



Number 161 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 10-06-2013**

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The newbuilt "ALICE" during a "hard to port" test off Borkum as seen from the Union Princess. Photo : Crew Union Princess (c)

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KOTUG's **SD REBEL** and **SD ROVER** assisting the **Severnaya Zemlya** whilst passing the Spijkenisse Bridge
Photo: Lia Mets (c)

Jiangsu to build LNG-fuelled boxships

Hamburg's Technolog has sold China's state-run SUMEC Marine licenses for the manufacture of a family of LNG-fuelled containerships with capacities ranging from 3,500 teu to 5,000 teu. SUMEC will now promote the design to the top ten shipbuilders in Jiangsu province. The containerships have a new container storage system that dispenses with hatch covers while the fuelling system can use either fixed or mobile tanks or a combination.

The patented hatchless container storage system has a stopper element that absorbs the weight of the upper container layers, so that the pressure on the lower containers does not become excessive and cause container collapse. Technolog says that this means that container tiers can be piled twice as high as in the past, even without the help of cell guides. The system makes it possible for standard 20 or 40 foot containers to be loaded or unloaded one stack at a time, and containers of abnormal width or length can be handled with equal ease. A special ventilation

system enables nearly all 40-foot slots in the hold and up to three layers on deck to be used to stow refrigerated containers. **Source: Sino Ship News**



The **CASTORO 7** in Caracas bay (Curacao) **Photo : Harrie van der Steldt (c)**

Oil-Tanker Rates Plunge Most Since January on Lack of Cargoes

Charter rates for the largest oil tankers hauling Middle East crude to Asia slid the most since January this week as the supply of cargoes declined. Hire costs for very large crude carriers on the benchmark Saudi Arabia-to-Japan voyage lost 0.4 percent to 42.28 industry-standard Worldscale points, figures from the London-based Baltic Exchange showed today. That rounded out a 9.4 percent weekly decrease, the biggest since the week ended Jan. 25, the data show. Each of the ships can hold 2 million barrels of crude. "couple more" cargoes became available for loading in the Persian Gulf in June amid "dull activity," Marex Spectron Group said in an e-mailed report. Charterers are waiting for freight rates to fall before booking more ships, according to London-based shipbroker Braemar Seascope Ltd. Hire costs jumped 40 percent last month.

"Rather than the continued stampede of cargoes of the previous weeks, charterers held back and relaxed," Braemar said in a report. Charterers "replaced late-running ships fixed under duress last week and tried to wrest control back from the shipowners."

Daily earnings for VLCCs on the benchmark voyage added 3.3 percent to \$16,491, this week's first increase, according to the exchange. Its assessments don't account for owners' efforts to improve returns by securing cargoes for return-leg voyages or reducing speed to burn less fuel, the industry's main expense. The Worldscale system is a method for pricing oil cargoes on thousands of trade routes. Each individual voyage's flat rate, expressed in dollars a ton, is set once a year. Today's level means hire costs on the benchmark route are 42.28 percent of the nominal Worldscale rate for that voyage. The biggest one-day change for ships hauling crude was for tankers heading to the U.S. Gulf Coast from the Caribbean, which fell 2.6 percent to 109.77 Worldscale points. For vessels shipping refined fuels, the largest move was for tankers heading to Japan from Saudi Arabia, which climbed 1.9 percent to 98.92 points, according to the exchange. **Source: Bloomberg**

Chinese company in line for contract to build Nicaraguan canal

The Washington Post says a concession to build a canal across Nicaragua, linking the Pacific Ocean and Caribbean, will be awarded to a Chinese company. National Assembly leader Rene Nunez said the company will use funds from

investors around the world to build the US\$40 billion project. Mr Nunez said the project is "very important" for Nicaragua.

President Daniel Ortega said recently that the canal would not go along the San Juan River as it had been planned. He said it would be built farther north, through the waters of Lake Nicaragua. President Ortega said the canal would be an alternative to the Panama Canal and would generate jobs for impoverished Nicaragua and other Central American countries. **Source : Dredging News Online**



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The **GRANDE BRASILE** enroute Amsterdam – **Photo : Simon Wolf (c)**

Despite dry bulk market's slow year so far, ship values are steadily on the rise

Ship prices especially for modern Panamax/Supramax vessels have been on the rise since the beginning of the year, despite a subdued dry bulk market, as a result of a heavy delivery programme. According to a recent report from shipbroker Intermodal, "smaller sizes have outperformed their bigger rivals and are expected to do so for the remainder of the year. Capes have been disappointing at their current abysmal levels, not even covering daily OPEX, and whilst FFAs have been pointing to a 2nd half recovery, we do not think we will see too much excitement and China is mainly to "blame". According to Mr. George Bassakos, sale and purchase broker with Intermodal, "the long awaited return of Chinese buyers in the iron ore trade is yet to be seen, despite softening prices for the commodity which have now tumbled below US\$ 120 per tonne, having peaked at US\$ 160 late last year. Restocking is definitely not the story of the year so far, and frankly speaking we do not foresee any dramatic change in China's appetite for the commodity

just yet. The previous normal of around 90-100 mill tons stocks piling up at Chinese ports seems to be an old story and China seems to have adjusted in line with its lower growth projections for the next decade". He noted that "current iron ore stock piles of below 70 mill tons, seem to be reflecting a more cautious view from traders as to the needs required to cover their current production demand, plus a safety margin. Same story in the coal trade, since current record-low stocks at Chinese ports only allow for short term market rushes caused by urgency for replenishment and as such momentarily lifting even Panamax rates. The grain season, whilst initially had shown a lot of promise for Supramax/Panamax owners, has failed to provide enough support and seems to have ended early this year", Bassakos said. Despite this adverse market environment, ship values have gone up and this, according to Bassakos, is the result of a lack of new sale candidates from the Japanese market, with a quite impressive last done: "a 2006-japanese built Panamax being committed for US\$ 20.25m, when the same buyers spent around US\$ 20m for a 2009 Japanese built Kamsarmax with surveys due back in February. It seems the appetite, especially of Greek buyers, for modern dry tonnage is insatiable, with many of them willing to pay more than the last done! Greeks have historically been quite successful in the timing of their purchases - does this mean we reached the bottom and that the only way from here on is up?", Bassakos wondered. According to him, "current FFA figures, do not support such a stance, since all sizes but capes are quoted at below USD 10,000. To further support the FFAs curves, a recently acquired 2005 Japanese built Panamax was sold for US\$ 17.75m and was immediately fixed upon delivery for 3 years at US\$ 9,500/day - a clear sign of no faith in the upcoming market", he concluded. Meanwhile, in its outlook on the dry bulk market this week, ship owner Frontline, noted that "the dry bulk market showed few signs of recovery during the first quarter of 2013. The smaller sizes performed better than the Capesize segment also in absolute terms for most of the quarter. A Capesize earned on average \$6,015 per day according to the Baltic Dry Index, which did not cover operating expenses for many owners. The Capesize segment has underperformed mainly due to that iron ore exports out of Brazil have been low. There is a strong correlation between the Brazilian iron ore export and the Cape size spot market due to the long sailing distances. In addition, Fortescue delayed their ramp up of production in Australia from March until May 2013 and Colombian coal exports were almost 70 million metric ton lower on an annualized basis, partly due to strikes during first quarter of 2013. The dry bulk market is increasingly dependent on the development of the Chinese economy. During 2012 the Chinese iron ore and coal imports in combination increased more than 12 percent, while preliminary data show an increase of about six percent for the first quarter of 2013. Historically the first quarter is the slowest quarter of the year, which is mainly due to adverse weather in the Southern Hemisphere. Development in international coal and iron ore prices will have a great impact on the dry bulk market going forward. Presently there is a positive arbitrage both for steel producers and utilities compared to domestic Chinese iron ore and coal. With new iron ore capacity from Australia, Brazil and West Africa coming on stream the next three years and poorer quality of Chinese domestic iron ore, it is expected that imports of iron ore to China will increase. According to Fearnley's the Capesize fleet (150-200'dwt) totaled 1,028 vessels at the end of the first quarter of 2013, an increase of 6 vessels from the previous quarter. The order book counted 98 vessels at the end of the first quarter, compared with 94 vessels the previous quarter, representing 9.5 percent of the Capesize fleet" the company concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide (c)**



High-tech marine sector steams ahead

China is eyeing emerging sectors to guarantee the sustainable and environment-friendly development of the country's marine economy, with the first batch of high-tech bases expected to be established within this year, a senior expert

said. Liu Rongzi, a marine economy expert from the China Institute for Marine Affairs, the policy-consulting unit of the **State Oceanic Administration**, said the location of the bases will be selected among Shandong, Guangdong, Fujian, Zhejiang and Tianjin. As pilot zones, they will get central government financial support in fostering these sectors, according to Liu.

"In the blueprint of the country's marine economy development, the country is encouraging the development and research of the emerging high-tech marine sectors," she said. China's Ocean Economic Development Report released by the institute last month said the emerging marine industry is expected to be the fastest developed sector in China's marine economy in the coming 10 years. The emerging sectors in marine economy include marine bio-pharmaceutics, seawater utilization and renewable energies, and offshore equipment manufacturing. As a newcomer to this field, China is accelerating its pace in exploring the ocean for the country's future resources and energy supply.

According to a plan released by the National Development and Reform Commission last year, the country aims to produce 2.2 million cubic meters of desalinated seawater per day by 2015, about three times the current capacity.

The 12th Five-Year Plan (2011-15), released on the central government's website in January, said by 2015, the country will optimize the industrial layout, enhance meteorological support and back offshore wind power projects, including the installation capacity of offshore wind power turbines. For Liu, the authorities' support in developing these industries is not only for resources and energy, but also for marine environment protection. "These sectors are more environment-friendly and sustainable than the traditional marine industry such as the fishing industry and offshore oil and gas exploration," she said. The environmental impact from the Bohai Bay oilfield spill in June 2011 is still felt, with increased oil level in the waters near the accident site since the spill, the administration said. Some marine experts said that it could take up to 30 years for the bay to recover. Liu said developing emerging industries may be a good way to balance China's fast economic development and protect the fragile marine environment. But apparently it is far from enough to slow down the pollution of the country's sea waters. The country's 2012 marine environment report released by the administration in March showed the area of severely polluted Chinese coastal waters surged to 68,000 square kilometers in 2012 from 44,000 sq km in the previous year.

More than 17 million metric tons of pollutants from the 72 monitored rivers flowed into the sea in 2012, including 46,000 tons of heavy metals and 93,000 tons of oil, the report said. Guan Daoming, director of the National Marine Environmental Monitoring Center, blamed the worsening conditions on increasing human activities as the marine economy becomes a new growth area for China. Liu also expressed her concern over the marine environment, suggesting bringing in an eco-compensation mechanism, in which officials receive a payback, to motivate the local governments to protect the ocean. "The ocean itself is the treasure," she added. In 2012, the country's gross domestic product related to the marine sector increased 7.9 percent year-on-year to more than 5 trillion yuan (\$815 billion), according to figures released by the administration. China's marine economy will maintain rapid development in the coming 10 to 15 years, posing a great challenge to the fragile marine environment, a report released by the institute said. **Source : ChinaDaily**



The **MSC CHARLESTON** off Haifa –**Photo : Peter Szamosi (c)**

STENA LINE LAUNCHES CABARET CRUISES

THE Irish Sea will be alive with the sound of music during the summer and autumn months. For Northern Ireland's leading ferry company has launched an exciting programme of evening cabaret cruises. Stena Line is giving music lovers the opportunity to enjoy a full evening of entertainment on the non-landing cruises with everything from country to disco on dates every month from June to October from only £25 per person including a meal.*

Dancing queens can head back to the 70's and 80's and enjoy a 'Midsummer Cruise with Abba Revival', the UK's leading Abba show, on June 21 and 22. For the country fans out there up-and-coming country star Derek Ryan will be

performing on August 28 or those who prefer the original country sound can join the 'Legends of Country' cruise on September 27.

A number of tribute acts will provide guaranteed entertainment for all music fans with a 'Neil Diamond Tribute' on July 26, 'Elvis Tribute' on August 16 and a 'Johnny Cash Tribute' on October 18. Stena Line Marketing Manager Ian Baillie said: "We're delighted to introduce a fantastic new programme of Cabaret Cruises for adults to provide a range of music evenings on the Irish Sea.

"We have everything on offer from a show with up-and-coming country star Derek Ryan to the ever popular Abba and Elvis tributes. "There is a mixture of mid week and weekend cruises to suit everyone and people can really make a night of it as there is plenty of other entertainment onboard and a meal provided. "Make sure you book early to so you don't miss your favourite act," Ian added. For more information or to book click on www.stenaline.co.uk/cruises , call 08447 70 70 70 or visit your local travel agent. Source : Ferries of Northern Europe / Belfast Daily



06-06-2013 : **ORTELIUS** /8509181 outbound from Antwerp in the Westerschelde - Photo: Dave Medgett (c)



Trapped for three days

In what has been described as an incredible feat, a team of South African divers, including at least four from Durban, has rescued a man who spent three days in an air bubble – 30m under the sea, after the tugboat he was in capsized off the coast of Nigeria. Ten other crew members died and one is still missing.



According to the owners of the boat, **West Africa Ventures**, the vessel capsized. However, it did not sink to the bottom, leaving the rescued man, Nigerian Okene Harrison, 30m below the surface. The vessel was towing a tanker to a mooring buoy when heavy swells apparently flipped it on May 26. The South African divers were on another expedition on the West Coast of Africa when they responded to a May Day call. The Chevron-chartered offshore vessel, Jascon 4, capsized in heavy seas 15Nm offshore Escaros in the oil rich Delta state of Nigeria.

What was meant to be a body recovery mission for the South

African divers turned into an underwater rescue when a man said to be the cook on the boat grabbed a diver as he swam past him. Okene Harrison had managed to survive three days underwater by finding an air bubble measuring no bigger than 1.5m by 3m and sitting on a table.

It is believed he sustained himself by drinking soft drinks floating around him. Divers were shocked to have found Harrison alive and said they were amazed by how calm he was during the rescue. Because he had been 30m underwater his body had filled with nitrogen and divers had to put him into a decompression helmet before he could be safely brought to the surface. Okene's incredible feat and the divers' effort to bring him to the surface safely has caught the attention of maritime experts and international film makers who want to turn the rescue into a documentary. Writing on the Facebook page of a maritime website, Paul McDonald, a "dynamic positioning officer" on board the dive support vessel involved with the recovery and rescue mission, said: "All on board could not believe how cool he was when being rescued. The divers put a diving helmet and harness onto him and he followed the diver to the bell where he was then taken to deck level and kept in the chamber and decompressed for 2 days. It was amazing to be part of this rescue and my sympathy is with the families who lost (their) love ones."

As of May 31st, Okene was recuperating and responding well to treatment after his providential recovery, reports Shipwreckology. Rob Almeida, an accomplished sailor and partner at gCaptain, in an article written for the company's website, had spoken to former US Navy Salvage Officer Patrick Keenan about the amazing rescue "The fact this person survived is incredible," commented Keenan. "After spending two days at 30 meters of depth, he had become saturated, meaning his body had absorbed all the pressurised gases and equalised with the surrounding water pressure. Bringing him to surface from that depth, and after having been saturated at 3 or 4 atmospheres, could easily have killed him." In saturation diving, divers are brought to the surface from depth using a pressurised diving bell, which mates up to a pressurized chamber on deck. This allows the "saturated" divers to live and work above and below the surface at a steady pressure state for an indefinite period of time, and most importantly, to be brought to the surface safely," Keenan told gCaptain.

Specialist deep sea diver Patrick Voorma, who owns Calypso Dive Centre at uShaka Marine World, said it was incredible that Harrison was able to survive at those depths for such a long period. "When you are under water, your internal body pressure will become the same pressure as the water pressure surrounding you. If you go down to 30m there is four bars of pressure – double the pressure in your car tyres – being exerted in your body," he said.

"By staying under water for such a long time, your body becomes saturated and you will have four bars worth of gas pressure in your body of which the nitrogen will be the problem." "It will be like opening up a can of Coke. All that nitrogen will just rush out of your body and will give you a gas embolism which can kill you instantly."

Corrie van Kessel, spokeswoman for **West Africa Ventures**, said that the divers had yet to find the body of the 12th crew member.

"The search and rescue operation that has been under way since 26 May 2013 has had to be stopped for safety reasons. The vessel, Jascon 4, which is located some 30 metres under water in an upside down position, has become so unstable that the risk of injury to our rescue divers has become unacceptably high," Van Kessel said in a statement.

"Our divers performed an extremely difficult and dangerous task in the most testing of conditions and we are grateful for their professional service as well as the contributions of many other personnel who gave all their efforts to this challenging recovery operation." **Source : Daily News Reporter**



The **HEINRICH SIBUM** arriving in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Four islands added to the world.

By : Capt. Hugo Gorter – Offshore Marine Manager.



After completing **UPPER ZAKUM ARTIFICIAL SOUTH Island**, **UPPER ZAKUM ARTIFICIAL NORTH ISLAND** has been handed over to the owners, **Abu Dhabi National Oil Company**.



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Kawan Mas sinks deeper

The **Kawan Mas** express boat which capsized and sank at Giam Bungan in the Rajang River 30km below this town on May 28 has sunk even deeper into the muddy riverbed despite gallant efforts to raise it. Part of the boat was still visible above water last Friday, but after a hole was made in the bottom of the hull late in the afternoon of that day, and after efforts to lift it using a tugboat failed, the boat sank lower. After that, its exact location is anybody's guess.

The operation to float the boat was then called off pending the procurement of heavy equipment such as a barge and a crane or a bulldozer. However, as the water level had gone down, it was impossible to bring the barge and crane

and manoeuvre them through the steep and raging Pelagus Rapids. The search and rescue team led by Belaga police chief DSP Bakar Sebau then opted to bring powerful bulldozers from a timber camp about 48km from the accident scene.

DSP Bakar said they were racing against time because water must be released from Bakun Dam upriver to prevent overflow. What will happen to **Kawan Mas** after that is anyone's guess. It could be that Giam Bungan would become the grave site for **Kawan Mas** and its doomed passengers.



If efforts to lift the boat still end in failure today, and the river level rises after water has been released from the dam, the actual number of passengers who perished in the tragedy will remain a mystery. The two tractors which cost nearly RM2mil have been on stand-by on the river banks since Tuesday afternoon waiting to winch the boat up, and the sluice at Bakun Dam was closed since 11.30am that day.

However, the rescue team was not able to locate the exact position of the boat in order to attach a cable to it, and no diver dared to get into the water either. What they did was to repeatedly throw in and pull an anchor hoping that it would snag a window sill or any of the steel bars on the side of the boat. The operation started at 9am and ended at about 5.30pm with no positive result. Everyone went home dejected. Even the tractor drivers were frustrated.

Someone watching from the bank was heard saying loudly: "It has been 10 days. It seems tomorrow never comes for **Kawan Mas**."

During a press conference, DSP Bakar blamed their failure on the swift river current, and said they would try again

When asked about offers from local divers to assist the team to tie a cable to the boat, DSP Bakar said he would consult the search and rescue committee first. When asked whether there was a need to get experts to take over the operation to haul up the boat, he said it would also be discussed with the higher authority. DSP Bakar also disclosed that to date, the total number of survivors of the accident had increased from 205 to 207. Two more persons - Joseph Lawai, an Iban from Kapit, and Ankas Balo, a Kayan from below Belaga town, were the additional survivors.

The two lodged their reports at Kapit police station on Tuesday and their claims had been verified. Following the update, it was also confirmed that one body had been found and two remained missing. Meanwhile, a local man from Kampung Melayu, Belaga said there were about 40 local expert divers who knew the environment and condition of the river. Hamdani Louis, 48, said the divers had offered to help the team. "Hopefully, the Tuan DO (Belaga District Officer) would consider their offer. These people can dive even without air tanks," he claimed, adding that they were not looking down on the efforts of the rescue team but merely stating that the locals knew the river better.



The **CEC FORCE** moored in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Fietsknooppunten nu ook dwars door haven Rotterdam

zaterdag 8 juni – openden havenwethouder **Jeannette Baljeu**, **Hans Smits**, president-directeur van het Havenbedrijf Rotterdam en **Henk van Drunen**, directeur ANWB Media, een nieuw netwerk van fietsknooppunten



dwars door de Rotterdamse haven. Van het Maritiem Museum in het centrum van Rotterdam tot de Maasvlakte 2 is de haven nu ontsloten voor de steeds groter wordende groep fietsliefhebbers die Nederland ontdekt dankzij de routes die worden ontsloten door de groene knooppunten.

In de haven waren al wel wat knooppunten van diverse fietsroutes uit bijvoorbeeld Goeree-Overflakkee. De 25 nieuwe bordjes die het Havenbedrijf plaatste, in samenwerking met de ANWB, brengen de diverse routes met elkaar in verbinding. Zo ontstaat er een zeer bijzonder havenknooppuntenwerk van ruim 80 kilometer. In Futureland, het informatiecentrum van de Maasvlakte 2, is nu ook door de ANWB een fietsservicepunt gevestigd.

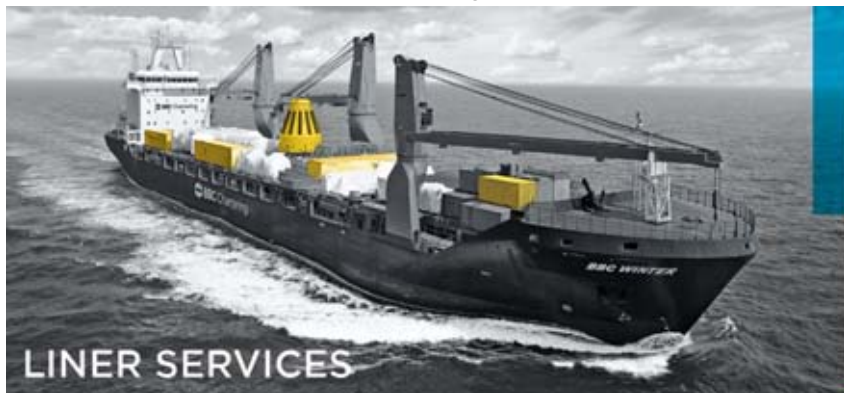
ANWB

Inmiddels is bijna heel Nederland en België ontsloten met de groene fietsknooppunten, de nieuwe manier

van bewegwijzering van fietsroutes. Een fietsknooppuntennetwerk is heel eenvoudig samen te stellen. On line (www.fietsknooppunten.nl) kun je op diverse sites informatie vinden maar ook onvoorbereid is het makkelijk te doen. De fietser rijdt een route door de bordjes te volgen van het ene naar het andere genummerde knooppunt. Op elk knooppunt staat een informatiepaneel met een overzichtskaart. De ANWB heeft geholpen bij de ontwikkeling van het knooppuntennetwerk in de haven en is blij met het initiatief van het Havenbedrijf.

Havenfietsdag

In het havengebied ligt 120 kilometer aan fietspaden. Het Havenbedrijf stimuleert werknemers om op de tweewieler naar het werk te gaan en zo de A15 te ontlasten. Het Havenbedrijf wil bovendien de recreatieve fietser door de haven laten fietsen. Dat past in het beleid om de band tussen stad en haven te verbeteren. Het Havenbedrijf heeft de afgelopen jaren dan ook diverse fietsroutes in het havengebied ontwikkeld onder de naam Pierewaaien <http://www.portofrotterdam.com/nl/over-de-haven/beleef-de-haven/fiets-wandelroutes/Pages/default.aspx>. Het is de bedoeling dat die routes de komende periode opgaan in het fietsknooppuntennetwerk. Om de havenknooppunten verder onder de aandacht te brengen, organiseert het Havenbedrijf op 13 juli de havenfietsdag. Op 6,7 en 8 september besteedt de Wereldhavendagen met excursies ook aandacht aan fietsen in de haven.



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Newbuild Jack-up Rig Charter Extended

Maersk Drilling receives two-year term extension for newbuild jack-up rig 'XL Enhanced 2'.

Det Norske Oljeselskap ASA (Det norske) has on behalf of the partners in the Ivar Aasen project, exercised its contractual right to extend the contract for the newbuild ultra harsh environment jack-up, **XL Enhanced 2**, by two years. Consequently, the duration of the firm contract is now five years. The estimated value of the two-year contract extension is approximately USD 280 million, bringing the total estimated contract value to approximately USD 700 million. Det norske has options to extend the contract up to a total of seven years.

The rig is currently under construction at the Keppel FELS shipyard in Singapore. Commencement of drilling operation is scheduled for late 2014 following delivery of the rig from the shipyard and mobilisation to the North Sea. The rig will be used for drilling on the Ivar Aasen development in the Norwegian North Sea.

"Det norske is a valued client of Maersk Drilling and we are very pleased to extend the scope of our work with Det norske on the Ivar Aasen development. The extension of the contract for XL Enhanced 2 confirms the need for high specification rigs in Norway and is a confirmation of our strategy to expand our position in the Norwegian jack-up market and consolidate our market leading position in this segment in Norway," says Claus V. Hemmingsen, CEO of Maersk Drilling and member of the Executive Board of the A.P. Moller-Maersk Group.

Svein Ola Syrstad, Vice President Drilling in Det norske comments: "We are pleased with the extension of the contract with Maersk Drilling. The extension ensures rig capacity for the initial drilling and completion activities at Ivar Aasen."

In December 2011, Det norske awarded Maersk Drilling a three year contract for the **XL Enhanced 2** jack-up with options for Det norske to extend the contract up to a total of seven years. At that time the contract was subject to submission and subsequent approval by the Norwegian Government of the development plans for Ivar Aasen. On 21 May 2013, the Storting approved the development of Ivar Aasen. The Ivar Aasen field contains approximately 150 million barrels of oil equivalents.

The **XL Enhanced 2** rig is the second of three XL Enhanced jack-ups ordered by Maersk Drilling in 2011 and 2012. The three rigs have delivery from yard in 2014 and 2015 and have all secured long term contracts. The XL Enhanced design is a further enhanced version of the existing ultra-harsh environment jack-ups Maersk Innovator and Maersk Inspirer. Like their sister rigs, the three new rigs are designed to operate in the harsh environment found in the North Sea and comply with all rules and regulations in the strictly regulated Norwegian sector. **Source : MarineLink**



09-06-2013 : The '**JM Samudera**' and '**Setia Jihad**' towing the '**Rowan Gorilla II**' as seen at Johor Strait
Photo : maR milaS ©

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. 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. **Source: Wärtsilä.**



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The **IRON QUEEN** outbound from the IJmuiden locks - **Photo : Simon Wolf (c)**

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NAVY NEWS



Nice photo of **B-90 SAROV** submarine

Burma Navy Ship begin goodwill tour to Bangladesh

A Burma navy ship has begun its four-day goodwill visit to Bangladesh since Friday, an official press release said.

Burmese Navy Ship arrives at Chittagong Port on Friday The ship named **UMS Mahar Thihathura** with 121 personnel including 15 Burma Navy officials on board has arrived in Chittagong seaport of Bangladesh yesterday.



It has been the first-ever visit of a Burma navy ship to its neighboring country since Bangladesh got independence in 1971. The visit, which is materialized following an invitation from Bangladesh Navy, is expected to promote bilateral relationship and mutual respects between the two neighboring countries.

A team of Bangladesh Navy officials led by captain Golam Sadek, chief staff officer to commodore commanding, Chittagong received the navy ship in the seaport. During the goodwill visit, the officials and sailors of Burma will pay visits to different establishments and inspect various Bangladesh navy ships. They will also participate in different sports and cultural activities, added the press release. The visiting Burma navy ship is scheduled to return on 11 June.

Source : Burma News International

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German frigate on informal visit to Russia's Baltic Fleet



Photo : Joop Marechal (c)

On June 6, 2013, the **Sachsen**, German frigate arrived in Baltijsk, main naval base of the Baltic Fleet of Russia with an informal visit, press center of Russian Defence Ministry says. The visit to Russian port city of Kaliningrad region has been arranged within the framework of the Year of Germany in Russia. The visit will last till June 9. The host-ship is the Destroyer **Nastoychivy**, flag ship of the Baltic Fleet. In 2000-2012 Russian ships of the Black Fleet made 18 calls on the ports of Germany while German naval mariners made 9 visits to the naval bases of the Baltic Fleet. In 2013 Black Fleet ships are to participate in the Kieler Woche. Besides, German Navy inspector is to visit the Black Fleet.

SHIPYARD NEWS

A large offshore wind turbine is being installed on a platform in the ocean. The scene is at dusk or dawn, with a colorful sky. Several other wind turbines are visible in the background.

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Brazil shipyard suppliers get R&D cash infusion

The Brazilian shipbuilding supplier industry is to get BRL 41 million (about \$19.25 million) to invest in new technology and equipment. FINEP (Financiadora de Estudos e Projetos), an agency of the Ministry of Science of Technology that funds science and technology has launched a public offer of non-reimbursable funding to support cooperative projects between research and technology institutions and technology and shipyard supplier firms serving the inland, coastal and long haul sectors. The goal is to increase the domestic content of vessels produced in Brazil and promote job generation. Proposals will be selected that are focused on at least one of the following;

- Navigation system, positioning, mooring and berthing
- Generation, distribution and storage of energy
- Automation, and control software
- Environment, safety and salvage.

The selection of projects will take place in two stages. Initially, companies, individually or jointly with other companies, must submit a Letter of Expression of Interest for each proposal by June 21, 2013

Source: MarineLog



The **MAINEBORG** in dry dock at **Damen Shiprepair** (shipdock) in Amsterdam – Photo : Erik Matzinger ©

China Steel Express orders four vessels at JMU

China Steel Express announced that its subsidiary CSE Transport had invested about US\$140m to order two 209,000dwt bulkers and two 12000dwt steel carriers at **Japan Marine United (JMU)**. The price for each vessel is \$55.5m and \$13.65m respectively, nearly half of the price in 2008. The delivery of the vessels will start from the second half of 2015. Source: Sino Ship News

ULSTEIN contributes NOK 20 million for search and rescue boat

The 20-metre S&R craft - to be delivered in 2015 - will be named '**RS Idar Ulstein**', in memory of Ulstein's long-time CEO and Chairman of the Board, who passed away in 2012. Once in service, the '**RS Idar Ulstein**' will play a significant role in ensuring the safety of seafarers and recreational users of Norway's coastal waters as they become increasingly busy year-on-year. Norwegian Sea Rescue now performs 50 percent more rescue operations than it did a decade ago, and in 2012 the organisation made over 12,000 rescues. Commenting on the announcement, Tore Ulstein, Chairman of the Board, Ulstein Group, said: "The Norwegian Sea Rescue saves lives and assets, and we believe that this gift will help make the Norwegian seas safer for everyone."

Rikke Lind, Secretary General, Norwegian Sea Rescue, stated: "This is an extraordinarily generous gesture by ULSTEIN and is one of the largest ever donations made to our organisation."

She added that Norwegian Sea Rescue was honoured to be able to name one of its ships after Idar Ulstein. "Throughout his life, Idar Ulstein was a driving force in the development of the maritime industry, both nationally and internationally and this donation pays tribute to an already impressive legacy. He was a passionate supporter of Norwegian Sea Rescue and this donation, honouring his life, will potentially help save the lives of many people experiencing difficulties off the Norwegian coast."

Over the last ten years, Norwegian Sea Rescue has saved 350 lives and 1,000 people from shipwreck. Lind stated that in order to continue saving lives and assets, the organisation relies on the contributions of individuals and companies. "We cannot do our job without donations such as these, so I hope ULSTEIN's action inspires others in the community to contribute towards the remaining 40 percent of the cost of this vessel." Lind added that, due to the ever-increasing number of Norwegians using the seas for work and pleasure, modernising Norwegian Sea Rescue's fleet is essential. "When a life is at stake, every second counts. That's why it is so important to upgrade our fleet with new, faster vessels, which will allow us to reach an incident anywhere in Norwegian waters within an hour. To adequately maintain

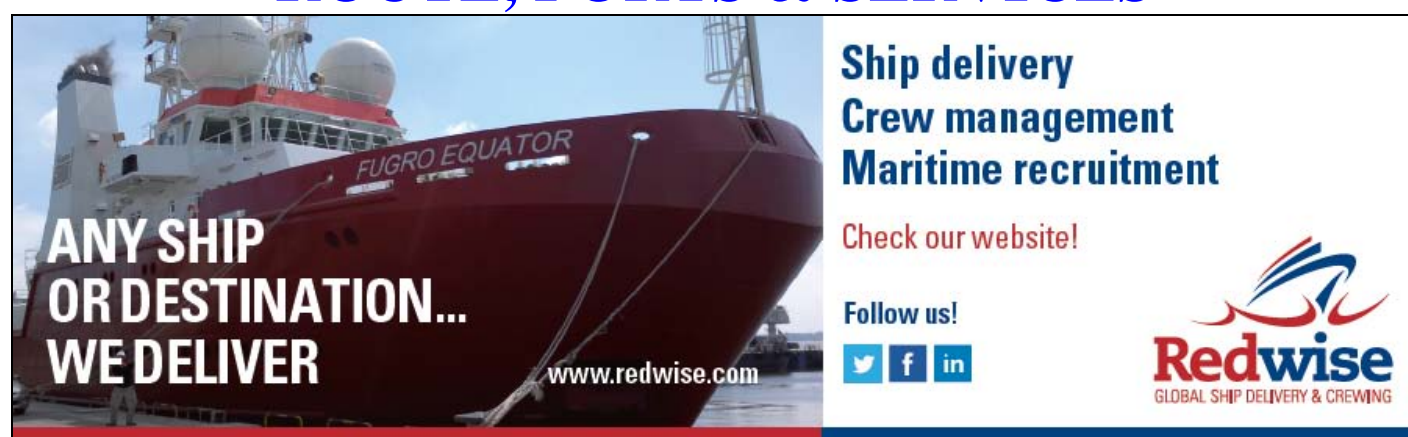
our fleet, we need at least one new vessel per year, and without sufficient funds from the current government, we require the support of those in the maritime community."

'RS Idar Ulstein' will add to Norwegian Sea Rescue's 42-strong fleet of rescue vessels stationed around the Norwegian coastline. Although a decision has not yet been made, the vessel will most likely operate in northern Norway, where vessel speed is particularly important due to greater distances between rescue ships.

'RS Idar Ulstein' will be the first of a new class of rescue vessels, operated by a crew of three. It will primarily serve coastal, fishing and recreational vessels. As well as emergency lifesaving and rescue, the vessel will be designed to perform operations including towing, salvage, diving missions, fire, ambulance and medical transportation.

Short response time is essential to saving lives at sea and the 'RS Idar Ulstein' therefore prioritises speed over bollard pull, which is in line with the Joint Rescue Coordination Centre's guidelines. 'RS Idar Ulstein' has twin engines, with an estimated top-speed of 38 knots. Its bollard pull will be approximately nine tonnes, which will cover most rescue situations, and the ship will be able to maintain a larger vessel that has lost engine power until heavier capacity arrives. Source: Ulstein

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New build lube-oil bunkertanker "**Atlantic Energy**" on her way from Orsova (Rom) to Rotterdam

Photo : Piet Oomens ©

Kalmar straddle carriers for New Zealand

Kalmar, part of Finland's **Cargotec**, has received an order from New Zealand's Port Otago to supply two diesel electric Kalmar straddle carriers. The 50 tonne ESC 450W straddle carriers, which are the first diesel electric straddles for Port Otago, are designed to provide high performance and productivity with low maintenance and operating costs in medium size terminals handling between 100,000 and 4,000,000 teu. Port Otago has also ordered Kalmar SmartFleet, a system that helps improve the effectiveness of maintenance operations of terminal equipment. The automation solution records key information from all equipment to enable supervisors to maintain the equipment more quickly and efficiently.

Lincoln Coe, general manager of infrastructure, Port Otago, said: "The straddle's one over three capability together with SmartFleet will position Port Otago to reduce operational costs whilst increasing the density and throughput of our

container terminal in the medium to longer term.” Kalmar’s Australian team will provide maintenance support for the equipment and existing Port Otago fleet, with spare parts supplied direct from its warehouse in Melbourne. The straddle carriers are due to be delivered by the end of 2013. **Source : Port Strategy**



Photo top : Jan Steehouwer

Last Friday evening (June 7th 2013) SAL's **PAULA** departed from Rotterdam Waalhaven loaded with the OTAGO and OPUA and several containers , bound for Algeciras

Photo : right : Jan Oosterboer ©



New tug coming next year

THE deal for Eastland Port's new \$10 million tug has been signed.

The new tug will be made by **Damen Shipyards** and will be known as The **Waimata**. It replaces the 36-year-old tug **Turihaua**. The name was chosen after consultation with Ngati Oneone and because it fits well with the rest of the port's geographically-noted vessels. It will be built in Vietnam and is expected to be completed and delivered by August next year. The **Waimata** will be a much stronger tug, with a bollard pull of 65 tonnes and displacing 400

tonnes compared to 14 tonnes and 100 tonnes displacement. Eastland Port marine manager Charlie Jamieson says the past few years have seen a huge increase in ship size, particularly logging vessels coming into the port.

"Six or so years ago we were getting the 160m to 170m vessels with a beam of 27.5m and dead weight of around 28,000 tonnes," he says.

"Now we are getting vessels that are 190m long, with a beam of 32.5m and a dead weight of 36,000 tonnes — and that's unloaded. With a full load, they are over 50,000 tonnes. That's a dramatic increase for little extra size."

The extra bollard pull of The Waimata offered the port and its workers a greater safety margin for handling these vessels in what is considered to be a very restricted area. Eastland Group chief executive Matt Todd said it was an important investment not just for the port, but the wider region. "It underscores our willingness and commitment to invest and improve in the operating, efficiency and safety of the port," he said. "This is an important asset for the port, forestry and region." **Source : GisborneHerald**



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The **KAPITAN GLAZACHEV** enroute Rotterdam – **Photo : Ria Maat (c)**

Essar Ports wins Visakhapatnam bid

Private port company, **Essar Ports Limited (EPL)**, through its wholly owned subsidiary, **Vadinar Oil Terminal Ltd**, has won a bid for the development of three iron ore berths at India's Visakhapatnam Port on a build-operate-transfer (BOT) basis.

EPL quoted 31.01% revenue shares for mechanisation and operation of two outer harbour berths and one inner harbour berth for a concession period of 30 years.

"This will add to our continuous efforts towards developing modernised world class terminals and serve new customers," said Rajiv Agarwal, managing director, Essar Ports Ltd. "This project will significantly increase the efficiency of Visakhapatnam Port thereby increasing its competitiveness and facilitating industrial growth in the region," he added. The company says iron ore export and coastal movement through the east coast of India will boost third party cargo handling and revenue of EPL as it will handle 17 million tonnes per annum (MMTPA) of third party cargo and six MMTPA of Essar Steel cargo. The three berths, which will have a combined capacity of 23 MMTPA, will bring

the company's iron ore export on the east coast to 39 MMTA. The outer harbour berths will be capable of berthing super capesize vessels of 200,000 tonnes, while the inner berth will be capable of berthing Panamax vessels of 80,000 tonnes. EPL will start operation of the two outer harbour berths in the next three to four months.



Damen 2609 Shoalbuster **ARAFURA SEA DELTA** - IMO 9295646 at sea off Mackay Queensland. She was formerly **Sea Delta** registered in Vlissingen. Now owned by Northern territory Workboats of Darwin.

Photo : Ian Edwards - www.shiphoto.com.au (c)

Capturing larger piece of shipping pie

Sealink International Bhd is working with several parties in the oil and gas (O&G) sector for strategic alliances to further boost its ship charter business. Chief executive officer Yong Kiam Sam said the move would enable the group to capture a higher share of the ship chartering business of offshore marine support vessels in Malaysia.

He said the alliances would benefit the group this year and beyond. Miri-based Sealink has several long-term charter contracts for offshore vessels.

Yong said the group's chartering division revenue would be enhanced when a second ultra-sophisticated diesel electric and mechanical propulsion multipurpose platform supply vessel cum anchor handling tug (hybrid vessel) joins its fleet later this year. The division took delivery of the first hybrid vessel built by the group's shipbuilding division last month.

"The two high value hybrid vessels cater to the strong demand for shallow, deep and ultra deep water operations," he said in his message to shareholders in the company's 2012 annual report. Yong said the group's chartering division had constantly been receiving many enquiries, and he believed that this was due to the increase in O&G activities and demand for offshore support vessels in Malaysia and the region. "Despite the expected increase in vessel utilisation, charter rates may still remain relatively flat due to current oversupply of offshore support vessels in the market.

"If demand for offshore marine support vessels can be sustained in the near term, we expect an upward pressure on charter rates, which would then have a positive impact for Sealink," he added.

Last year, Yong said the group's chartering division recorded a 23% increase in profit over 2011 due to more vessels being acquired, higher vessels' utilisation rate and lower maintenance costs arising from the usage of the group's in-house slipway.

He said the group's shipbuilding division had embarked on building newer and larger vessels in accordance with the laws and regulations imposed by the International Maritime Organisation in line with the world environmental protection of air and water/sea. The shift by the shipbuilding division, explained Yong, was drastic as it had resulted in few vessels being built in the past two years or so. "The change was vital for the group to remain ahead of our

competitors and to keep abreast with the shift to larger vessels for the deep-water operations. We believe the change will augur well for the group and will increase our profitability in the future,” he said.

Yong said the construction of new designed vessels would keep the shipbuilding division busy for the next few years.

Meanwhile, Sealink reported a sharp increase in group turnover in the first three months of this year due mainly to sales of two vessels. Group revenue more than doubled to RM50.5mil from RM22.2mil in the January-March quarter last year.

Group's pre-tax profit in the quarter under review stood at RM5.7mil, which was however 7% lower from RM6.1mil a year ago. The ship chartering division registered a pre-tax profit of RM5.8mil on revenue of RM21.5mil as compared with RM8.3mil and RM21.6mil respectively a year ago. **Source : The Star**



The **STOLT STREAM** enroute Rotterdam – **Photo : Ria Maat ©**

.... PHOTO OF THE DAY



The **SANMAR SONNET** assisted by Iskes tugs **TRITON** leaving the Ijmuiden locks **Photo : Marcel Coster (c)**

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