



Number 002 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 2-01-2013**

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

stevedoring & warehousing		
SHORECRANES UP TO 208 M / TONS		
rhb ROTTERDAM	PROJECT CARGO HEAVY LIFTS UP TO 1500 TONS INDUSTRIAL BREAKBULK ASSISTING OFFSHORE VESSELS	



the dredgers Athena and Queen of the Netherlands accompanied by multicat Oceanus and tug Liz F at Darwin, Australia. Photo: Arjan Rebel(c)

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



The **JOALMI** (8902450) was towed January 1st by the **Kotug's** tugs RT **SPIRIT** and **SD REBEL** to Rotterdam Waalhaven
Photo: Jan van der Klooster <http://scheepvaartheek.blogspot.nl/> ©

OCEANWIDE SAFETY AT SEA



OCEANWIDE S.a.S.
Safety at Sea

HARBOUR 1357 // BRIELSELAAN 69 // 3081 AA ROTTERDAM
P.O. BOX 59053 // 3008 PB ROTTERDAM // THE NETHERLANDS
TEL NR: +31 (0)10 - 215 10 53 // FAX NR: +31 (0)10 - 423 01 36
INFO@OCEANWIDESAFETY.NL // WWW.OCEANWIDESAFETY.NL



HYPERBARIC LIFEBOATS // LIFEBOATS // RIBS // INSPECTIONS // MAINTENANCE // LIFEBOAT REPAIRS // COMMISSIONING // LOAD TESTING

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

Need Cheap & Secure Lay-up?

In our protected, private harbour just outside of Rotterdam, we offer premium and secure lay-up facilities for seagoing vessels, barges and pontoons as well as extensive services to manned or unmanned vessels in lay-up, all against affordable prices. Dutch Harbour is suitable for vessels up to 200 m in length and with a draft up to 5.50 m, while its 700 m floating jetties safeguard against any tidal influences. The harbour entrance is closed off by a floating security barrier and the surrounding harbour terrain is accessible only to owners and crew. Harbour access is monitored 24h by security cameras.

For additional information and rates, please contact

Dutch Harbour Lay-up Services

Harbour G950 • Griendweg 14, 's Gravendeel

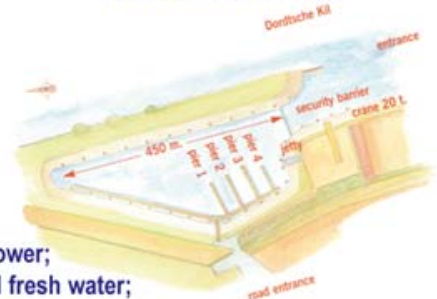
T: 085-8779114 • F: 085-8779115

E: info@dutchharbour.nl • W: www.dutchharbour.nl



Facilities:

- Closed, private harbour;
- Secure mooring & safe access;
- Camera surveillance;
- Free domestic garbage disposal;
- Free wireless internet.



Optional Services:

- 380V/220V shore power;
- Supply of MDO and fresh water;
- Crane services;
- Various alarm systems for cold lay-up.



The **SAFMARINE SAHARA** at the river Seine. Photo: **Fabian Montreuil** ©

Disabled Filipino seaman wins compensation after 12 years of litigation

THE Philippines has settled a 12-year-old labour dispute, after the Supreme Court upheld a US\$60,000 disability benefit to a seaman who suffered various ailments while working on board a chemical tanker. The Supreme Court Second Division ruled that Salvador Serna was entitled to compensation even though he fell ill after he stopped working on the MV **Hyde Park**, owned by a shipping firm in Monaco. Court records showed he worked for about a year as a bosun on the Hyde Park, which transports toxic chemicals such as methanol, phenol, ethanol, benzene and caustic soda.

Mr Serna's manning agency, Career **Philippines Ship Management**, had been deploying him on chemical tankers for a decade. During his deployment on the **Hyde Park** he experienced shortness of breath, weakness and weight loss. He was unable to get medical leave and had to wait for the expiration of his contract in 1999, reported the Philippine Daily Inquirer.

After consulting with doctors in the Philippines over the next few years, Mr Serna was diagnosed with toxic goiter, thyrotoxic heart disease, chronic atrial fibrillation and hypertensive cardiovascular disease. He was thus declared medically unfit for further work as seaman. In 2001, Mr Serna filed for compensation before the National Labour Relations Commission (NLRC) as provided under the rules of the mariners' union of which he was a member, with the manning agency and the shipping firm named as respondents. **Source: Schednet**

We deliver anchors & chains worldwide
G.J. Wortelboer Jr. B.V. • www.wortelboer.nl



The **MARVELOUS ACE** passing East Cowes, Isle of Wight inbound for Southampton. **Photo: Chris Bancroft (c)**

Riga-bound M/V Narva loses rudder blade, arrives safely at destination

The M/V **Narva** loaded with 2,400tons of asphalt on December 27 lost her right rudder blade while en route from Rotterdam to Riga. There were no leaks reported, the Transport Ministry's State Maritime Rescue Coordination Centre said. The center said the crew managed to steer the vessel and the M/V **Narva** proceeded and reached Riga port early morning, December 28. **Source: Port News**

New Tanker and Bulk Freight Carrier Construction Rules Spark Software Development



The bulker **WESER** in Rio Grande. Photo: **Marcelo Vieira** ©



Industry feedback from shipyards, designers and shipowners on the first draft of the harmonised International Association of Classification Societies (IACS) Common Structural Rules for tankers and bulk freight carriers (CSR-H) has highlighted its common concerns that the expanded scope of the proposed new Rules could significantly slow the design process and increase associated costs if class societies everywhere do not provide more advanced software to handle the required analyses. These views were expressed at joint IACS and industry seminars, held in order to gather industry input on the new rules. In 2011, the American Bureau of Shipping (ABS) and Lloyd's Register (LR) established CSR Software LLC (CSRS), a joint venture to provide harmonised structural analysis software to the freight industry. Aidan O'Donnell, Managing Director of CSRS, said: "As well as harmonising the existing IACS common

structural rules for tankers and bulk carriers, the CSR-H will provide compliance with the relevant aspects of the International Maritime Organization's (IMO) Goal Based Standards requirement. To assist industry with this change, it is essential that designers be provided with more advanced software, properly aligned with the final rules, that can handle the required analysis and mitigate the time and cost required to determine compliance with the new Rules."

Shipyards have made it clear that they want to be provided with software that is comprehensive, fast, simple-to-use and defect-free from the outset and CSRS is working closely with industry representatives towards that goal well in advance of the implementation date of the new rules. One of the lessons learned from the release of the existing set of rules for tankers and bulk carrier construction is the importance of having mature software aligned with the final version of the requirements before they come into effect. Dhruba Ghose, Operations Director of CSRS commented: "Appropriate software will assist designers in streamlining the process, helping to control costs and manpower requirements when addressing the expanded scope of analysis required by CSR-H. At CSRS, we are following a rigorous quality process that accounts for requirements traceability through the development life cycle, extensive documentation and user acceptance testing and verification prior to each external release."

O'Donnell says that inevitably the final development of the associated software must lag behind the finalisation of the Rules themselves adding that changes to the draft Rules require changes to the software so this will become an ongoing project. He continued by saying that it does not mean designers cannot work with CSRS to use the company's in-house capability to run preliminary analyses of developing designs to verify that the users are on the right track.

For the full realisation of CSR-H benefits, it is important that the available design analysis software packages produce consistent and reliable results and ultimately common scantlings*. This is the impetus for the ABS/LR common software project as it will provide the confidence and standard reference points demanded by shipyards, ship designers and ship owners. Ghose continues:

"The first implementation of Common Rules with multiple software packages was less than satisfactory and the industry has been clear that they would prefer a more unified approach by class to this issue. That is why we established CSRS and why we have invited all the other members of IACS to join us as partners. We are encouraged by the level of interest that is being shown by some of the other societies who realise the tremendous cost and effort that is required to develop and maintain their own suite of software."

*Scantlings indicate how much structural strength in the form of girders, beams, etc. is in each given section. cantling length refers to the structural length of a ship whilst a full scantling vessel can access all areas of its cargo holds and decks using just its own fitted gear. Source: Handy Shipping Guide



IMO backs US Coast Guard proposals to shift shipping to save whales

THE UN's [International Maritime Organisation \(IMO\)](#) has approved three proposals to shift shipping from the Santa Barbara Channel to San Pedro Bay at LA-Long Beach as well as the approaches to Oakland, reports the Los Angeles Times.

The route adjustments were recommended by the US Coast Guard and the [National Oceanic and Atmospheric Administration](#) after four whales were allegedly killed in ship collisions in the Santa Barbara Channel in 2007 and an additional five whales were said to be hit by ships off central and northern California in 2010.

The shipping industry has supported modest lane changes, which shift the southbound lane 1.2 miles away from Santa Cruz and Santa Rosa islands. The current route traverses whale feeding areas. "We all agreed if we could move the lane a little bit away from the islands, it could reduce the risk to the blue whales," Chris Mobley, superintendent of the Channel Islands National Marine Sanctuary.

Said Pacific Merchant Shipping Association vice president TL Garrett, representing carriers: "I cannot imagine any opposition that would halt this process. It's a common-sense proposal based on good science." Changes to charts are not expected until late 2013, when the US Coast Guard publishes official notices, takes public comment and completes an environmental assessment.

Environmentalists also want ships to slow to 10 knots in whale grounds, because slower speed collisions are less likely to be fatal, adding that the proceeds of California's new carbon tax on carriers could be used to compensate carriers for slowdown costs. Said Mr Garrett: "We would be very sceptical of any mandatory speed reductions, because the science doesn't support it." **Source: Schednet**



the **Bugsier 9** towing **barge UR141** out of the River Tyne assisted by Svitser **Lyndhurst** and **Svitser Sun** on 01/01/2013. **Photo: Derrick Johnson ©**

**RUYSCH**
SINCE 1935 ■ TECHNICAL-AGENCIES HOLLAND BV

Ballast Water Treatment System

**OCEAN GUARD**

by Headway Technology Co. Ltd.

Benefits:

- smallest footprint
- lowest cost per m³
- fully certified

Official Benelux agent.
agencies@ruysch.nl www.ruysch.nl



Bid to stop oil spill from ship

KOTA KINABALU: Efforts are underway to contain any oil spill from an oil tanker that sank in shallow waters between Labuan and Sabah's mainland Menumbok area on Christmas Day.

The Sarawak owners of the vessel, **MV Ramai Dua**, which was laden with 14,000 litres of diesel, will appoint a contractor to salvage the vessel that is almost completely submerged. Only part of its keel is still above water. Marine Department (Sabah Region) director Rosnan Fathlul yesterday said it would take the ship owners a few days to obtain a specialised contractor to salvage the vessel that had diesel stored in four storage tanks. He claimed that diesel which leaked into the water so far was "minor" and not threatening as it was from vessel's engine room.

Samples of the oil spill had been sent to the Environment Department for analysis, he said, adding that the ship sank after it was swept by strong waves into the rocky shores near Pulau Lambisan. "The area is isolated and the closest

village is a distance away."The seven crewmen were rescued by Malaysian Maritime Enforcement Agency. **Source:** The Star

Eight Indonesians claim trial to attempted sea robbery


KOTA TINGGI: Eight Indonesian men claimed trial at a Magistrate's Court herelast Friday for attempting to rob a vessel using weapons, off Tanjung Stapa in Pengerang earlier this month.

Dane, 23; Hasbullah, 35; Ricky, 37; Trim, 36; Jais, 46; Arjadi, 32; Amie, 37; and Zul, 34, were charged with committing the offence with two other men who are still at large.

They were charged with attempting to rob the crew on board MT **Merlion Dua** at around 1.50am on Dec 11. All eight men pleaded not guilty to the offence under Section 395 of the Penal Code read together with Section 397 of the code for group armed robbery. If convicted, the men could face a maximum jail term of up to 20 years and a whipping. Magistrate Salawati D'jambari fixed Jan 29 for case management.

Malaysian Maritime Enforcement Agency (MMEA) deputy public prosecutor Juanita Mohd Said prosecuted the case while all the accused were not represented. It was reported on Dec 12 that MMEA officials had arrested the group of men after they were alerted of a sea robbery in Pengerang.

The group, armed with weapons, had allegedly climbed on board the vessel from a wooden boat, with the intention of stealing oil from the ship and robbing its crewmen. Upon noticing MMEA officers approaching the scene, several robbers who were still on board the wooden boat decided to sail away leaving eight of their accomplices behind. All eight men were discovered hiding on board the vessel and were subsequently arrested. **Source:** The Star



Marine Diesel Parts Supply

Fuel equipment
Cylinderheads
Cylinderunits
Exchange parts
Piston rings
Bearings

Got MAN problems?
Let us take care of that for you!

L16/24
L23/30

L+V 20/27
L27/38
L+V 32/40

L21/31
L28/32

Inlet, Exhaust valves
Seats and Guides
Overhaul kits
Tools
Reconditioning
Turbo spares

All OEM Licensee spares for all genset or propulsion versions.

We do not only have the spares, the knowledge and the service:

We always appreciate your business.

Located in Port of Rotterdam
www.mdps.nl
info@mdps.nl

45 min from Antwerp and Amsterdam
24 hrs +31-6-20804472
Office +31-6-5083 3809

Baltic index drops on lower capesize, panamax rates

The Baltic Exchange's main sea freight index, which tracks rates for ships carrying dry commodities, fell for the thirteenth straight time on Thursday, as sluggish activity continued to pull down panamax and capesize vessel rates. The main index, which factors in the average daily earnings of capesize, panamax, supramax and handysize dry bulk transport vessels, fell 24 points or 2.44 percent to 958 points.

The Baltic's panamax index dipped 30 points or 2.76 percent to 1,058 points. Earnings for panamax vessels, which usually transport 60,000 to 70,000 tonne cargoes of coal or grains, have fallen about 36 percent so far this year. The Baltic's capesize index slipped 15 points or 1.21 percent to 1,224 points as activity softened in both the Pacific and the

Atlantic. Capesizes typically transport 150,000 tonne cargoes such as iron ore and coal."Demand continues for yet another week to lack the required momentum needed to allow any improvement in the capesize market. Both basins are showing limited interest and tonnage list have swollen considerably in both Australia and South America," said George Lazaridis, head of research with Greek shipbroker Intermodal. A persistent decline in steel prices this month in China, the world's largest steel producer and consumer, has eroded steel mill profits, and with little hope of any immediate recovery in demand, flagging prices are likely to continue to weigh on the price of iron ore, the key steelmaking raw material.

Shipments of iron ore account for about a third of seaborne volumes on the larger capesizes, and brokers said price developments remained a key factor for dry freight.

Average daily earnings for handysize ships were down \$192 to \$8,943, while those for supramax ships were down \$354 to \$11,491.

"The Atlantic market (for handysize) continued its downward trend from last week with what appears to be a summer lull across the board," ship broker Fearnleys said in its weekly note. Growing ship supply has been outpacing commodity demand for some time and is widely expected to weigh on dry bulk freight rates in the coming months. The overall index, which gauges the cost of shipping commodities such as iron ore, cement, grain, coal and fertiliser, has fallen about 45 percent this year. **Source: Reuters**



Vroon's **SUZUKA EXPRESS** passing Terneuzen enroute Antwerp. Photo: **Stan Muller** ©



ISO 9001:2008



MARINT
(OFFSHORE SERVICES) LTD

Independent Consultants and Brokers in the International Tug and Supply Vessel market
(offices in London and Singapore)

Telephone : +44 (0) 20 8398 9833

Facsimile : + 44 (0) 20 8398 1618

E-mail : tugs@marint.co.uk

Internet : www.marint.co.uk

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.

/Indonesia's clogged ports strain growth prospects



Jakarta Port. Photo: Piet Sinke (c)

At Jakarta's infrastructure monitoring nerve center, live TV cameras track traffic flows on port access roads and highways, satellite images show cloud cover, and a Twitter feed allows officials to respond in real time to any public complaints. But the only movement comes from the flowing screen images, since there is no one working at the room's empty desks.

Senior public works officials interviewed by Reuters said they do not know how to use the system. They cannot name a single infrastructure project to be finished in Indonesia's capital this year, despite their budget of \$384 million. Only 35 percent of that money had been spent by early December.

Indonesia's back-to-back years of economic growth above 6 percent and a youthful population of 240 million have made it a magnet for foreign investment, which jumped 22 percent in the third quarter to \$5.9 billion. But until it can efficiently move goods across its 17,000 islands, Indonesia will struggle to live up to its potential.

"If we don't sort out our problems then we're in trouble," said R.J. Lino, chief of Indonesian port firm Pelindo, as he surveyed cranes belching diesel smoke and moving containers onto ancient sagging trucks at the country's largest port. It can take seven days for containers to move through the port in Jakarta, which handles two-thirds of the surging trade flows in the G20 economy, the longest time in Southeast Asia and up from around five days a couple of years ago.

The inefficiency at Indonesian ports means it is cheaper to send goods to China from Jakarta than to the edge of the archipelago, creating rising logistics costs and the risk of inflation as an Achilles heel for the economy.

In neighboring Singapore, by comparison, technicians at the world's busiest port control electric cranes by joystick from an office, moving containers within one day onto cargo ships three times bigger than Jakarta can handle.

Lino's state-owned PT Pelabuhan Indonesia II (Pelindo) is seeking to follow suit and modernize itself, from better use of yard space and a new IT system to plans for a whole new \$2.5 billion Jakarta port by 2017.

But it faces a race against time as the existing Jakarta port is already at full capacity. Firms such as Toyota Motor Corp, Caterpillar Inc and Unilever Indonesia Tbk are investing billions to boost manufacturing on the main Java island and are relying on the state to improve its port infrastructure.

"The port is likely to be a growing constraint for the Indonesian economy and for the country's competitiveness," said Henry Sandee, trade specialist in Jakarta at the World Bank.

SHAKE-UP

Lino worked at Chinese ports before being picked by the government three years ago to try to improve the situation.

Giving a pitch for the role, he lambasted the staid bureaucracy and corruption at state-run firms, in front of an audience of stunned ministers.

They still gave him the job.

In the past decade, container traffic growth in Indonesia grew 5.8 percent, only slightly above the country's average economic growth rate of 5.2 percent in the same period.

"It should actually grow three times more compared to our economy. The problem is we don't have the capacity. We have a minimum of hard infrastructure and our productivity is bad. So we need to catch up," said Lino.

Traffic at the Tanjung Priok port this year surged 26 percent to around 7.2 million twenty-foot equivalent units (TEUs), the standard measure for container shipping, up from around 5.7 million TEUs last year, as Lino reconfigured the yard layout to create more container storage space by moving police and customs offices further away from the shore.

Patches of tarmac still lie unused, where barefoot workers play football, though it is unclear if capacity can be increased much further before the first phase of Pelindo's new Kalibaru port brings another 4.5 million TEUs in 2017, at the earliest.

State-controlled construction firm PT Pembangunan Perumahan Persero is building the port. Groundbreaking is expected to start in January, with the expansion partly funded by a bond issue and equity listing of a Pelindo logistics unit next year.

Until Kalibaru, Lino is relying on improvements in soft infrastructure. He wants to bring in a better berthing schedule, and an integrated IT system that aims to link the port with customs, shippers and banking nationwide in the next couple of years. He's also spending \$50 million on educating staff.

One such motivated employee is Fajar Setyono, who has studied in Japan and hopes to study port management in Sweden.

"If we can fix the IT, research shows we can reduce time by one day, with no infrastructure," said Setyono. "If we move the containers faster, capacity will rise without adding yards."

LAND RUN

Changing the soft infrastructure is no easy task.

Jakarta's public works officials could only cite one road flyover, meant to be done this year, that might finish in 2013, according to interviews with the department's chief Ery Basworo and his deputies at their headquarters.

That doesn't bode well for a critical toll road that is meant to link the port to Jakarta's ring road within a couple of years. There are also plans to build a railway from the port to a dry storage port near industrial estates, but no new railway has been built in Indonesia for more than 60 years.

"These plans are much less advanced than the port itself," said the World Bank's Sandee. "There's a lack of bureaucratic capacity. Government agencies are not equipped to manage these large scale tenders."

Local media reported on Friday that Indonesia's public works ministry planned to open bidding for 22,736 infrastructure contracts worth 73.41 trillion rupiah (\$7.62 billion) in 2013.

How many projects will actually be completed - or even started - is an open question.

Officials cite land acquisition as the key problem to infrastructure, despite a long-awaited new land bill.

"The reality is we still have a problem with the price of land," said public works official Yumada Faisal, adding prices had risen 10 percent this year and negotiations took months, as landowners sought three times what they were willing to pay.

ADVANTAGE CHINA

These problems mean that, despite Lino's best efforts, the World Bank still sees the "dwell" time for a container to move through the Jakarta port rising to 10 or 11 days within five years.

Having goods stuck at the port for a few extra days means a need for a few more days worth of inventory, an expensive problem for firms such as Toyota sourcing parts from multiple countries and using a just-in-time inventory system.

It is not just the ports but jammed access roads and slow customs. Shipping goods from an industrial site near Jakarta onto a cargo ship costs around \$700 per container, versus \$420 from a similar site in Malaysia, Sandee said.

Sending that container from Jakarta to China, Indonesia's top trade partner, costs up to \$200 per TEU. It costs twice as much to ship it to Belawan, Indonesia's No.3 port near the city of Medan on western Sumatra island. To get it all the way to Sorong, in the easternmost Indonesian region of Papua, the bill soars to \$2,000, Lino said. "If we don't do anything about this then it will be a big advantage for China," said Lino. **Source: Reuters**

CASUALTY REPORTING



Shell drill ship runs aground on island off Alaska

The Coast Guard will attempt a salvage operation and possible spill response.



— **Royal Dutch Shell PLC's** foray into **Arctic offshore drilling** has suffered a serious setback after one of its two Alaskan drilling rigs ran aground off a small island while trying to escape a fierce storm.

The **Kulluk** drilling ship grounded Monday night on rocks off the southeast side of Sitkalidak, an uninhabited island in the Gulf of Alaska, according to officials at a command center run by the U.S. Coast Guard, Shell and Alaskan state emergency workers.

The Kulluk was being towed by a 360-foot anchor handler, the Aiviq, and a tugboat, the Alert. The

vessels were moving north along Kodiak Island, trying to escape the worst of a North Pacific storm that included winds near 70 mph and ocean swells to 35 feet.

About 4:15 p.m., the drill ship separated from the Aiviq about 10 to 15 miles offshore and grounding was inevitable, Coast Guard Cmdr. Shane Montoya told reporters.

"Once the Aiviq lost its tow, we knew the Alert could not manage the **Kulluk** on its own as far as towing, and that's when we started planning for the grounding," he said.

The command center instructed the nine tug crew members to guide the drill ship to a place where it would cause the least environmental damage. The tug cut the unmanned ship loose at 8:15 p.m. and it grounded at 9 p.m. near the north tip of Ocean Bay on Sitkalidak Island.

An overnight Coast Guard flight over the rig found no signs of a fuel spill.



**WE PROVIDE SAFETY AND
SUPPORT AT SEA**

www.svitzer.com

24h Emergency Response: +31 255 562 666

SVITZER

But officials at a unified command center run by the Coast Guard, **Royal Dutch Shell PLC**, state responders and others say they'll have to wait until daylight to know for sure what environmental impact the grounding might have caused.

Spokeswoman Darci Sinclair says the North Pacific storm that has caused problems for Shell's efforts to move the drill into place near Kodiak Island was expected to continue Tuesday, at a slightly milder intensity. The storm has included winds near 70 mph and swells to 35 feet.

Susan Childs, Shell's on-scene coordinator, said it was too early to know how the vessel would react to the pounding of the storm. Still, she was optimistic about its salvage prospects and chances for staying intact.

"The unique design of the Kulluk means the diesel fuel tanks are isolated in the center of the vessel and encased in very heavy steel," she said. "When the weather subsides and it is safe to do so, we will dispatch crews to the location and begin a complete assessment."

The Kulluk is designed for extended drilling in Arctic waters and underwent \$292 million in technical upgrades since 2006 to prepare for Alaskan offshore exploration. The drill ship worked during the short 2012 open water season in the Beaufort Sea off Alaska's north coast. Its ice-reinforced, funnel-shape hull can deflect moving ice downward and break it into pieces.

Attached to a drilling prospect, the **Kulluk** is designed to handle waves 18 feet high. When disconnected from a well, it's designed to handle seas to 40 feet high.

Garth Pulkkinen of Noble Corp., the operator of the drill ship, said it was never in danger of capsizing. The vessel's tow line first broke Thursday night south of Kodiak Island as it was moving from Dutch Harbor in the Aleutian Islands to Seattle for maintenance.

Before a line could be reattached, the **Aiviq's** engines failed, possibly from contaminated fuel. The Coast Guard cutter **Alex Haley** attempted to secure the drifting drill ship but that line also failed and wrapped itself around one of the cutter's propellers. With bad weather predicted, the **Kulluk's** crew was evacuated Saturday.

The [Aiviq](#), with its engines restored, and a tug re-established lines to the drill ship, but lines broke Sunday. During a lull in the storm early Monday, the crew of Alert grabbed the original 400-foot line trailing the drill ship and later the Aiviq grappled aboard one of the emergency lines. [Source: MSN news](#)

22 dead, 70 missing as boat sinks off Guinea-Bissau

At least 22 people were dead and about 70 missing after a boat which they had travelled in sank on Friday off the coast of Guinea-Bissau, Xinhua reports. More than 90 passengers have been on board before the boat sank, and 6 of them were rescued, according to rescuers. The tragedy was allegedly due to overload of the boat and strong ocean wave when the accident happened. [Source: news.xinhuanet.com/](#)

NAVY NEWS

: Astute subs did have flaws, says admiral

The head of the Royal Navy's submarine programme has told the Guardian that his team discovered design faults, technical problems and flaws in the construction of the multibillion-pound [Astute class](#) boats, but said he was still confident it would enter service on time next year.

In a frank interview in which he spoke in detail for the first time about the challenges of launching the submarines, Admiral Simon Lister also admitted the military should not have boasted about the boats' top speed.

It was not unusual, he said, for the first of a class to be "a difficult birth", but he added that the Astute was now the most tested boat in the navy. Lister insisted that lessons were being learned and that changes were already being made to Astute's sister boats, which are due to come into service over the next decade.

He said he was feeding these modifications into the blueprints now on the drawing board for the submarines, dubbed Successor, to carry the Trident replacement.

Lister said the problems on the Astute were being dealt with and safety had not been compromised. "I wish none of them had happened. I wish I could buy a submarine as if it was a Mercedes-Benz coming off the production line after 10 years of product development. It isn't that.

"What I would say is that the speed and the quality of the activity to put things right is second to none. The ambition to bring Astute into service in perfect order so that she is able to enter service within three months of exiting the shipyard, if anyone thinks that's possible, they would be mistaken. A nuclear submarine is a complex beast."

Lister said it would be wrong for the military to claim the difficulties were just "stuff and nonsense and teething troubles", but he said it would also be wrong for critics to write off what is the navy's most technically advanced boat.

The Ministry of Defence has ordered seven Astute hunter-killer submarines that will cost up to pounds 10bn and expects them to become the backbone of the fleet.

The programme has been hindered by delays and overspends since it was commissioned 15 years ago, and suffered embarrassment in 2010 when Astute was grounded off Scotland - a calamity that led to the commander being removed. Last month, the Guardian revealed that Astute, which is coming to the end of three years of sea trials, was forced into an emergency surfacing when it sprang a leak, suffered from internal corrosion, and been fitted with equipment and materials of the wrong quality.

Since then the Guardian has discovered new issues. The MoD has admitted to problems with the trays that carry important cables controlling Astute's sonar, which has led some of them to fray badly. During a recent test, Ambush -

the second of the class and also built at BAE Systems in Barrow-in-Furness, Cumbria - flew its "Not Under Command" flag - which denotes that due to exceptional circumstances it is unable to manoeuvre properly.

Both boats are having to be equipped with an electronic chart system, after a report into the grounding of the Astute in 2010 ordered the upgrade.

Significantly, both have also suffered propulsion problems that have prevented them from reaching or exceeding the speed published by the MoD - 30 knots.

The Guardian has been told that the design is likely to restrict the top speed of all the boats, but the navy will not be drawn on the issue. However, Lister insisted the Astute did not have to be a fast boat, and admitted the MoD should have been more cautious about discussing speed when the fleet was first commissioned.

"Is Astute a high-speed submarine? No sir. We have emphasised stealth over outright speed. That is an operational decision we have made, a trade-off, to achieve other capabilities. We haven't designed this submarine to be quick, we have designed it to be quick enough. Whoever [in the MoD] put 'this submarine goes at 30 knots' didn't understand that the top speed of a submarine is a classified matter and missed out 'up to' which is traditionally the formula.

"Because you have poked us, we want to say it [will go] more than 20 knots, which we can say with certainty without giving too much away to the enemy. We don't reveal the top speed because it would give a potential enemy an advantage. It is a classified number."

Lister said he had identified three sorts of problems with the Astute: flaws in design that only became apparent when testing started; equipment that broke down too easily; and some problems relating to poor construction at the shipyard.

"In the programme of testing over three years we have identified issues in all of those categories. And got on and fixed them. Is this normal? Where is this on the spectrum of scandalous waste of taxpayers' money? Is this what we could expect, is this the normal endeavour of dragging any ship out of the dockyard? You will have to make your own mind up. [But] the programme of testing is on track and the submarine will enter service this coming year.

"Every aspect of that submarine has been tested to the limit. It is the most thoroughly tested submarine in the navy today. Point me to any submarine building yard that produces a first of class and I will show you a process that is extraordinarily challenging."

He said he had not and would not compromise on safety, even if that meant further delays to the programme. "I buy these things, I set the pace, I place the demand on the company, I judge whether the product is right enough and good enough. My rule is the thing that gives is not safety, the thing that gives is time. Where the shipyard needs to learn to do something it is the schedule that is relaxed to enable that learning to take place. What gives? It is the schedule, which is why Ambush emerged from the dockyard later than planned."

He added: "The first child has been a difficult birth. We have learned those lessons and every engineering development that we put into Astute has gone into or is going into Ambush. Astute as she emerged from the dockyard will be very different from the seventh one because we learn from Astute."

Lister said he had 800 people on his Astute team and 1,000 working on the replacement for the Trident-carrying Vanguard class submarines. He said the navy was using the lessons from Astute to refine plans for Successor.

"My policy is to take every lesson I can from every quarter I can find it into the design of Successor and its manufacturing plan. I am having meetings about Successor and attempting to learn the lessons from other areas of the programme - including Astute. You would expect me to. That is what we do.

"I am not sitting down saying 'Astute has been a failure we are not doing that again'. I am saying what must we learn from our experience on a daily basis in how we put Successor together. Astute is a superb submarine and is going to be the backbone of the fleet, the submarine flotilla, when she enters into service." **Source :The Guardian**

SHIPYARD NEWS



TOS
Energy & Maritime Solutions

Global Ship Delivery • Crewing Solutions
ASD Training Program at any location worldwide



www.tos.nl



please find a picture of the **Stolt Efficiency**, sailing 1st of January from **ST Marine Shipyard**, Singapore, after completion of her third renewal survey docking. **Photo: Berend Vree (c)**



VAN BEEST 

VAN BEEST B.V. Manufacturer and Supplier of wire rope- and chain fittings. Registered trade marks 'Green Pin' and 'Excel'



Tel. : +31 184 41 33 00 E-mail: sales@vanbeest.com www.vanbeest.com

Aker Solutions clinches Gullfaks South contract

Aker Solutions has been awarded a topside modification contract by **Statoil** to increase oil recovery at **Gullfaks South**. Estimated contract value is NOK 180 million, the Company press release said.

The main object of the project is to deliver topside modification for tie-in of two new templates, located at **Gullfaks South**, to Gullfaks A, plus topside modification for re-routing production from existing template D **from Gullfaks A to Gullfaks C**.

Scope of work under the Gullfaks South increased oil recovery topside project includes engineering, procurement, construction, installation and commissioning assistance (EPCIC).

"This will be a challenging and exciting job. It is an important assignment for **Aker Solutions**, which shows that we are competitive on jobs in all levels of the market. We are pleased that Statoil renews their trust in our topside modification services," says Tore Sjurten, head of Aker Solutions' maintenance, modifications and operations business.

Maintenance and modifications work will help to increase oil recovery rate and extend the life of the **Gullfaks field**.

The Gullfaks South increased oil recovery topside EPCIC assignment will be executed by Aker Solutions' maintenance, modifications and operations team in Bergen, Norway. Pre-fabrication will be performed at Aker Solutions' fabrications facilities at Aagotnes, Bergen.

Project completion date is estimated to the end of 2014. **Aker Solutions'** contract party is **Aker Solutions MMO AS**.

ROUTE, PORTS & SERVICES

The advertisement features a large image of a ship at night with the text "Merry Christmas and a Happy New Year" overlaid. To the right of the ship image is the Redwise logo, which consists of the word "Redwise" in red and blue, followed by a stylized red and blue wave graphic. Below the logo is the text "GLOBAL SHIP DELIVERY & CREWING" in red. At the bottom of the advertisement is the website "www.redwise.com" in white text on a blue background.

Merry Christmas and a Happy New Year

Redwise

GLOBAL SHIP DELIVERY & CREWING

www.redwise.com



The MSC BENEDETTA outbound from Rotterdam-Europoort. Photo: Harry van den Berg (c)



Dredging to accommodate 10,000-ton ships on Yangtze's Anqing shores

EASTERN Anhui province's ports of Maanshan, Wuhu, Tongling, Chizhou and Anqing are expected to have a full-year cargo throughput increase of 12.5 per cent to 270 million tonnes with container volume rising 14.8 per cent to 388,000 TEU, reports Xinhua.

To satisfy increasing demands for raw material and finished products from industrial parks in the ports in the Wanjiang area, the Yangtze River Shipping Administration of Ministry of Transport recently held talks with the Anhui Province Traffic Hall on promoting shipping along Anhui's shores of the Yangtze.

They agreed that the Yangtze River Shipping Administration will dredge a navigational channel from Anqing to Wuhu from January 1. The waterway maintenance depth will be upgraded from 5.5 metre to six metres in winter and spring dry season, from 6.5 metres to seven metre in October, and from 7.5 metres to eight metres in flood period from June to August to ensure the 10,000-tonne freighter can sail to Anqing Port along Yangtze.

They also plan to dredge the Yuxikou upper navigational channel in the middle and lower reaches of Yangtze River into public channel in the first half of 2013 to enhance the shipping transport ability of the ports in Anhui's capital Hefei, central Anhui and northern Anhui areas.



Photo of BC Ferries, QUEEN OF ALBERNI, approaching the dock at Duke Point, Vancouver Island, B.C. - December 30, 2012 Photo: Mike Zelt ©

GrandBuy Group purchases Renhe Logistics Base for US\$42.48 million

GUANGZHOU Logistics Company, a **GrandBuy Group** unit, and one of the largest third party logistics providers in south China, has purchased the Renhe Logistics facility from Guangzhou Artex Logistics Company for CNY265 million (US\$42.48 million).

Renhe Logistics facility is located at Renhe town Baiyun district in Guangzhou, south of Guangzhou Baiyun International Airport and east of Beijing-Guangzhou Railway Logistics Park, which covers 103,000 square metres. It has expanded the GrandBuy Group's total logistics area to a million square metres. **GrandBuy Group** said the strategic move aims to snatch market share in airport's economic zone and expand its northern logistics area. At present, GrandBuy Group has formed four logistics bases in east, south, west and north regions in China, based on Guangzhou with its services covering Pearl River Delta.



The first main line vessel to call on the Port during the current fiscal.

The vessel commenced its operation by unloading 306 boxes of raw cashew for distribution among various cashew processing units situated in and around Mangalore and after completion sailed out on December 27. The entire operation was completed in a record time of 11 hrs due to efficient handling by the stevedores and cargo handling workers. The advantage of main line vessel directly calling at the Port is reduced transit time and economical handling cost. The voyage from East Africa to Mangalore is around 10 days compared to the vessels reaching NMP via Colombo, which takes 28 days, P Tamilvanan, chairman, **New Mangalore Port Trust** said here on Tuesday.

Main Line vessels directly calling at the Port has resulted in upward growth of container traffic, Tamilvanan said, urging all main line operators (MLO) and users to make use of the advantageous position of lesser transit time and lesser handling cost. The operators while expressing their happiness over performance of the vessel at NMPT is keen in calling more main line vessels and few more main line vessels are expected to call NMPT shortly.

The traffic at the Port during the current year has shown upward trend. The Port so far handled 27.01 million tones (MT) of cargo as against 24.23MT handled during corresponding period of previous year with a growth rate of 11.49%. The container traffic is also gaining momentum with arrival of mainline vessels and is expected to grow further with onset of coffee season. So far 35,282 TEUs have been handled during first 9 months of current fiscal, a growth of 3.26%. **Source: India Times**



Hong Kong's TS Lines launches HK-Tianjin Incheon container service

HONG KONG's TS Line's 1,000-TEU Deja made a maiden call at the Tianjin Port Alliance International Container Terminal recently, marking the commencement of a new container shipping service linking Tianjin and Hong Kong. It is the 11th container shipping service launched at the Port of Tianjin in 2012, reports Xinhua. Two ships of 1,000-TEU have been deployed on the Tianjin Port-Hong Kong string. The new service arrives at Tianjin on Thursdays and leaves on Fridays, and is scheduled to call at Hong Kong and Incheon, etc, offering weekly sailings.

It is said the new service has further enhanced the Port of Tianjin's shipping capacity to the south east Asia, optimising the port's shipping route layout and contributed to the port's achieving its container throughput target this year.

THE second largest port in China for foreign trade, Qingdao, plans to develop Aoshanwan port area into the key component of the Qingdao major international container ports between 2015 to 2020, and a new mega port area, reports Xinhua.

Qingdao is estimated to expected to have a throughput of 410 million tonnes with a year-on-year increase of 7.8 per cent, 14.5 million TEU in containers with an 11.4 per cent increase and 287 million tonnes of foreign trade, a 7.4 per cent increase year on year growth at the end of 2012. At the meantime, its Aoshanwan port area is expected to finish building two new 10,000-tonne

berths, which will bring the port an extra capacity of 29 million tonnes. The port's full-year investment will reach CNY4.08 billion (US\$650 million) and its capacity is expected to hit 245 million tonnes. **Source: Schednet**

Qingdao to build major container port at Aoshanwan between 2015-20

THE second largest port in China for foreign trade, Qingdao, plans to develop Aoshanwan port area into the key component of the Qingdao major international container ports between 2015 to 2020, and a new mega port area, reports Xinhua.

Qingdao is estimated to expected to have a throughput of 410 million tonnes with a year-on-year increase of 7.8 per cent, 14.5 million TEU in containers with an 11.4 per cent increase and 287 million tonnes of foreign trade, a 7.4 per cent increase year on year growth at the end of 2012.

At the meantime, its Aoshanwan port area is expected to finish building two new 10,000-tonne berths, which will bring the port an extra capacity of 29 million tonnes. The port's full-year investment will reach CNY4.08 billion (US\$650

Singapore MPA's first port operations control centre decommissioned

THE **Maritime and Port Authority of Singapore (MPA)** has decommissioned its 28-year-old Port Operations Control Centre (POCC) at the **Tanjong Pagar Complex (POCC-TPC)** following the commissioning of the new POCC at Changi Naval Base in 2011 and the re-commissioning of its upgraded POCC at PSA Vista in September 2012.

The two operational centres serve as mutual back-ups for each other, said the MPA. Each is independently equipped and has the capability to control of all areas in times of an emergency affecting the other centre.

First commissioned in 1984 to ensure navigational safety of vessels in the Singapore Strait and Singapore's port waters, the old POCC-TPC first used VHF radio to manage vessel traffic until the first radar based Vessel Traffic Information System (VTIS) was installed in 1990, said the MPA statement.

The VTIS allowed officers to see the positions of vessels on a screen and provide navigational assistance in real time. In 2000, POCC-TPC was upgraded with a new VTIS that was able to track up to 5,000 vessels.

MPA's new POCC at Changi Naval Base and upgraded POCC at PSA Vista are fully operational and manned round the clock to ensure navigational safety of vessels in the Singapore Strait and Singapore's port waters. **Source: Schednet**



.... PHOTO OF THE DAY



The **BALTHASAR SCHULTE** passing Terneuzen, enroute Antwerpen

Photo : Richard Wisse – www.richard-photography.nl (c)

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>