedish Club deeply regret that this accident has occurred and that environmental damage has resulted," Mr Rhodin said. The Swedish Club is one of 13 members of the International Group of Protection and Indemnity Clubs and responsible for shipowners' third party liability risks worldwide.

Earlier today the company that chartered the stricken ship **Rena** said it would pay \$1 million towards the clean-up. Kevin Clarke, managing director for Australia and New Zealand, Mediterranean Shipping Company, announced the \$1 million donation. **Source: stuff.co.nz**



The car carrier **Hyundai No. 108**, seen near the Alex Fraser bridge, on the main arm of the Fraser River, Vancouver, B.C. - October 15, 2011 - **Photo : Mike Zelt ©**



Shanghai Shipping Exchange seeks to open futures trading to foreigners

THE Shanghai Shipping Exchange (SSE) is asking Beijing's approval to open its container futures trading market to foreigners, freeing it from domestic use restrictions, SSE president Zhang Ye told media in Washington after talks with the Federal Maritime Commission. The exchange launched its platform on June 28 for domestic use only, which allows mainland Chinese shippers and carriers to trade contracts based on where they believe rates will go on the Shanghai

Containerised Freight Index (SCFI) in six months. The SCFI tracks rates for exports from China, but Mr Zhang said he is planning an index for imports, useful to shippers of price sensitive commodities from the United States to Asia.

Mr Zhang told a joint press conference with Federal Maritime Commission where his SSE delegation had been holding talks with members of the shipping industry to promote the SSE, whose index tracks Shanghai-US west coast and Shanghai-Europe rates.

GFI Freight's Mels Boer said the SSE platform is difficult for European and US companies, which do not do business in China because it is difficult to get the profits they earned out of the country, said American Shipper. But a London-based broker said the SSE success in the derivatives market has been the envy of London and Singapore, where much smaller volumes of container freight swaps are traded over the counter.

The Shanghai index tracks the rate of moving exports containers from Shanghai to 15 world regions. In addition to the SSE's platform for trading derivatives and swaps is based on four components of the SCFI, which are traded on an over-the-counter basis and cleared in London by LCH Clearnet, and in Singapore by SGX. Those markets have much lower volumes, but Mr Boer said they allow freight to be traded up to three years in the future, and are less restrictive currently to profit-taking European and US companies. **Source : Schednet**



The **MAERSK SEOUL** seen outbound from Rotterdam, **Photo : Reinier Meuleman ©**

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The **NOCC CASPIAN** seen downbound on the Fraser river Oct 15th - Photo : Robert Etchell ©

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CASUALTY REPORTING

Heftige brand verwoest o/s de Zeefakkel



Maandagochtend 17 oktober 2011 heeft er een brand gewoed aan boord van het opleidingsschip de **Zeefakkel**. De **Zeefakkel** is de thuishaven van het zeekadetkorps Hellevoetsluis. De heftige brand heeft ongeveer dertig procent van het binnenschip verwoest.



De emotionele waarde voor de kinderen en vrijwilligers van het korps is enorm. Met tranen stonden zij te kijken hoe het schip waar zij elke zaterdag veel plezier beleven, in de brand stond. De materiële schade is ook enorm. Te veel voor een vereniging om het allemaal alleen te bolwerken. Toch gaan de vrijwilligers, bestuursleden, ouders en kinderen het proberen.

Daarom doet het korps een oproep aan alle bedrijven die een hart hebben voor een maritieme jeugdvereniging en willen helpen. Zo zoeken we onder andere professionele schoonmakers, timmerlui, elektriciens en pijpfitters. Maar ook is het korps gebaat bij materiële hulp, zoals bijvoorbeeld 50 matrassen, computers, koelkasten, bekleding voor banken, iets voor op de vloeren, ect. Teveel om op te noemen.

Iedereen die wil en kan helpen, kan contact opnemen met [Jeroen van Tussenbroek](#), telefoonnummer: 06-30379158.

NAVY NEWS

Sea trials of aircraft carrier Admiral Gorshkov put off



Sea trials of aircraft carrier [Admiral Gorshkov](#), which is getting a face-lift ahead of its induction in the Indian Navy, have been postponed for another five to six months due to the onset of winters in Russia. "We have to change the trial plans as they can't be held during the winters. So, now we will carry out all the trials to be held in the harbour during the winter and then hold the sea trials after the winter is over," senior Defence Ministry sources told PTI on Sunday.

They said the change in trial plans will not affect the delivery schedule of the aircraft carrier, which India has procured at a cost of USD 2.33 billion. The project has

already been delayed by over three years. As per the earlier schedule, the sea trials were to be conducted starting November but they are now expected to be held only after February-March timeframe, they said.

The progress of the project was reviewed during the visit of Defence Minister A K Antony to Russia on October 5 and 6. The ship is being refitted at Sevmash shipyard in the Russian White Sea port of Severodvinsk and is expected to be delivered by December 2012. The original USD 1.5 billion contract signed in 2004 between Russia's state-run arms exporter Rosoboronexport and the Indian Navy envisioned that work on the aircraft carrier would be completed in 2008.

Of the contracted amount, USD 750 million was for the retrofit of the carrier, docked at the Sevmash shipyard in northern Russia for the past 12 years. The balance was for modern weaponry, including MiG-29K Fulcrum aircraft and Ka-27 Helix-A and Ka-31 Helix-B anti-submarine helicopters. Russia later claimed it had underestimated the scale and the cost of the modernisation and demanded an additional \$1.2 billion, which New Delhi said was "exorbitant".

India then agreed in 2009 for the \$2.3 billion price for the aircraft carrier, which is now rechristened [INS Vikramaditya](#). Source: [hindustantimes](#)

First serial Borei-class sub ready for sea trials



Sevmash shipyard (Severodvinsk) has completed preparation of the first serial Project 955 Borei nuclear-powered ballistic missile submarine (SSBN) [Alexander Nevsky](#) for sea trials, Interfax reports citing Navy Main HQ. In the next few days the sub will take the White Sea for the first time.

The sub's crew was earlier formed under command of Capt 1 rank Vasily Tankovid; personnel has passed training course in Obninsk naval training center and probation period on SSBN [Yury Dolgoruky](#).

The decision to start sea trials of Project 955 first and second serial subs was made by Russian Navy command and Sevmash directors on Sept 30, 2011. Laid down in 2004 and launched in Dec 2010, SSBN Alexander Nevsky has

already passed mooring trials. According to the source, while preparation for sea trials, the sub was degaussed, i.e. hull magnetization was reduced in order to protect from sea mines and to improve accuracy of onboard navigation equipment.

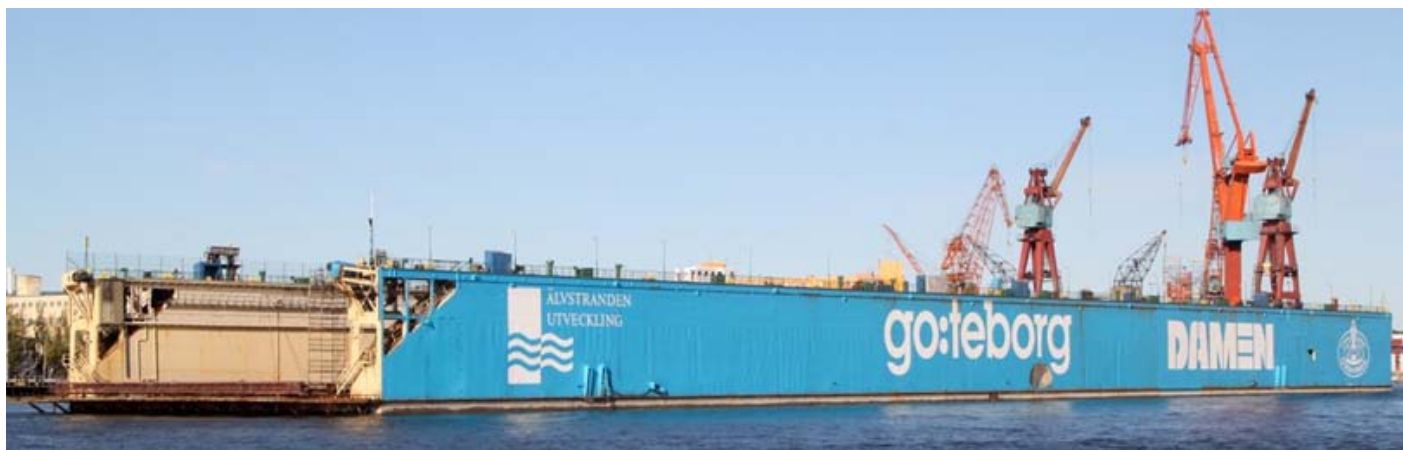
SSBN **Alexander Nevsky** is built under modernized Project 955A which basically differs from Project 955 in larger number of SLBM Bulava launch tubes (from 16 to 20). At present, Sevmash shipyard constructs the third (second serial) Project 955 submarine SSBN **Vladimir Monomakh**. Besides, the yard prepares to lay down the fourth Borei-class sub – SSBN **Svyatitel Nikolai**.

Having displacement of 24,000 tons, length 170 meters and beam 13.5 meters, Project 955 submarines are capable to move at up to 29 knots. Their endurance is 90 days. Apart from Bulava ballistic missiles, Borei-class subs are armed with six 533-mm torpedo tubes. In prospect, Bulava-armed Project 955 submarines are to become the core of Russia's naval strategic nuclear shield. **Source: rusnavy**



SHIPYARD NEWS

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The Damen drydock seen in Goteborg – **Photo : Daniel van der Zwaan ©**

Gibdock Completes Boluda Tug Overhaul

Gibdock completed a complex propulsion system job, following the recent docking of the 57-ton bollard pull capacity Boluda group harbour tug **Siroco**. The 2001-built **Siroco**, which operates in the port of Algeciras, arrived in Gibraltar in early June for a one month docking that included the complete removal and overhaul of the two Voith Schneider Propeller (VSP) units onboard. As soon as the vessel was drydocked, it was jet washed with high pressure water and hand-scraped to remove marine growth in preparation for the VSP overhaul. The next task was to crop four access plates and two upright supports from the protective structure to allow access for Gibdock engineers so they could remove the VSP blades. "This was a time consuming task and it took around two shifts to remove all ten blades and transport them to the mechanical workshop for overhaul," said John Taylor, Gibdock production director.

"This included disassembling, cleaning, calibrating and remounting the bearing assembly with new spare parts and all the blades had to be inspected and polished." Gibdock engineers then removed the two rotor casings and transported them to the workshop. The main cover plate nuts were removed using a hydro torque, and all internal components, including pistons, gears, actuating rams and the thrust shaft were similarly transported to Gibdock's mechanical workshop for overhaul. Using chain blocks the VSPs rotor casings were lowered from the vessel and, with the assistance of the yard's shore cranes, these were lifted out from the bottom of the dock and transported to the



workshop. As part of the Siroco's refit, Gibdock wet grit blasted and painted the tug's hull and decks. This required considerable preparation work to ensure that exposed areas were unaffected.

Photo : Piet Sinke ©

Mr Taylor said: "Once the Voith Schneider units and rotor casings had been removed, the main deck fixtures were completely protected and the two openings were blanked off before blasting." Throughout the wet grit blasting, the overhaul of the VSP equipment continued in the workshop. Following the dismantling and inspection of the rotor casing, the bearing flange assembly and protective ring was found to be extremely corroded. It was decided to fabricate and fit steel inserts to the two

bearing flange assemblies. Taylor said: "Although this was unexpected extra work, we incorporated a night shift to complete the repairs as soon as possible, in order not to affect the undocking date, which was crucial to the owners." The new inserts were machined to an external diameter of 1,285mm, internal diameter of 1,065mm and a 60mm thickness. These inserts were then fitted to the existing bearing flange assembly. While in the Gibdock workshop all the mechanical parts of the VSP units were cleaned, calibrated and the data recorded, and all the seals, packing and bushes were renewed, with Gibdock engineers working closely with service specialists from Voith Turbo Schneider. The reassembly of the VSP units in the workshop continued while a second full coat of paint was applied to the hull. Furthermore, Gibdock staff also applied a non-slip compound onto the tug's main decks. Once the Voith Schneider systems were completely reassembled onboard and the access plates refitted and welded, a final full topcoat of silicone paint was applied to the tug's hull. After a 24 hour period to allow for the paint system to cure, the dock was flooded and the vessel left for sea trials. **Source : MarineLink**

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The salvage tug **TTB SALVOR** seen operating in the port of Kijang (Indonesia) – Photo : Piet Sinke (c)

MAERSK LINE LIMITED Uses- Emsys™ for U.S. Navy Biofuel Trials



The **MAERSK KALMAR** – Photo : Jacco van Nieuwenhuyzen (c)


W R Systems, Ltd (WRSystems) has been asked to supply its Emsys™ laser-based Emissions Monitoring System (EMS) for the purpose of emission verification for an ongoing fuel trials on-board the AP Moller-Maersk vessel **Maersk Kalmar**. WRSYSTEMS was asked to provide the Emsys™ system installation as part of a wider project between Maersk Line Limited (Maersk) and the US Navy to test biofuels for their long-term suitability for maritime applications.

EmsysTM was requested by Maersk following successful trial installations on two US-based Maersk container vessels. Previous trials were used to prove system efficacy and aid the comprehensive marine Type Approval process under the supervision of the American Bureau of Shipping (ABS).

The EmsysTM system will collect comprehensive emissions and Particulate Matter (PM) data. This data will be included in a comprehensive performance report to be prepared by Maersk and audited by Lloyds Register (LR). Data collected will include Nitrogen Oxides (NOX), Sulfur Oxides (SOX), Carbon Dioxide (CO2), and PM. Additionally the report will detail findings on the effects of biofuels on the engine's fuel system performance and normal wear and tear.

The EmsysTM system is unique in its measurement of emissions by Quantum Cascade Laser (QCL) technology. The system is highly accurate, stable, and suitable for the harsh environment experienced in the vessel's upper funnel space. PM measurement takes place outside the stack, which allows a single optic to measure multiple stacks. EmsysTM is designed to be virtually maintenance free, affording the lowest cost of ownership of any EMS systems currently available. Measuring the exhaust gas 'hot and wet' also removes the requirement for costly and maintenance intensive gas conditioning equipment. The system carries full Type Approval from ABS for MARPOL Annex VI NOx and SOx regulations. It also has been comprehensively tested and Type Approved for the measurement of PM, Mass Emissions, and the CO2 Operational Index, as detailed in IMO Circular MEPC 471.

WRSysystems has been established for over 26 years and has a strong reputation for developing and supporting mission-critical, high-technology maritime navigation and communications equipment. The company, based in Fairfax, VA, with its Engineering Services Division in Norfolk, VA, supports multiple navies and commercial maritime companies around the world on a 24-hour basis. ESD has an extensive track record in developing extremely rugged technology to meet applications where existing market offerings are unsuitable. For more information, please contact Amy Morris, Business Coordinator at (757) 858-6000, ext. 255 or at: amorris@wrsystems.com. Website: www.emsysmarine.com


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Zentech to convert derrick barge for wind farm work

Houston-headquartered marine engineering and naval architecture consulting firm Zentech, Inc. has acquired the former Derrick Barge 23 from Bohlen Crane and Equipment Repair LLC and renamed it **ZEE RIG 3**, MarineLog reports.

"We intend to upgrade the vessel in two phases, first for use as a crane barge with increased lifting capacity, and later as a much larger self-propelled jackup vessel for wind farm installation service," said Zentech President Ramesh Maini. The vessel is being prepared for conversion work at a Gulf Coast shipyard.

Currently, **ZEE RIG 3** is 400 ft long, 100 ft. wide and has a hull depth of 29 ft (121.9 m long, 30.5 m wide and 8.8 m hull depth). It is outfitted with an AmClyde Model 52 marine crane that will be initially upgraded to 800 U.S. tons with a 275 ft boom length (725.6 t with an 83.8 m boom). Phase Two of the upgrade will transform **ZEE RIG 3** into a much larger DP-II self-propelled jack-up, with the width increasing from 100 ft to 176 ft (30.5 m to 53.6 m). It will be

and capable of operating in 200 ft (61 m) water depth. The main crane will be uprated to 1,100 U.S. tons (997.7 t), and quarters accommodations will be added above-deck. This conversion will be completed in the fourth quarter of 2012.

NOL revenue drops but volumes rise

Poor freight rates continue to shadow the shipping market as Singapore-based carrier NOL records higher container shipping volumes on lower revenue. In a four-week period from 27 August to 23 September, NOL clocked shipping volumes of 229,300 feu, an increase of 5% from 217,500 feu in the same period of last year.

The average revenue per feu, however, dropped 19% year-on-year to \$2,501 during the period, according to figures released by NOL. "The increase in volume was mainly due to higher volumes carried on the intra-Asia trade lane. The decline in average revenue per feu was mainly due to lower rates in the major trade lanes, particularly the Asia-Europe and intra-Asia trade lanes," the carrier said.

For the year-to-date period in 2011, container shipping volumes increased 8% to 2,155,500 while average revenue per feu dropped 9% to \$2,560. **Source : Seatrade Asia**



The **STOLT SPRAY** seen enroute Rotterdam – **Photo : Ria Maat ©**

Rolls-Royce Wins Deal to Power 18 Tugs

Rolls-Royce won orders worth around £18 million for the supply of Azimuth thrusters to power 18 new tugs being built in China. Qingdao and Yingkou Ports will take delivery of 12 new tugs, four of which will be the most powerful operating in China. Tangshan and Tangshan Cao Feidian Ports, located in the He Bei province of Northern China, have also placed orders for a total of six tugs. The 18 vessels will all be equipped with two Rolls-Royce Azimuth thrusters. The thrusters comprise an electric motor and a propeller which, as a combined unit can be rotated horizontally in any direction to manoeuvre the vessel without the need for a rudder. John Zhang, Rolls-Royce, Manager – Merchant, Greater China, said: "The multiple orders received demonstrate how our cutting edge marine technology is applied to meet our customers' evolving requirements. These exceptionally powerful and highly manoeuvrable thrusters are critical to supporting the continued growth of the Chinese tug market, and the important role tugs play in facilitating trade."

All 12 tugs ordered by Qingdao port and Yingkou port will be built at the Zhenjiang shipyard in Jiangsu province. The four most powerful tugs will have 6,000kW of installed power. They will each be equipped with a pair of Rolls-Royce US305 Azimuth thrusters with fixed pitch propellers measuring three metres in diameter. The other eight tugs will be equipped with the smaller Rolls-Royce US205 Azimuth thrusters with a propeller diameter of 2.4m and have an installed power of 3,500kW. **Source : MarineLink**

Maersk to lease two tankers

Maersk Tankers, the tanker shipping unit of Danish shipping and oil group A.P. Moller-Maersk, said on Monday it would lease two vessels from Korean shipping management company Cido Shipping, Reuters reports. The two very-large crude carriers (VLCC) would be taken on long-term bare boat and would be delivered from Universal Shipyard in Japan in November and December 2011, Maersk Tankers said. When taking vessels on long term bare boat, the company leases the vessels without crew. "It is Maersk Tankers' ambition to grow in the VLCC segment and become industry leaders, without adding to capacity," said Head of Crude Claus Gronborg. "Securing existing high quality and fuel efficient vessels when the timing is right is a part of the plan." Gronborg also said cooperation with other owners through pooling of vessels or other forms of partnerships was of interest to the company. **Source : PortNews**



The **WISBY WAVE** making her way to her berth in Goteborg - **Photo : Daniel van der Zwaan ©**

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Port of Antwerp commences construction of largest lock in the world

In a few weeks from now the first ground will be broken in Antwerp for a unique port construction project, namely the largest lock in the world, the Port Authority said. This massive structure will be built at the head of the Deurganckdock on the left bank of the Scheldt. The port of Antwerp already has the biggest lock in the world, the Berendrecht lock.

The new Deurganckdock lock will take over this distinction as it will be even deeper than the Berendrecht, in response to the trend towards ever-larger ships. The new lock represents an estimated investment of 340 million euros and is due to become operational in 2016.

The second lock is of crucial importance for access to the port area on the left bank, assuring its further development. Because it is very deep, ships with even greater draught will be able to reach the docks behind it, for any given level of water in the Scheldt. Larger, deeper-laden ships will permit further development of economic activities on the left bank. "The importance of the new lock cannot be overemphasised," says Eddy Bruyninckx, CEO of Antwerp Port Authority. "Our sea access has already been considerably improved thanks to the deepening of the Scheldt, and now with the second lock we will be able to further develop our port on the left bank."

The new lock will lie at the end of the Deurganckdock, giving access to the docks in the port area on the left bank. On the landward side, facing the dock complex, the lock will lead into the Waasland canal. From there the ships will have easy access to all the other docks on the left bank: the Doel dock, the Verrebroek dock, the Vrasene dock and the North and South mooring docks.

The capital cost of the new lock is estimated at 340 million euros. The European Investment Bank (EIB) has undertaken to finance 50% of the construction work, up to a maximum of 160,5 million euros. The remaining amount is being put up by the Flemish Region and the Port Authority. The creation of the Trans-European Network for Transport (TEN-T) and the development of sustainable transport modes form part of the objectives of the EIB, which is why the latter has decided to support the project. Its chairman Philippe Maystadt explained: "Maximum use has to be made of water transport, both seagoing and barge, as well as rail transport. This is an important objective for the European Union, and is all the more urgent because of the challenges facing us in the field of climate and energy. Sustainable transport with a lower ecological footprint will play a crucial role in the European economy, as well as contributing to integration within the EU and the creation of the internal market."

An additional lock on the left bank is essential in order to ensure better sea access for the port of Antwerp. Flemish minister of Transport & Public Works Hilde Crevits declared: "At the moment the only access from the sea to the dock complex is via the Kallo lock. The new investment offers a response not only to the growing volume of shipping traffic on the left bank but also the greater size of ships. Furthermore, a second lock will afford greater security of operation for what is the second largest port in Europe, helping it to maintain its competitive position."

The investment confirms the recent report by the World Economic Forum, "The Global Competitiveness Report 2011-2012," according to which the port infrastructure in Belgium is among the best in the world. "This has been made possible by the investments that the Flemish government has made in its ports," concluded minister Crevits.

The new sea lock will be built on a similar design to the Berendrecht lock, with a width of 68 metres and length between gates of 500 metres. Or to put it another way, it will be as wide as a 19-lane highway and four times as long as the Cathedral of Our Lady in Antwerp is high. Three times as much steel will be used in its construction as in the Eiffel tower. However, the Deurganckdock lock will be deeper than the Berendrecht, at 17.80 metres below the local datum level. The amount of concrete used for its construction will be enough for a building 35 floors high and covering an area the size of a football field. In other words, the new lock will be gigantic in all its dimensions. And yet the job of building it will demand precision engineering. For example the lock gates must close perfectly. The mechanism for the bridges that open must also be exact to the millimetre, as the rail tracks on the bridges and on either side must line up perfectly when the bridge opens and closes. [Source : portNews](#)

Century Logistics buys products tanker for \$4.8m

Malaysia-based Century Logistics has spent \$4.75m cash to acquire a 7,119 dwt oil products tanker from Pengkalan Megaria, a subsidiary of Export-Import Bank of Malaysia. The purchase price for Qaseh is estimated to be below the prevailing market price for similar vessels, according to Century Logistics. "The acquisition will enable Century Logistics to expand further downstream in its oil and gas logistics activities," the company said. "The vessel will be reflagged to Malaysia and is expected to ply the oil transport market within Malaysian waters." The double-hull vessel was built in Zhejiang, China in 2008 and was originally Panama-flagged. [Source : Seatrade Asia](#)



The **ARCTIC VOYAGER** seen in Cape Town – Photo : Ian Shiffman ©

Odfjell Buys Chemical Tanker

Odfjell has entered into a contract for the purchase of MT **Holly Galaxy**, a 19,975 dwt chemical tanker (IMO 11/111) with 22 stainless steel cargo tanks, built in 2006 at Fukuoka Shipbuilding in Japan. The vessel will be delivered in December 2011 and shall be traded regionally in South America. Company is in the process of achieving long term financing of the vessel. "Holly Galaxy will be vessel number 99 in the Odfjell controlled fleet of sophisticated chemical tanker vessels," says Jan A. Hammer, CEO Odfjell SE. Source: Odfjell

.... PHOTO OF THE DAY



The new Belgian pilot tender **RAVELINGEN** seen in the port of Vlissingen – Photo : Willem Kruit (c)

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