



Number 159 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Saturday 08-06-2013

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**The JASCON 25 and the SEVEN SEAS at Sunrise at Loyang Offshore Base, Singapore.**

**Photo : David Styles (c)**

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The **STENA CARRIER** discharging on quay 106 in Zeebrugge  
Photo: Capt. Julian Jager, Master m.v. Norstream (c)

## AP Moller - Maersk calls for strict enforcement of ECAs

Maersk senior executive has called for strong enforcement of low sulphur fuel use in Emission Control Areas (ECAs) to ensure a level playing field. "We think this is a game changer and the temptation not comply is significant," Claus Hemmingson, partner and member of the board of AP Moller – Maersk, told the opening forum of Nor-Shipping 2013. "If enforcement is not sufficient those not following the rules get a competitive advantage." For an aframax tanker not using low sulphur can mean a cost difference of \$15,000 per day and the difference can be even greater for



containerships. "The risk of not complying and getting caught must be real and the penalty must be considerable as this is necessary to ensure fair competition," Hemmingson said. Speaking to Seatrade Global Hemmingson explained, "So far I have not seen concrete procedures as to how countries are going to monitor and how they are going to control that the shipping lines trading those routes are actually living up to the regulation." He said that it was an issue for Port State Control regimes to ensure that the use of low sulphur fuel was enforced in ECAs. **Source: Seatrade Global**



The **THSD MACUTI** moored in Cape Town – Photo : Aad Noorland (c)

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## Lines prepare to shift services away from Jeddah

As Jeddah struggles to handle all the cargo passing through Saudi Arabia's premier port international shipping lines are starting to prepare to shift some services to the new port of King Abdullah Economic City, which will start business in the third quarter of this year. Hani Trabelsi, a shipping agent, told Al Iqtisadiah newspaper that "these repeated crises" at the port of Jeddah is one of the reasons for the high prices of goods to the end consumer. **Source: Gulf Ship News**

## SAR EXERCISE NORTH OF TERSCHELLING



Photo top : Wibbo ©

The first **Valentijn** was built in 1990 and based in Noordwijk aan Zee. The **Valentijn** class is launched by a special boat vehicle from the beach. Since the KNRM was satisfied with this type of ship, another 8 of these boats were built in the next eighth years, with slight improvements from the experience with the existing boats. Moreover, not only beach lifeboats, the **Valentijn** also proved great boats for the IJsselmeer and the Wadden Sea.

Last Wednesday evening at the Dutch Island of Terschelling both **KNRM** lifeboats, the **FRANS HOGEWIND** based KNRM station Paal 8 and the **ARIE VISSER** of station West Terschelling where mobilized for an exercise North of the island of Terschelling, the **FRANS HOGEWIND** is a beach launched lifeboat of the **VALENTIJN 2000** type this type of lifeboats are stored in a boathouse close to the beach along the North Sea, Wadden Sea and the IJsselmeer

The **Valentine** class is a lifeboat from The Royal Dutch Rescue Society (KNRM), based on the RIB technology. The boats are used as (beach) lifeboat along the North Sea, Wadden Sea and the IJsselmeer.



The boats of the original **Valentijn** type feature 2 x 430 Hp Volvo Penta engines. These engines, in combination with water-jet propulsion, give the boat a speed of 34 knots. The **Valentijns** are semi-self-righting, which means that the crew must activate an air pocket to right the boat again after capsizing.

After several years of experience there made an improved design under the name **Valentijn 2000**. the boats have become 0.4 meters longer, the boats have been electronically controlled engines 2 x 450 HP and another larger type waterjet and gearbox making the return and acceleration. Valentine class is continually subject





## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 159

to renewal and development. During every large annual servicing the engineering and electronics on board evaluated and adjusted if appropriate to the current state of the art so that crew can function to the limit during operations. In total at present are 16 **Valentijn class** boats active along the Dutch coast and the 1990 built class leader **VALENTIJN** is at present in reserve



Specificatie	Valentijn	Valentijn 2000
Lengte	10,6 meter	11 meter
Breedte	4,1 meter	4,1 meter
Diepgang	0,75 meter	0,7 meter
Vermogen	2 * 430 PK	2 * 450 PK
Snelheid	34 knopen	34 knopen
Gereddenscapaciteit	50	50
Bemanning	4	4



after the launch from the beach the **FRANS HOGEWIND** proceeded to the exercise area with a speed of 30 knots in the meantime contact was made with the **BRISTOW SAR Sikorsky S-61N SEA KING** helicopter **G-BPWB** which was enroute from Den Helder to the exercise location and arrived a few minutes later above the lifeboats for several hoisting exercises using crew members of both lifeboats





Left seen one of the pilots of the [G-BPWB](#) concentrated during the hoisting exercise over the [ARIE VISSER](#)

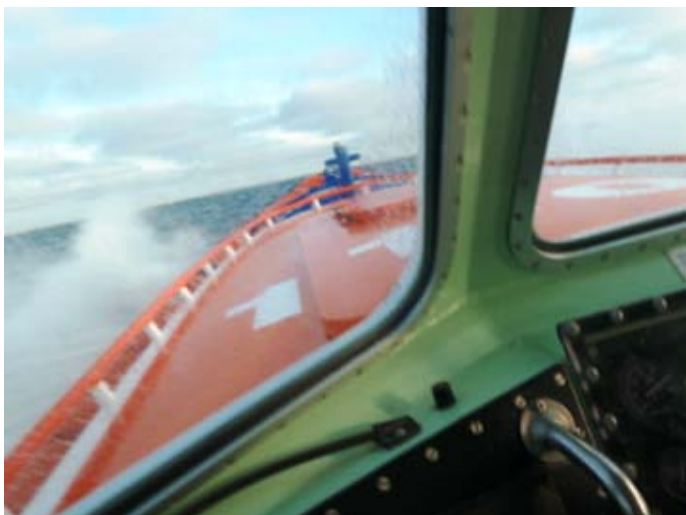


Upon completion of the exercise the helicopter headed back to Den Helder and both lifeboats returned to their bases at the island of Terschelling where the [FRANS HOGEWIND](#) was sailed onto the beach for further transportation to the boat house where by the special boat transportation vehicle and Caterpillar special tractor





De **KNRM** is een zelfstandig opererende, ongesubsidieerde, organisatie die kosteloos mensen red op zee en open water. De professionele vrijwilligers kunnen hun werk niet doen zonder uw steun. Er is voor iedereen een passende manier om te helpen. De belangrijkste mensen zijn, naast onze **1.300 vrijwilligers**, onze donateurs, de zogenaamde



**Redders aan de Wal.** Ook giften helpen onze redders het, zo belangrijke werk, te doen. Notariële schenkingen zijn aftrekbaar van het belastbaar inkomen, vanwege de ANBI-status van de Redding Maatschappij. Zelfs de aanschaf van de KNRM Jaarwimpel helpt

Click [here](#) for more information about the KNRM (in English language)

**The next generation KNRM lifeboat NH 1816**



Upon returning at the boat house the **FRANS HOGEWIND** was cleaned by the crew, and made ready for a next action. Herewith I would like to thank Coxswain **Henk** and the Paal 8 Station crew of the **FRANS HOGEWIND**, Coxswain **Herman** and crew of the **ARIE VISSER** for the hospitality whilst onboard their boats and station and the crew of the **BRISTOW** SAR helicopter **G-BPWB** for a job well-done !!

## Epic orders another two LPG tankers

**Epic Pantheon Shipping** has signed an agreement of two full pressure LPG gas carriers on each 3500 cubic meters. The vessels will be built at **Kitanihon Shipbuilding Co., Ltd.** in Japan and they are to be delivered in mid-2014. "We very much look forward to working with Kitanihon Shipbuilding on this project. The contracts for newbuildings, that Epic has now agreed on, allow us to selectively replace older tonnage in our existing fleet in a timely manner and to offer our customers an even broader range of modern quality ships", says Lars Vang Christensen, CEO of Epic. It is the second order for new ships from Epic since Danish Lars Vang Christensen took over as CEO just two weeks ago. On 28 May the company ordered two LPG carriers of each 5,500 cubic meters from the Sasaki yard in Japan. Epic in Singapore has a fleet of 22 LNG carriers and now four more on order. **Source: Epic Pantheon Shipping**



The **SANTA REBECCA** outbound from Rotterdam – **Photo : Monique Davis-Mulder ©**

## Western Australia seeks Oakajee port investment

Western Australia Premier Colin Barnett said during a visit to China that he is looking for Chinese investment in a port project at Oakajee after a Japanese company decided to scale back its investment. Plans for a new deep-water port at Oakajee in Western Australia were shelved after Japanese trading giant Mitsubishi scaled back its funding in November because of a big increase in costs, volatile iron ore prices and a weakening global economy.

"The door is open now for China to become more involved in the infrastructure," Barnett told reporters in Beijing. According to Barnett, state and federal governments will concentrate on port development, while the Chinese side can focus on mine and rail development linked to the port. Five State-owned enterprises (SOEs) in China had previously shown interest in investing in the Oakajee project, but they lost the bid to Japan's Mitsubishi in 2008. Barnett said he is making efforts to push the project and trying to bring together the interests of China, Australia and Japan on the heels of growing tensions between the two Asian countries over sovereign territorial disputes. Barnett met officials from the National Development and Reform Commission, China's top economic planner, on Tuesday in Beijing, discussing potential cooperation on the Oakajee project, but he did not disclose details about the



meeting. The premier of Western Australia is also calling for Australia's Foreign Investment Review Board to give fair treatment to China's SOEs, as currently the board reviews investment from SOEs more strictly than other foreign investment. But Chinese investors have become increasingly cautious about investing in Australia after losses were reported by Chinese companies involved in several Australian projects. For instance, Metallurgical Corp of China, the country's leading metallurgical conglomerate, said it lost 3.1 billion yuan (\$505 million) in 2012 in building a magnetite iron ore mine project in Western Australia.

"Chinese investors should look carefully at the Oakajee project, as the port will be mainly used for exports of iron ore from the magnetite-rich midwestern region," Zhang Jiabin, an analyst with steel industry portal umetal.com, told the Global Times Tuesday. "Mining costs for magnetite iron ore are high in Australia," he said. "Furthermore, shipping rates for iron ore are at a low level currently but are very likely to rebound in the future, which will add costs for Chinese iron ore importers and make iron ore produced in the region less appealing." **Source: Global Times**

## Pelindo II accused of shipping monopoly

The **Indonesian National Ship Owners Association (INSA)** Jambi branch staged a protest at Talang Duku port, against the state-owned port operator PT Pelindo II's plan to establish 22 subsidiaries by 2014. INSA Jambi chairman Eddy Best said Pelindo's plan would threaten the traditional shipping businesses run by local people. During the demonstration, he said, it was only the traditional shipping vessels that were allowed to load and unload goods in the port.

"A 600-ton container vessel carrying cement from Batam was forced to leave Talang Duku before it dropped anchor," Eddy said. During the rally, protesters demanded the revision of Transportation Ministry Regulation No.6/2013 on the structure of ports.

Pelindo II is suspected of hoarding by requiring all ships carrying coal go through a cargo handling terminal owned by the company even though the terminal has no permit from the Jambi governor. "Any vessels that load and unload goods at the terminal are required to pay a cash deposit amounting 120 percent of the total prices of the goods," said Eddy. Twenty eight shipping companies and 11 transportation agencies operate in Talang Duku which has 27 terminals. **Source: The Jakarta Post**



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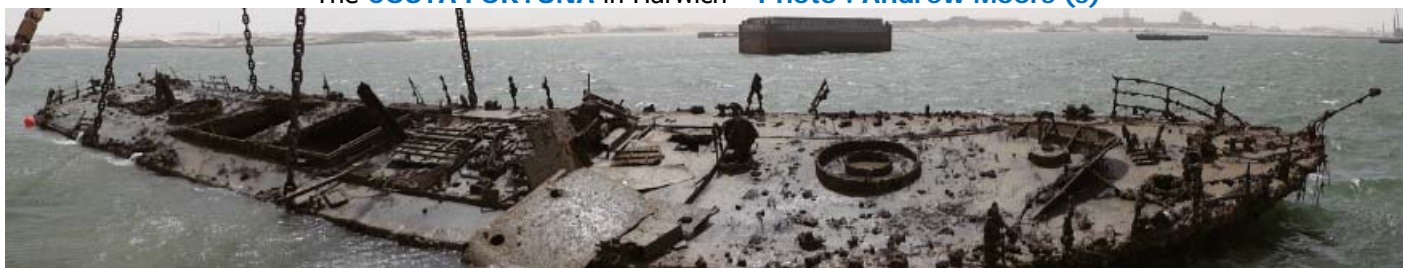


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do for you!



The **COSTA FORTUNA** in Harwich – Photo : Andrew Moors (s)



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## Jaya Wins Long Term Charters worth more than US\$60 million for its new Platform Supply Vessels

Leading offshore energy services provider, **Jaya Holdings Limited**, is pleased to announce that the Group has signed contracts for three of its four new build platform supply vessels (PSVs) well ahead of their delivery dates from the shipyard. The total value of these three contracts is more than US\$60 million, including optional extension periods.



Jaya's first high specification PSV "**Jaya Valour**" will deliver at the end of next month (July) and has been fixed into a time charter contract for up to three years in South East Asia with an existing customer undertaking fracturing work.

"**Jaya Valour**" has more than 1,000 square metres of clear deck space, fire fighting capability and dynamic positioning to DP-2 class. The vessel has accommodation for up to 60 people on board including workout equipment and an internet café. The vessel has the capacity to carry up to 4,800 tons of cargo deadweight and her cargo capacities will be utilised in the carriage and pumping of brine and specialised fracturing proppants to stimulate production from offshore oil and gas wells.

"**Jaya Victory**" and "**Jaya Valiant**" are medium sized PSVs with 3,500 tons of cargo deadweight and 78m of length. Both vessels are equipped with DP-2 capability and Fire Fighting class. They will deliver in the first half of 2014 to a new client and are expected to operate primarily in Latin America. The charters are for up to three years.

CEO of Jaya Holdings, Mr Venkatraman Sheshashayee said today: "The PSV market is strengthening both in Asia and the rest of the world. Both the surge in deep water drilling and the need to stimulate production from older shallow water fields are increasing demand for high specification platform supply vessels. Our newbuilding designs maximise the flexibility our vessels offer to customers, with high cargo capacities for drilling fluids and bulk, big clear decks, and good quality accommodation for charterer personnel. This means they can provide both general platform and rig support, as well as more specialised services such as ROV and coil tubing work scopes."

He added, "The charters for **Jaya Victory** and **Valiant** also mark our foray into the booming Latin American market and are very much in line with our market growth and geographical diversification strategies." The fourth vessel in Jaya's PSV programme, "**Jaya Vigilant**", is an identical sister to "**Jaya Valour**" but with a big value added extra – "**Jaya Vigilant**" is being fitted with a 50 ton active heave compensated deep water crane built for service in more than 3,000 metres of water. Mr Sheshashayee added: "Jaya Vigilant will deliver from the yard at the end of August and will be ready for service with the brand new crane installed in September. There's currently a backlog of underwater inspection and repair work in the region, and the vessel is perfect for ROV support. In addition, the ship is well suited to fracturing work like her sister, or for deep water drilling support contracts with DP rigs." Jaya has an additional two large anchor handlers delivering from its Singapore yard in the next 12 months, and three specialised subsea and accommodation workboats delivering from its Batam yard. The Group owns and operates more than 25 offshore vessels working across South East Asia, the Middle East and West Africa on charter to both oil companies and offshore services companies.

## NAVY NEWS

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## Mistral and Gorshkov Projects Back on Track

The United Ship Building Corporation has accelerated work on two of its international military-related projects, company sources told Interfax Wednesday. The upgrade of a former Soviet aircraft carrier for service in the Indian Navy and a project to build a helicopter carrier jointly with France are nearing completion, company officials said.

The state-owned ship building holding is under new management following a move to put Vladimir Shmakov in the role of general director—a post he assumed at the end of May. Shmakov said during a meeting with Putin at that time that he sees "unconditional fulfillment" of military orders among his primary tasks. The former president of the United Shipbuilding Corporation, Andrei Dyachkov, was dismissed in early May after coming under increased pressure from Deputy Prime Minister Dmitry Rogozin for his lackluster performance. Rogozin oversees the defense industry. The long awaited aircraft carrier, now named **INS Vikramaditya**—which translates from the Hindi as Brave as the Sun—is

undergoing final testing. Though rescheduled several times, the most recently announced delivery date was November 2013. Originally built in 1987 for the Soviet Navy and christened the **Admiral Gorshkov**, the craft has been undergoing modernization since 2004 when a contract worth \$1.8 billion to modernize and deliver the ship to the Indian navy was signed between the two countries.

The United Shipbuilding Company subsidiary Sevماش is finishing work on the **INS Vikramaditya** at its testing facility in Severodvinsk, a company source said. Over \$1 billion of the contract value was allocated to purchase MIG fighter jets and helicopters to be used on the ship by the Indian Navy. Though work was originally scheduled for completion by 2008, the project has suffered multiple delays, which have led to an increase in costs and brought the total sum of the contract \$2.3 billion. Meanwhile, the United Ship Building source also said Wednesday that its Baltic shipyard in St. Petersburg, which is assembling part of a Mistral helicopter carrier ship under French license, is "finishing preparations," to launch the stern section of the ship and transfer it to France in July for final assembly. A source told Interfax, that Russia has fulfilled all of the obligations, under the contract, despite "delays" from the French side. France announced in February 2010 an agreement to sell Russia a Mistral ship, with an option for three more vessels. On June 17, 2011 Russia and France signed a \$1.7 billion contract for the joint manufacturing of the first two Mistral ships. The Russian Defense Ministry said in December that it had postponed the construction of the second two Mistral-class helicopter and will build only the first two. The Mistral deal was the biggest purchase of foreign arms by the Russian government in the post-Soviet era as well as the first contract on such a scale with a NATO country.

Source :The Moscow Times



he French Navy Frigate, **F 797 "Fs. Commandant BOUAN"**, seen arriving at Valletta, Malta, on the 06-06-2013.

Photo : Gaetano Spiteri.

## **Dutch firm gets green light for military exports to Indonesia**



The Dutch cabinet has given the green light to a Dutch firm to export frigate parts to the value of €345m to Indonesia, the NRC reports on Wednesday. The company, which was not named in the parliamentary briefing, will make the deliveries via a shipyard in Romania and another in Indonesia, the NRC said. The ships themselves will be built in those countries.

This procedure, says the cabinet, does not conflict with European Union criteria on weapons exports. Last year, the planned export of tanks to Indonesia was cancelled after a majority of MPs said they were concerned about the human



rights situation in the former Dutch colony. Source : [dutchnews.nl](http://dutchnews.nl)

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## SHIPYARD NEWS



The **NORWEGIAN GETAWAY** under construction at the **Meijer werft** in Papenburg

Photo : **Jacob Versteeg** ©

## Pella shipyard launches lead pilot boat of project PI-22 Sirius



Leningrad Shipyard **Pella OJSC** has launched the lead pilot boat of project PI-22 Sirius, the company's release says. In July 2013, the boat will participate in the IMDS – 2013 (International Marine Defence Show, St. Petersburg), where it will be delivered to the Customer - Federal State unitary enterprise ROSMORPORT.

The boat is intended for marine pilots' transportation to and from the vessels under pilotage; pilotage at shipping routes; transportation of special staff, passengers and cargoes; patrol and rescue operations; service and pleasure trips. Vessel's characteristics: maximum length - 22 m, maximum width - 5.9 m, draught - 1.8 m, speed -

20 knots; classification - KM Ice 2 R2-RSN Aut3 HSC by Russian Maritime Register of Shipping; power plant: 2x970 kW, Caterpillar C32. Leningrad Shipyard Pella was founded in 1950 and privatized in 1992. The holding incorporates a head company and a number of subsidiaries. The shipyard specializes in construction of tug boats for Russian customers.

See also : [http://www.youtube.com/watch?feature=player\\_embedded&v=Hi76dGqBmBU](http://www.youtube.com/watch?feature=player_embedded&v=Hi76dGqBmBU)

## **Further, deeper, colder with SX121**

Advancement in technology is permitting the offshore oil and gas industry to move into progressively deeper and colder waters in remote locations. ULSTEIN supports this development by providing products and solutions that contribute to safer, smarter and greener operations. A case in point is the versatile and flexible OCV/subsea vessel design SX121, which ULSTEIN is currently building customised versions of for GC Rieber Shipping and Island Offshore. The design can be tailored for a multitude of offshore construction and subsea operations in deep and ultra-deep waters both below and above the Arctic Circle. Deepwater and ultra-deepwater projects occur outside of the continental shelf at water depths between 400 and 1,500 metres and depths greater than 1,500 metres respectively. Deep waters mean remote locations, harsh weather conditions and sensitive ecosystems. This type of environment requires vessels that are reliable and safe, cost-efficient and environmentally sound. "We aim to develop ships that can operate reliably, safely and efficiently in harsh conditions with as small an environmental footprint as possible. The robust configuration, system integration and X-BOW® hull line of the SX121 ensure safety and comfort for the crew, an increased operational window and significantly reduced environmental impact," says sales manager in Ulstein Design & Solutions, Lars Ståle Skoge. Currently, there are four sailing SX121 vessels designed and built by ULSTEIN. The vessels, which operate in different segments such as offshore construction, riserless well intervention and inspection/maintenance/repair, have received very good feedback. Gordon L. Wilkinson in Veolia ES said the following about 'Viking Poseidon's work in the Gulf of Mexico: "She is the Queen of the Gulf."

At the end of 2012 shipowner Island Offshore, together with their American partner Edison Chouest Offshore, ordered another SX121 vessel from ULSTEIN currently under construction at Ulstein Verft. "We've received very good feedback on our two operating vessels of this design, 'Island Constructor' and 'Island Intervention'," says Technical Manager in Island Offshore, Trond Hauge. "I'm confident that this type of vessel is a safe and comfortable platform for the performance of advanced work in the years to come."

"The SX121 is a compact vessel that can perform deepwater and ultra-deepwater operations for which currently larger vessels are frequently used, thus providing the customer with a more cost-efficient solution," says Håvard Stave, Sales Manager in Ulstein Verft.

"The typical SX121 vessel operates at depths down to 3,000 metres, which comprises most current oil & gas activities. The need to deploy heavier equipment in deep waters such as offshore Brazil and Africa and in the Gulf of Mexico, has spurred market interest in OCV vessels with a 400-tonne crane, which we've now incorporated in the SX121 design."

ULSTEIN has drawn on experiences from its latest SX121 projects, and optimised the utilisation of the hull with regards to work from deck as well as crane construction work, resulting in an even more versatile OCV/subsea vessel.

The robust platform is optimised for efficient operations in deep waters with a crane capacity of up to 400 tonnes and a substantial remaining deck loading capacity, and it can be configured for a variety of mission equipment. There is a large deck area of 1,750 m<sup>2</sup>, and the area around the main moon pool is reinforced in order to sustain a VLS or module handling system. The ROV installation is designed and chosen for operations in significant wave heights of 4.5 metres or more. Two heavy-duty work ROVs are situated in the enclosed hangar, one to be deployed from the starboard side, the other through a dedicated moon pool.

A reliable vessel is key for cost-efficiency, as down-time and aborting on-going operations are costly affairs, particularly when operating far from shore.

The SX121 vessel meets the highest standard for position keeping, DYNPOS-AUTRO, with redundancy on all major components. Featuring the 'Operation+' concept, an increase in redundancy in AUTRO operations if a single major failure occurs, the vessel will still maintain system redundancy throughout the most critical areas. The typical configuration is diesel electric propulsion powered by six identical medium speed main generator sets. The switchboard system, propellers and diesel motors can be configured in groups of two, three or four. If a major failure occurs, the vessel will only lose one third of its power and propulsion. The combination of system architecture and power stations, three side thrusters and three main thrusters, ensures that the operation can be safely completed using two thirds of its capacity. In order to optimise capacities and performance of the vessel, the freeboard has been increased by one metre compared with the previously built vessels of this design. This increase also improves safety and ensures a dry



work deck. In addition, the helideck has been moved further back in order to increase the weather window for helicopter landings.

The vessel's X-BOW provides good motion characteristics for safe operations. It also reduces the vessel's environmental footprint through lower fuel consumption and reduced emissions. With optimised resolution of the power generation plant, the vessel will have high fuel efficiency in all operational modes. The vessel accommodates a crew of 130 and complies with all international requirements for comfort and safety.

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Mv. **NileDutch Cheetah** (Nordic Beijing) was onhired in Xingang. Unfortunately we could not decide on the color but we will name it **KLM blue**. Mv. **NileDutch Cheetah** is a Maxbox design (3400 teu) and sister to mv. **NileDutch Beijing** & **NileDutch Leopard**. She is built and the Wenchong yard (sisters @ Rongsheng) and fitted with a smaller engine for more efficient fuel consumption. **Photo : Sven Machielsen ©**

## Workers' unsafe behavior triggers most terminal accidents, expert says

More training, standards and evaluation of workplace performance are needed to prevent accidents at bulk liquid storage terminals that handle crude oil, chemicals and other products, a safety expert said Tuesday at an industry conference. Kevin Smith, senior director of downstream health, safety and environment for Murphy Oil, told attendees to the International Liquid Terminals Association Operating Conference & Trade Show that understanding how accidents happen is key. "We need to understand the hazards in our workplace," Smith said, during the conference at the George R. Brown Convention Center in downtown Houston. "We need to change our behavior. We need to educate the workforce." Eighty percent to 95 percent of accidents are triggered by unsafe behavior, Smith said. Some hazards remain harmless unless one or two combine and are triggered by unsafe behavior, he added. That can give employees a false sense of security, a sort of positive reinforcement that their unsafe behavior can sometimes go without

consequences. "Accidents happen because there are inherent hazards in the workplace," Smith said. "People take shortcuts, work unsafely. Negative behavior is reinforced by positive outcomes, there is a reward." But Smith said vigilance is extremely important at all times to promote safety in the workplace, especially when dealing with dangerous materials. "We can't change the flammable nature of gasoline," Smith said. "We can change the unsafe behavior of people." The ILTA represents companies that operate bulk liquid storage terminals in 49 countries. The terminals are located in ports and along rivers, canals and pipelines. In addition to crude oil and chemicals, products handled include renewable fuels, fertilizers, vegetable oils and other food grade materials. **Source: Fuel Fix**



CSD **Niccolo Machiavelli** (JDN) working in São Luis (Brazil), with **Multicat DN201** assisting. **TSHD Galilei2000** (not on the picture) was acting as barge during these operations. **Photo : Matthias Broersma ©**

## **Nantong port box volume up 11pc to 176,800 TEU in first four months**

THE Jiangsu Nantong port in eastern China posted a year-on-year 11.4 per cent increase in container throughput to 176,800 TEU in the first four months of the year, reports Xinhua. From January to April, the port's overall cargo throughput rose 6.97 per cent to 63.16 million tonnes. Its collective cargo throughput is expected to reach 200 million tonnes this year. Also, foreign trade cargo throughput was up 10.16 per cent to 14.07 million tonnes in the first four months, including 8.35 million tonnes handled by Nantong Port Group. In April, the port container throughput increased 39.2 per cent year on year and 28 per cent month on month to 59,700 TEU, setting a record high. **Source : Schednet**



Wood chips carrier **Glorious Jasmine** with escort tug **Alex** passing **Celebrity Infinity** moored at Cobh Cruise Terminal. **Photo: Martin Pearson ©**





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## Wärtsilä to design heavy construction vessel for Subsea 7

**Wärtsilä**, the marine industry's leading solutions and services provider, has been contracted to provide the design for a large heavy construction vessel (HCV). The ship is to be built for Subsea 7 S.A., the seabed-to-surface engineering, construction, and services contractor to the offshore energy industry worldwide, by Hyundai Heavy Industries (HHI) in South Korea. HHI is one of the world's largest ship building companies, said in the company's press release.

Wärtsilä Ship Design's VS 4285 HCV design will be one of most capable heavy construction vessels in Subsea 7's fleet of over 40 ships. The vessel will be deployed globally to meet increasing market demands for executing ever larger and more complex projects. It is designed for operating efficiently in deep and ultra deep waters and in harsher environments.

The new HCV will be capable of operating on a year round basis. In finalising the design, close cooperation between Hyundai Heavy Industries as builder, Huisman for the crane and vertical laying system, and MAATS as supplier of the carousel, was essential in meeting the requirements set by Subsea 7. Important features of the design include the good dynamic positioning (DP) capabilities, as well as an efficient hull form.

"We have enjoyed a successful co-operation with both Subsea 7 and HHI, major players in their industries. This latest order follows the contract that Wärtsilä received last year to design a dive support vessel (DSV) for Subsea 7, which is also being built by HHI. It clearly indicates the confidence that the industry has in Wärtsilä Ship Design's offering. Our way of working is based on deep understanding of the clients demand and the operating profile of each vessel in question and prepare the design accordingly," says Riku-Pekka Hägg, Vice President Wärtsilä Ship Design.



The **MARE** outbound from Klaipeda - Photo : Jacob Kiewiet ©

## Eurotunnel stopped from operating ferry services at Port of Dover

The final ruling of the UK Competition Commission concerning Eurotunnel's acquisition of certain assets from the former SeaFrance was issued, said in the press release. The ruling requires Eurotunnel to cease ferry operations at the Port of Dover and divest ferry assets within a period of 6 months. DFDS' profit expectations for the remaining year are therefore unchanged.



## Fjord Line's passenger ferry MS Stavangerfjord to run on pure LNG engines

The IMO's Energy Efficiency Award (previously Clean Ship Award) went to Fjord Lines' **Stavangerfjord** - designed and constructed by **Bergen Group Fosen**. The winner of the award was published at the opening day of Nor-Shipping in Oslo on June 4th 2013, the Group's press release said.

**Stavangerfjord** is the first international service passenger ferry to run on pure LNG engines. The award pays tribute to the ship that makes the greatest contribution towards energy efficiency in relation to its function or operation. **Stavangerfjord** will, from mid July, operate as a night ferry on the Bergen-Stavanger-Hirtshals route in Norway and as a day ferry on the Hirtshals-Langesund route.

For many years, Nor-Shipping has served as a strong platform for the promotion of environmentally responsible performance within the industry. Honoring this tradition in 2013 is the Energy Efficiency Award, which pays tribute to the ship that has contributed the greatest towards energy efficiency in relation to its function and operation. This award continues the spirit of the 2011 Clean Ship Award. The Energy Efficiency Award, however, addresses more than emissions, focusing on the root of the problem rather than its consequence. Two mandatory tools come into effect in 2013: the energy efficiency design index (applying only to newbuildings) and the ship energy efficiency management plan, making this scope very topical for Nor-Shipping 2013.

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**.... PHOTO OF THE DAY ....**





**Union Sovereign** working for the **Hermod** in the Ekofisk Field Norway.  
Photo : Capt. Edwin Kempinga Master Union Sovereign (c)

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