

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 187



**Number 187 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Tuesday 06-07-2010**  
News reports received from readers and Internet News articles copied from various news sites.

<b>stevedoring &amp; warehousing</b>		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS</p> <p>15PS CERTIFIED</p>
<b>SHORECRANES UP TO 208 M / TONS</b>		
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**Life Boat no. 7 (Seafox 2) assist launching FFLB production platform PE-F15-PA. FFLB was temporarily stored on Seafox 2 maindeck for planned maintenance. Seafox 2 is a multifunctional accommodation/maintenance platform with a capacity of 235 POB owned by Workfox BV.**

**At present alongside TOTAL's PE-F15-PA for maintenance and well service activities.**

**Photo : Capt. Ronald R. Jansen ©**

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A visit from the Japanese Fishing Agency vessel **Umesato** to Melbourne has gone unnoticed by any whale protestors and was only in for 4 days, seen here in lower Port Phillip inbound to Melbourne.

**Photo : Andrew Mackinnon (c)**

# Indian government seeks \$143M from Canada over immigrant ship

The Punjab state government in India is seeking close to \$150 million from Canada for turning back a shipload of South Asians, mostly Sikhs, from Vancouver nearly a century ago.

During the 1914 incident, more than 350 passengers from India — Sikhs, Muslims and Hindus — were not allowed to disembark from the **Komagata Maru** ship and sent back to Kolkata. Punjab Minister for Tourism and Cultural Affairs Hira Singh Gabria has told the Hindustan Times that Sikhs aboard the ship were made to deposit \$15,000 as "entry tax" in 1914 — part of Canada's racist immigration exclusion laws at the time.

Despite the deposits, the Sikhs were not allowed to enter Canada. The 376 Indian immigrants, mostly Sikhs, sat for two months in the Vancouver Harbour before being turned back.

When they returned to India, they were stopped by British forces. Twenty were killed and others were injured when gunfire broke out. Now an 11-member team of Sikh scholars and legal experts in Punjab has been entrusted with the task of "researching and studying" the subject so that the state government can initiate legal and diplomatic proceedings to get back the amount, which is now believed to have swelled to a whopping \$143 million, The Hindustan Times reported.

The team is led by Kirpal Singh Badungar, the former chief of Shiromani Gurdwara Parbandhak Committee, which is the Sikh parliament responsible for the upkeep of Sikh places of worship. The committee has also been told to trace descendants of all passengers who were subjected to torture and brutality before they were sent back to the Kolkata harbour.

In 2008, the B.C. legislature apologized unanimously for the incident. Prime Minister Stephen Harper also tendered a public apology for the incident, but some segments of the Sikh community in Canada felt it was not enough as it was not made on the floor of the House of Commons. The Punjab minister for tourism and cultural affairs told The Hindustan Times that the state government took the decision to undertake the "treasure hunt" after a delegation comprising kin of Sikhs on the **Komagata Maru** who were gunned down after being sent back to India, met the Punjab Chief Minister recently.

The delegation had told the Punjab government that the money deposited as entry tax was still lying unused in Canada. "The committee will initiate the process for recovery of the money, which, once obtained, would be utilized to fund Komagata Maru memorials in Punjab and Kolkata," said Gabria. Gabria said the committee had been given a month's time to wrap up its preliminary findings.

"Once the findings establish the facts, the state government will raise the issue with (Indian) Prime Minister Dr. Manmohan Singh to press him to use diplomatic channels with his Canadian counterpart." The bid for the money follows recognition by The World Sikh Organization of Canada for NDP leader Jack Layton, who recently presented a petition in the House of Commons calling on the federal government to officially apologize for the 1914 Komagata Maru tragedy.

The Canadian government has spent \$243,625 of tax dollars to educate Canadians about the **Komagata Maru** incident. **Source : Montreal Gazette**

**Due to travelling abroad this week the newsclippings may reach you irregularly**



The local log carrier **MARINCOM No 5** seen at the Rajang River (Sarawak) - **Photo : Piet Sinke (c)**



## **Kenya Navy dispatch warships to boost anti-piracy measures**

Security in the Indian Ocean received a major boost last week Tuesday when the Kenyan government dispatched two naval warships in the port city to curb the continuous cases of pirate activities in the area. The ships which to be stationed in Ngomeni, Magarini districts will be patrolling along the north coast Ocean from Lamu to Watamu which are at risk of frequent piracy attacks, that have in the recent past been targeting local fishermen.

Malindi Deputy Police Chief Willy Simba confirmed the development, saying the government has added the military ships as an external excavation in the area. He said the military ships would work with the three boats for Kenya Wildlife Services, marine Police and Fisheries to enhance security in the area. The officer said the security situation has been enhanced.

He however declined to comment where the warships would be patrolling and referred the journalists to the Navy officials. "I cannot comment on the areas which the ships would be patrolling, ask the navy authorities," he said.

The dispatchment of the military ships comes barely a week after Police Commissioner Mathew Iteeri, toured the area and promised to address some of the challenges posed by the Kenyan police in monitoring. The military ships come barely two weeks after eight fishermen narrowly escaped death when they were hijacked by heavily armed pirates in the Indian Ocean off the Kiunga beach.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 187

They were rescued by Marine police in Ngomeni area of Magarini district after four days of being under the command of the pirates who had ordered them to sail them to Mombasa.

Early last month police also recovered a cache of firearms suspected to have been dumped by Six Somali Pirates who had been arrested in Marine Park. The firearms consisted of a grenade launcher and four grenades, Five AK 47 riffles, once Ceska Pistol and more than 400 rounds of ammunition.

Simba said currently they had intensified security in the Indian Ocean lines from Watamu to Kiunga to curb the cases of piracy. "We have increased marine police, regular police and Kenya navy officers from Mokowe are also patrolling the Indian Ocean navy to ensure the Indian Ocean waters are safe," he said. **Source : coastweek**



**AVRA towage** latest newbuilding **NORTHWIND** seen conducting her first dancing steps on the Rajang River in Sarawak (Borneo) before proceeding to sea for the yard (endurance) trials – **Photo : Piet Sinke ©**

## NC ferry chief says he's fired after reporting problems within the division

The man hired to get North Carolina's ferries back on track after a federal investigation says he's been fired for doing his job. The News & Observer of Raleigh reported 58-year-old Harold Finch came out of retirement with the Coast Guard on May 1 to lead the ferry division. The agency's former director had been convicted of lying to investigators about illegal dredging.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 187

The newspaper reported Finch was fired June 25 for not being a team builder. Finch says he thought he was hired to fix the division but his firing shows the Transportation Department lacks the courage of its convictions. He says he told the agency's top officials about nepotism, payroll padding and questionable spending.

The inspector general is investigating several of Finch's allegations. **Source : The News & Observer**



Fairstar's **FJORD** departed from Singapore-Sembawang bound for Denmark - **Photo : Jack Geluk ©**

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## 34th IADC International Dredging Seminar held

At this year's IADC UNESCO-IHE Dredging Seminar, which was held from 21 – 25 June, 17 young professionals from Colombia, Ethiopia, Ghana, Hong Kong, Indonesia, Israel, Malaysia, Panama, Peru, Rwanda, Sri Lanka and Sudan, were present, all eager to learn about the intricacies and challenges of dredging and marine construction. Organised by the International Association of Dredging Companies (IADC), this seminar on dredging and reclamation has been

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 187

especially developed for professionals in dredging-related industries and has been offered on a regular basis since 1993 at a variety of locations including Delft, Singapore, Buenos Aires, Abu Dhabi and other cities.

A highlight of the seminar week is always a site visit, where participants can see first hand the scale of dredging operations. In this week there were two such visits. The first site visit was at the Maasvlakte 2 project, a state-of-the-art project to expand the Port of Rotterdam. The second site visit took place at a dredging equipment yard at Moerdijk, where the extensive logistics related to a dredging project were explained.

Classroom lectures are presented by experts from IADC member companies, whose practical knowledge and experience give added value to the classroom theory.

Amongst the subjects covered were: the development of new ports and maintenance of existing ports; project phasing; descriptions of types of dredging equipment and costing of projects and types of dredging projects. An informal dinner mid-week provided seminar participants and dredging company employees the opportunity to continue their lively dialogue about dredging, reclamation and maritime construction and to get to know each other better.

The next IADC seminar will be organised in co-operation with the National University of Singapore in Singapore, from 08-12 November 2010. The seminar's venue will be the Grand Park City Hall Hotel.

Decision makers and their advisors in governments, port and harbour authorities, offshore companies and other organisations charged with executing dredging projects are encouraged to attend.

The fee for the week-long seminar is € 2,950 (VAT inclusive). This includes all tuition, seminar proceedings, workshops and a special participants dinner, but excludes travel costs and accommodation. **Source : Dredging News Online**



**AVRA towage** latest newbuilding **NORTHWIND** seen conducting her first dancing steps on the Rajang River in Sarawak (Borneo) before proceeding to sea for the yard (endurance) trials – **Photo : Piet Sinke ©**

## Chinese choose to take a cruise

NOT long ago, most Chinese wouldn't consider a holiday cruise, calling it expensive, boring and pointless. Today well-off families are coming aboard and getting into life on the sea. Michelle Zhang reports.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 187

Luna Xu is planning a summer vacation to Japan and South Korea with her boyfriend. The 26-year-old public relations manager at a French company travels extensively and has been to both countries. But this time, she's going to try something new - and different - a six-day cruise.

"I so much look forward to it," she says, with excitement. "I'd like to watch the sunset with my boyfriend on the deck - just like the scenes from the film 'Titanic.' It would be so romantic, I can't wait." The trip costs around 6,000 yuan (US\$882) per person. Xu's boyfriend, Jimmy Jin, hopes to meet new friends. "I'd love to meet more friends who share the same taste and interest with us, and try the various fun activities available on the ship."

Nowadays, more and more singles, families, couples, honeymooners and groups of friends are sailing away on vacations. While traveling by ship has been popular in Western countries for many years, most Chinese people have just started in recent years. In 2003, Hong Kong-based Star Cruises opened a representative office in Shanghai. Since then, international cruise companies such as Costa and Royal Caribbean have launched businesses on the Chinese mainland.

Xu and her boyfriend will board "**Costa Romantica**," a cruise ship recently introduced by Costa especially for the Chinese market. In six days, the young couple will visit Fukuoka and Kumamoto in Japan and Jeju Island in South Korea. They will depart from Shanghai.

"More and more cruise companies have chosen Shanghai as their home port," says Bao Xia, marketing manager of the cruise department at Shanghai Jinjiang Tours Co Ltd. "You no longer have to fly somewhere first, and take a ship, which explains the growing popularity of cruise trips among Shanghai residents."

In July 2006, Costa Allegra became the first vessel to dock at the Shanghai Port International Cruise Terminal. That year the Shanghai Port received 59 international ships and about 80,000 passengers. Last year, there were 188 ships and 180,000 passengers. This year it's estimated that more than 260,000 passengers will travel through Shanghai Port.

An estimated 66 international passenger lines will depart from Shanghai as their home port this year, as compared with 32 last year. According to Bao, Japan and South Korea are so far the most popular cruising destinations for Shanghai travelers. Taiwan will become the next hot spot, he says, once the application procedure for Taiwan entry permits becomes easier.

He says most customers prefer short cruises of up to eight days. Cruises are available for any budget, starting from 3,000 yuan. However, most prefer plans at around 6,000 to 7,000 yuan. "Before, people tended to choose cheaper plans, but nowadays many of them have come to realize the concept of cruising - it's not about saving money but spending a happy, memorable time on the sea," he explains. "It's all about enjoyment. More and more customers are choosing more spacious rooms, such as those come with a balcony."

Star Cruises CEO William Ng describes the group of Chinese people who cruise as "middle-class with a higher income, and they like to travel with the family. For example, young couples will take their kids and grandparents all together at once."

As for travel destinations, Ng points out that most Chinese people prefer places where famous tourist attractions are near the port, and more important, they want time for shopping. Most Chinese choose to travel during public holidays or school holidays. Song Qing, 57, took a cruise trip with her husband to Vietnam from Hong Kong during the 2009 Chinese New Year. The retired Shanghai native says that she's addicted to the new mode of travel.

"It's less troublesome as we don't need to worry about packing and unpacking all the time," she says. "You have everything planned for you on the ship, from food to leisure. It is a more convenient and relaxed way of traveling, which I think is perfect for older travelers."

"Once they (consumers) get a taste of cruising, they come back for more," says marketing manager Bao. Michael Bayley, executive vice president of Royal Caribbean, says that Asia is poised for "an incredible opportunity."



Both Bayley and Ng were recently in neighboring Suzhou city where they attended the All-Asia Cruise Convention 2010. Ten million out of 330 million tourists from North America travel by cruise ships, says Bayley. "China has the potential of generating around 40 million cruise guests annually by 2020, if the market penetration reaches the level of North America and Europe."

Lu Haihu, chairman of Shanghai International Port Group, which operates the Shanghai Port International Cruise Terminal, says the company plans to work with more overseas cruise companies to bring more luxurious ships and more diverse routes to the city. After all, a resort just sits there, but a cruise ship will move you. **Source :** shanghaidaily



## **Nigerian Military Frees 12 Foreign Sailors in Niger Delta**

In Nigeria, a military raid has freed 12 foreign sailors abducted by militants over the weekend in the Niger Delta.

VOA reporter Chinedu Offor, who's on assignment in Nigeria, says, "The announcement was made by the spokesperson for the Nigerian joint Military Task Force.... He did not release details of how these sailors were freed, but sources told us there was a firefight between the Nigerian military and members of the militant group."

Reports say a number of militants were killed and their camp destroyed. After being freed, the sailors were taken to Bonny, where their Antigua-registered ship is anchored. Bonny, located in Rivers State, is the main oil terminal in the Niger Delta. The sailors, including the captain, were abducted Saturday. However, the captain was able to radio for help before he and the others were taken aboard boats and into the creeks where the militants hide. The sailors include Germans, Filipinos and Africans. Ships in the Delta sometimes have little room to navigate. If a vessel slows or stops, it becomes vulnerable to attack. **Source : VOA News**

## **A Whale, an airship and HORDs all part of Gulf spill clean-up**

Rough sea states over the weekend mean that further testing will be needed to demonstrate the effectiveness of TMT Shipping Offshore's giant skimmer **A Whale**. Meantime, the Coast Guard says that a Navy airship is en route to the Gulf for use as an aerial observation platform - and, at the other end of the clean-up scale from the 319,869 dwt **A Whale**, shipyards in Pensacola, Fla., and Bayou La Batre, Ala., are churning out towed "tarball retrieval devices" that are the brainchild of a super tanker master.

With results from an initial 48-hour test inconclusive in light of the rough sea states encountered, TMT Shipping Offshore says it will be undertaking an additional testing period to make operational and technological adjustments with **A Whale**, which is a newly developed tool to deal with oil slicks and which is being deployed for the first time.

The Navy's MZ-3A Airship is more economical to operate and can stay aloft for longer periods of time than helicopters or airplanes already in use. Because it travels slowly, it will be a helpful platform for aerial observers looking for marine mammals and other wildlife that may be in distress. While the airship's primary mission is spotting and monitoring oil

to support command and control of skimming operations, the locations of animals will also be passed to the Incident Commands so that vessels and crews can be dispatched to assist wildlife. The airship will operate from a mooring three miles southeast of the Mobile Bay shoreline.

"The airship will operate relatively close to shore, primarily supporting skimmers to maximize their effectiveness," said U.S. Coast Guard Capt. Kevin Sareault, Deputy Area Commander for Aviation, Unified Area Command, Deepwater Horizon Oil Spill Response. "While different sensors are being considered, one of the primary means for locating oil will be by simple visual observation by the embarked aerial observers. The mission of overflights is to locate and direct surface assets to actionable oil - that is, oil that can be burned, dispersed or skimmed."

Just weeks after the first of a new kind of tarball retrieval device was successfully tested off the shores of Alabama, they've been given an acronym - HORD (Heavy Oil Recovery Device) - and gone into mass production. Up to 1,000 units are expected to be manufactured and put into service in the coming weeks. The HORD has proven to be especially effective in collecting the thick, heavy oil that hampers traditional skimming methods. It is also able to clean up the extremely light and difficult to remove sheen left on the water surface after skimming.

The brainchild of Capt. Gerry Matherne, the HORD exemplifies the adage "necessity is the mother of invention." Matherne, a supertanker captain and second generation seaman, who is under contract with BP, realized early on that something different was needed to quickly and effectively deal with the sticky, orange globs of oil (known as tarballs) floating just under the water's surface.

"Standard skimming methods work best on fresh oil on the water's surface. A lot of the oil we're dealing with on the Gulf has degraded, changing from a liquid state to a peanut butter-like consistency that floats on the surface and 12 to 18 inches below the surface," said Capt. Matherne. His answer is a single unit that acts as a filter, containment and disposal system rolled into one. A mesh bag held open by a 3-foot by 3-foot aluminum frame is dragged through the water by shrimp boats put into service as skimmers. The cage-like device scoops up surface oil and sheen, as well as the thick oil lurking beneath the surface of the water.

When the bags reach their two-ton capacity, they are switched out for empty ones, loaded onto smaller boats and transported to approved oil disposal units. The bags are later decontaminated and reused. The total downtime for skimmers outfitted with HORDs is measured in minutes, compared to hours or days for a traditional skimmer that has to transport the captured oil to disposal units and wait to be unloaded, before returning to sea. In addition to saving precious time, the HORD's simple design greatly improves a boat's maneuverability and ability to safely perform at faster speeds and in higher seas. **Source : MarineLog**

## **Somali pirates hijack Greek ship with 18 Filipinos**

Somali pirates have hijacked Greek-owned ship with 18 Filipino crew members on board, both EU anti-piracy mission and a regional maritime official confirmed on Monday. European Union Naval Force Somalia spokesman John Harbour and East Africa Coordinator of Seafarers Assistance Program (SAP) Andrew Mwangura said the **MT Motivator** was seized in the northern Bab Al Mandeb area in the southern Red Sea on Sunday.

"In the early hours of July 4, the **MT Motivator** reported it was under small arms fire from a pirate attack in the northern Bab Al Mandeb area in the southern Red Sea. After notification of this attack, attempts were made to make contact with the Motivator but to no avail. The hijack was confirmed early on July 5," Harbour said. **Source : China Daily**

## CASUALTY REPORTING



### Serious fire in Yeoman Bontrup bulk carrier at Glensanda

A fire, described as 'fierce' by Clyde Coastguard and potentially polluting, broke out this, on the 100,000 tonne self-discharging bulk carrier **Yeoman Bontrup**, moored at the Glensanda SuperQuarry in Morvern, opposite the Isle of Lismore. The ship came into Glensanda at around 9.00pm last night (1st June). While she was loading, a fire broke out on a conveyor belt which conveyed the fire to the ship causing gas cylinders onboard it to explode – a particularly dangerous form of explosion..



Photo : Yeoman Bontrup – shipspotting

Firefighters from Highlands and Islands Fire Service's Maritime Incident Response Group (MIRG) got to the site of the fire. They had to be helicoptered in by an RAF aircraft from Lossiemouth and other firefighters had to come by barge, given the inaccessibility of the location of the quarry, for which Loch Linnhe, on whose west coasts it lies, is its major road. Strathclyde Fire and Rescue brought in a total of three appliances to add to three from Highlands and Islands Fire Service. One man was taken to hospital in Oban with injuries not thought to be serious. Other members of the crew had minor injuries, including smoke inhalation, for which they were treated on the spot.



**Photo : Yeoman Bontrup – shipspotting**

The ship was not so fortunate, sustaining what we understand to be serious damage. The crew quarters appear to be extensively damaged.

**Update 00.30 3rd July 2010:** **Anglian Sovereign**, an offshore rescue tug operated by the MCA has arrived at the quarry (2nd July). A second bulk carrier, the **Apollo Falcon**, arrived at Glensanda at the same time and remains there at anchor.

Update 09.00 3rd July: As the firefighting operation continues at Glensanda, with smoke still coming from the **Yeoman Bontrup**, the coastguard rescue tug, **Anglian Sovereign** is still with the burning bulk carrier and has been keeping her doused with sprayed water.

A parallel operation is ongoing – known as a ‘boundary operation’ – keeping the ship’s outer hull water-cooled to lessen the possibility of further outbreaks of fire. Assurances have been given that the pollution situation is being regularly and closely monitored – a secondary consequence of very real concern.

The bulk carrier **Apollo Falcon**, which arrived at the quarry at around the same time as the coastguard tug, also remains at anchor there. She is awaiting loading but as yet we have no information on how this will be affected by the damage of this fire to loading gear – with the Yeoman Bontrup fire starting on a conveyor belt as she herself loaded.

**Update 22.15 3rd July:** The Svitzer tug, **Musselwick**, came up to the Clyde from her base at Milford Haven on Wednesday to be part of the tug fleet bringing the last two Maersk ships out of Loch Striven on Thursday. She did duty astern of **Maersk Bentonville** on the long tow through rain and mist from Loch Striven to the Tail of the Bank anchorage off Greenock.

With the fire on the **Yeoman Bontrup** and the possible need for tug assistance when the fire is finally extinguished, **Musselwick** has not yet returned southwards but is up in Loch Linnhe at Glensanda, with the damaged bulk carrier and **Anglian Sovereign**, the MCA tug who has been there since after midnight.

**Update 08.00 4th July:** The tugs **Anglian Sovereign**, a Coastguard rescue tug and **Svitzer Musselwick**, are still at Glensanda. **Anglian Sovereign** is one of the fleet of towing tugs operated by Klyne Tugs for the Maritime and Coastguard Agency. She is based in Lerwick to cover the east coast and sea areas of northern Scotland. The bulk carrier **Apollo Falcon**, which arrived in the very early hours of 3rd July, is anchored well off Glensanda, out of the way, over near the Isle of Lismore.

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## Vijftig vermisten na kapseizen veerboot

In Bangladesh worden vijftig mensen vermist nadat een veerboot was gekapseisd na een aanvaring met een ander schip. Dat meldde de politie maandag. Het ongeluk gebeurde op de rivier de Shitalakkhya in de buurt van de hoofdstad Dhaka.

De botsing had zondagavond (lokale tijd) plaats nabij Narayanganj dat 20 kilometer van Dhaka ligt. Aan boord van de veerboot waren ongeveer honderd passagiers. Reddingsteams zoeken nog steeds naar overlevenden.

## NAVY NEWS



The **HMAS Sirius** is having some serious trouble with an oil circulating problem on the main engine seeing her stay in Melbourne for the last 3 weeks after a weekend visit, the problem persisted and on an attempt to deaprt she drifted to a stop and dropped anchor on the 30th June untill the Svitzer tugs **Keera** and **Gabo** delivered her to Station Pier Port Melbourne 4-7-2010, to rectify the problem.

**Photo : Andrew Mackinnon (c)**

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An open day was held by **Barkmeyer Shipyards** onboard the latest newbuilding the **UKD ORCA** whilst the vessel was moored in the port of Harlingen

Photo's : **Egbert Postel** ©



# BP oil spill brings big order to Seattle boat builder

**Kvichak Marine Industries in Ballard is working overtime to fill orders for shallow-water skimmer boats that are used in cleaning up the BP oil spill.**

The impact of the nation's worst oil spill has stretched from the Gulf of Mexico to the shores of Puget Sound, creating a small boom for one local company. To combat the oil that continues to gush out of the uncapped well on the Gulf floor, additional shallow-water skimmer boats are being ordered from Kvichak Marine Industries.

Two skimmers are already on their way to the Gulf. Seattle-based Kvichak has orders for 28 more boats, in a deal that may be worth about \$10 million. This is the first time the company has built boats during an oil spill. During such emergencies it usually just gets orders for more of the belts and pads its boats use to collect oil, because contractors run through their supplies quickly. "Normally you don't do it," said Keith Whittemore, president. "[But] this damn thing keeps spewing oil." The BP spill is unique in that it's been leaking for more than two months. The sheer scope of the cleanup effort is now beyond the capability of the 68 or so shallow-water skimmer boats that emergency-response company ES&H has working the spill, said Donald Nalty, ES&H's chief operating officer. Around 2,000 skimmers, from 200-foot barges to the 30-foot shallow-water boats made by Kvichak, are working the spill. The 30 skimmers from Kvichak will boost the size of ES&H's fleet by about 50 percent.

A crew of four — one operator and three technicians — operates the Kvichak skimmers in 15 feet of water or less, primarily working inland in marshes and bayous. The skimmers average between 250 and 500 barrels of oil daily, but in optimal conditions can pick up 1,000 barrels of oil a day, said Nalty, who's from Metairie, La., just outside New Orleans. "A thousand barrels, that's when you're in a good slug of oil," Nalty said.

Two days can go by without any more oil drifting in, he said. Oil comes in pools, already emulsified, and Kvichak's 30-foot Rapid Response Oil Skimmer has performed well enough to be the "vessel of choice" in the Gulf cleanup, Nalty said. When oil first seeps out into the ocean, it's fairly clean and easy to clean up. But as it stays in the water, rolling around the waves, it picks up bits of garbage and seaweed, becoming gloppy and hard to handle and looking a lot like chocolate mousse, Whittemore said.

Skimmers use a specially designed absorbent belt on a conveyorlike structure that dips down under the bow into the water and sucks in water and oil. Oil is picked by the belt material, which can range from coarse rubber mesh to plush-looking foam, and gets scraped off into a sump inside the boat. The belt passes through a squeeze-roller to remove the remaining water then continues on to pick up more oil.

"They're one of the most productive skimmers we have on the spill right now," Nalty said. The skimmer picks up at least 80 percent of the oil, he said. The skimmers cost between \$300,000 and \$400,000 each, meaning the 30 boats could bring about \$10 million in sales. Mechanics, welders, fabricators, electricians and painters are working around the clock in Kvichak's shop along the Lake Washington Ship Canal to keep up with orders and to get the skimmers to the Gulf as quickly as possible. Kvichak has 120 employees at the facility.

Gary Rood, who fabricates small parts, said he's worked 56 hours a week since orders starting coming in about a month ago. Working overtime to meet the orders hasn't been a strain, he said.

"Guys that stay want to stay," Rood said over the general clamor of the shop. The shop normally turns out a boat a month, Whittemore said. Founded in 1981, Kvichak builds aluminum boats for a variety of customers: patrol boats for the Coast Guard, pilot boats (as seen below) for the Dutch Pilot Service in the Netherlands, even hovercrafts.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 187



But with the pressing demand, Kvichak aims to churn out three boats a week. "It's kind of turned into a production line," said marketing manager Carol Reid. For all the extra speed and extra time put in, there's a sense of pride that the company is working to help address what's become the country's worst environmental disaster.

"I'm glad we can help on the cleanup," Rood said. "But it's a sad way to get business." **Source : seattletimes**



URAG's **EXACT** seen under construction at the ASL yard in Singapore - **Photo : Piet Sinke ©**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album ,  
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## Dubai appoints new Drydocks World board

Khamis Juma'a Bu Amim has replaced Sultan Ahmad Bin Sulayem as chairman of Drydocks and Maritime World, a subsidiary of Dubai World that has so far been ring-fenced from the debt restructuring effort of the parent. However, Drydocks Chief Executive Geoffrey Taylor said his firm is also in talks with banks to restructure \$1.7 billion (Dh6.2 billion) in debt maturing in November next year. The Dubai Government Media Office said in a statement yesterday that the Supreme Committee for the Supervision of Dubai World and its Subsidiaries restructured the board of Drydocks World, and named Taylor, Hamed Mohammad Mattar Bin Lahej, Ahmad Eisa Hareb Al Falahi and Khalid Ahmad Bin Turkiya as members. Taylor will become the chief executive of the company, it said. Taylor told Reuters in an interview that the company was engaged in "useful and open discussions" with banks and expected to conclude talks over the next few months.

The shipbuilding arm of Dubai World has a \$1.7 billion loan maturing in November 2011. Drydocks signed a \$2.2 billion loan in October 2008, involving 15 lenders, according to Thomson Reuters. "We are going through a process of discussions with the banks to restructure our \$1.7 billion loan ... Obviously the market changes which occurred significantly slowed down our ability to meet our original schedules," said Taylor. "We are going through a restructuring process," he added. Drydocks World, although part of Dubai World, is not included in its parent company's debt restructuring proposal. Dubai World reached a deal with its core lenders to restructure \$23.5 billion in debt last month. "The new board structure will meet the future needs of the company and help position Drydocks World for the next stage of its growth in the UAE, Indonesia and Singapore," the media office statement said.

Taylor said 2010 was expected to be a relatively tough year. While the firm and its competitors survived 2009 on the back of orders won in 2008, the forward ordering that carried the order books through is beginning to wear thin, he said, but he did see signs of a pick-up in the industry. The company did not receive any orders for 17 months until December last year, said Taylor. **Source: GulfNews**

## ROUTE, PORTS & SERVICES



Dockwises' **Black Marlin** carrying the 19.000mT Gazflot "**Polyarnaya Zvezda**" topside seen from the Hull about to start first float over operation for Vyborg. **Photo : John van der Woning (c)**

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## Maersk Tankers, HHI & DNV joint CO<sub>2</sub> ship design

Maersk Tankers, Hyundai Heavy Industries (HHI) and Det Norske Veritas (DNV) have agreed to collaborate on the design and risk assessment of tankers for shipping CO<sub>2</sub>. Maersk Tankers is already in a partnership with Maersk Oil and Finnish utilities Fortum and Teollisuuden Voima (TVO), aimed at developing a joint carbon emissions abatement project in the area of Carbon Capture and Storage (CCS).

"Shipping CO<sub>2</sub> in tanker vessels is a cost effective and flexible way to get CO<sub>2</sub> from power plants to offshore storage sites, which makes it a suitable solution for large CO<sub>2</sub> emission sources such as coal-fired power plants, especially in the emerging phase of CCS." says Anders Schulze, Head of CO<sub>2</sub> Shipping in Maersk Tankers. Maersk Tankers and HHI already have the initial blueprints to build tanker vessels for the transport of CO<sub>2</sub> from emission sources to storage sites. The vessels will be semi-pressurised and semi-refrigerated, keeping the CO<sub>2</sub> liquid. HHI has designed the vessels together with Maersk Tankers, based on years of experience with transportation of liquefied petrochemicals and natural gas, and in accordance with global standards. "The further development of the CO<sub>2</sub> carrier design shall mainly focus on the safety and the Green ship requirements while emphasising the high energy efficiency of the vessel. HHI's technical cooperation with Maersk Tankers and DNV explains well HHI's policy of constant pursuit of new technology and also its dedication to finding solutions to the environmental issues in the shipbuilding segment." says Mr. Jae Keun Ha, Senior Vice President of HHI.

DNV will provide feasibility studies, risk identification in addition to general support for compliance with applicable class Rules and the current Gas Carrier Code as well as its latest developments specifying CO<sub>2</sub> in more detail. These tasks will also include evaluations and support to ensure that the vessel is fit for purpose and fits well into the specific CCS chain. "The overall technical features of these CO<sub>2</sub> carriers have similarities with LPG carriers and offshore shuttle tankers. Many of the applicable safety standards to be applied are therefore basically well known. Studies will, however, have to be carried out to ensure that all features and specialities have been adequately addressed and that the vessels' interface with the rest of the CCS chain is in harmony with the intentions." says Jan Koren, DNV's Segment Director Tankers. **Source: Maersk Group**

## Six cutter suction dredgers at work on ADNOC project

DEME in Belgium says it currently has a total of six cutter suction dredgers working together in Abu Dhabi on the Ruwais site for Abu Dhabi National Oil Company (ADNOC).

The project will see the reclamation of 1,000 hectares of land for the construction of the world's biggest refinery. Said DEME: "There have never been so many people and cutter kilowatts together on one DEME site."

The company has 1,050 people on site along with the cutter suction dredgers **D'Artagnan, Al Mahaar, Carolina, Kaveri, Kallo**, and **Kalis II**, a total of 70,500kW. Together, the cutter suction dredgers are producing a massive 1,500,000m<sup>3</sup> per week. **Source : Dredging News Online**

## **NEW FLEET ADDITION FOR SIMA CHARTERS**



**SIMA CHARTERS** from Maassluis latest fleet addition is seen on the left and named **SC PUMA** (Photo : Nico Ouwehand (c)),



further more SIMA CHARTERS is operating the **SC MONEYPENNY** as seen on the right as well the **CALLISTO MAASSLUIS, JAN VAN GENT** and **BLUE WHALE**

## **Trinidad: SU set for sale instead of sail...**

Minister Jack Warner told the Parliament the story of **Su**, a high speed catamaran, which cost taxpayers \$50 million under the People's National Movement (PNM) Government to purchase and repair and to date has not transported a single passenger. The **Su** remains docked in Chaguaramas still in need of repairs, he said.

In a statement in Parliament, Warner said **Su**, a high-speed catamaran with a 450-passenger capacity, was purchased by the National Infrastructure Development Company (Nidco) on the secondhand market for the water taxi service.

He said **Su** was purchased through the brokerage services of Austas Marketplace OBI Limited at a cost of US\$3.29 million from Unal Caginer, a hotelier based in Cyprus.

Warner said **Su** was inspected in Tasuca, Turkey, where it was laid at wetdock out of class and out of service. He said in August a subsequent survey report and proposal was submitted to Nidco by its marine surveyor and consultant, Darren Edwards of HSC Global Marine Ltd which proposed to repair the vessel for 750,000 pounds. Warner said the recommendation to purchase the vessel and conduct repairs in Curacao was made by previous minister of state in the ministry of works Roger Joseph and past president of Nidco Kaisha Ince. In October 2008, the vessel was shipped by heavy lift carrier from Turkey to St Thomas from where it was towed to the Curacao shipyard for repairs over six weeks. Warner added the condition of the hull, machinery and propulsion systems showed that many substandard repairs were performed by the previous owners in Turkey and there were additional problems

such as deformities, pitting and perforations to the hull together with problems associated with poor maintenance practices, key jet components, generators and main engines and electrical systems, which required additional repair and costs and rendered the vessel unseaworthy.

**Su** was eventually towed to Inter Isle Construction and Fabrication Shipyard in Chaguaramas, Trinidad where it has been docked since December 2008. Warner said as Transport Minister he directed Nidco to cease to conduct any further repairs to **Su** and that Nidco contract the services of an international shipping broker to sell the vessel on the second-hand market on an, as is, where is basis.



The **HAM 312** seen dredging in front of jetty in Kattupalli India – **Photo : Hans van Boeschoten (c)**

## **Qingdao Port's foreign trade cargo throughput up 21% in H1**

Qingdao Port, the second-largest foreign trade port in China, saw its foreign trade cargo throughput rose 21% year on year to 128.87 million metric tons in the first half of this year, said Chairman and President Chang Dechuan. The port's total throughput, comprising domestic and foreign trade, climbed 8.7% year on year to 170.48 million metric tons. The port's container throughput was 5.66 million twenty-foot equivalent units in the first six months of this year, up 11.5% from the corresponding period of 2009. The rise in cargo throughput is a result of a series of technological innovations and a low-carbon drive, said Chang. In the first half of this year, Qingdao Port spent of total of RMB 270 million on purchase of environmentally-friendly equipment, and rebuilding and construction of port facilities. **Source: Portnews**

## **DEME awarded contract in Malaysia**

DEME has been awarded a contract by Seaport Worldwide the dredging and reclamation works at the PMU Area and an access road for a proposed petrochemical and maritime development at Tanjung Bin, Johor.

The jumbo trailer Nile River will start work on the project this month. **Source : Dredging News Online**



The **DRIEVER** seen approaching the Kiel canal locks – Photo : Michael Brakhage (c)

## Boskalis krijgt vervolgoopdracht in Mexico

Boskalis heeft in Mexico een opdracht gekregen voor de tweede fase in de aanleg van een LNG-importterminal in Cuyutlán. Dat maakte de baggeraar maandag bekend. De opdracht heeft een totale waarde van circa 90 miljoen euro. Het aandeel van Boskalis in het project komt uit op circa 45 miljoen euro.

Boskalis gaat zich in de tweede fase, overigens de laatste fase van het project voor wat betreft het baggerwerk, richten op het verdiepen van de lagune. Daarbij worden een middelgrote en grote sleephepperzuiger en drie snijkopzuigers ingezet. Het werk in de haven langs de westkust van Mexico omvat het verdiepen van het bassin, de aanleg van een toegangskanaal en de aanleg van een 'draaikom'.

Opdrachtgever is het Mexicaanse ministerie van Communicatie en Transport. De werkzaamheden worden naar verwachting medio volgend jaar afgerond. In totaal zal 13 miljoen kubieke meter zand en klei worden gebaggerd. Vorig jaar verwierf Boskalis de opdracht voor de eerste fase van het Cuyutlán-project.

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## ITS FIVE IN A ROW AS ANOTHER ECO JET FERRY DELIVERED BY ALUMINIUM BOATS AUSTRALIA

Demand for Aluminium Boats Australia's eco friendly fast ferries continues apace with an order for a fifth vessel quickly following delivery of the fourth 24 metre ferry to Bay Islands Transit Systems (BITS).



The **Kurrowera I** is the fourth eco friendly vessel built for BITS services in Queensland's Moreton Bay Marine Park. The first of the four fast waterbuses, the Jumpinpin, entered service in May 2009, being joined by the second, the Perulpa, last September. She was followed by a third, the Kurrowera I (I), in May 2010.

The fourth vessel, also named **Kurrowera I (II)**, was handed over on 16th June 2010.

In an Owners operational change, the fourth craft took the name of the previous vessel

which had been renamed A.L. Robb shortly after delivery in honour of the late founder of the Bay Islands services, explained ABA's sales manager Justin Merrigan.

Like her sisters, the Kurrowera I is powered by two Scania DI12 59M diesel engines, each rated 331kW at 100% MCR. Delivering swift acceleration they quickly work up to a service speed of 22 knots.

Custom designed and built for environmentally sensitive waters the vessels deliver an optimum solution for any area where there are shallow waters and an environment at risk. The waterbuses offer large carrying capacity; up to 200 passengers on short trips, while delivering low fuel consumption.

The order for a fifth vessel for BITS is very pleasing and comes at a time when interest in the design is being felt from places such as Central America, the Middle East and Asia, says Justin Merrigan. Work on the new ferry begins immediately with delivery scheduled for December, bringing the total number of vessels delivered by ABA in 2010 to five.

Principal Particulars: **Kurrowera I** .

Built: Aluminium Boats Australia, Brisbane, Queensland, Australia

Design: One2three Naval Architects

Length: 23.98 metres

Beam moulded: 6.24 metres

Draught (loaded): 0.80 metres

Main engines: 2 x Scania DI12 59M diesel engines

Transmission: Twin Disc Quick Shaft MGX 6599 SC, 2.45:1.

Propulsion power: 2 x 331kW at 100% MCR

Water Jets: 2 x Kamewa

Speed: 30 knots max

22 knots service

Passengers: 200

Fuel: 2 x 1000 ltr.

Survey: Uniform Shipping Laws (USL) 1E



The **SKY APOLLO** seen leaving the Port Chalmers container terminal 4th of July 2010 - Photo : Ross Walker (c)

## New state ferry to be rolled out Aug. 29 in Port Townsend, state announces

The State Department of Transportation announced today that the new 64-car ferry **Chetzemoka** will make its inaugural sailing between Port Townsend and Keystone on Sunday, Aug. 29.

The \$65.5 million **Chetzemoka** is the first new Washington state ferry built in more than a decade.

WSF will host activities in Port Townsend, on Whidbey Island and aboard the **Chetzemoka** on Aug. 29. The **Chetzemoka**'s first full day of service on the Port Townsend/Keystone route is expected to be Aug. 30.

Source : Peninsula Daily News



The **EAGLE ATLANTA** seen arriving in Rotterdam-Europoort - Photo : Rob Smith (c)

## Nova Scotia deputy premier still working on Sydney Harbour dredging plan

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 187

The Cape Breton Post reports that Nova Scotia Deputy Premier Frank Corbett says his staff is working to keep a proposed dredging project for Sydney harbour on the front burner for the federal cabinet ministers who were approached for funding.

Corbett said staff members in his office are staying "in close contact" with officials in the offices of National Revenue Minister Keith Ashfield, who is also the minister for ACOA and the Atlantic Gateway, and Defence Minister Peter MacKay, who is also the minister responsible for Nova Scotia.

"It's really a staff to staff level," he said Monday. "We are on standby and if things start to move, then it will move more to elected official to elected official. I think it's almost somewhere on a line between being persistent and being obstinate is what it is. We keep reminding our federal partners of the importance of this to the CBRM and indeed, for all of the province, and we have to say we are still in this. Is there any help we can (offer)?"

Last month, the deputy premier led a delegation of Cape Breton MLAs from all three parties and Mayor John Morgan of the Cape Breton Regional Municipality which met with Ashfield and MacKay. **Source : Dredging News Online**

## OLDIE – FROM THE SHOEBOX



Another fantastic shot of **Harry Stott**, this time the **MANCHESTER MARINER** seen in Montreal

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





CTE's **NOSI** seen passing the Bosphorus with in the background seen the Bogaz bridge - Photo : Elmer Fillekes ©

## RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

361 AHMAD YANI	-	Indonesian Navy	385 TEUKU UMAR	-	Indonesian Navy
BAHTERA JAYA 3	-	Coastal tug	BC 20001	-	Indonesian Customs
BRITOIL 41	-	AHTS	BULLY 2	-	Drillship
DMS KINGFISHER	-	Pusher Tug	DRIVE BONAVISTA	-	AHTS
EMERALD STAR	-	Tanker	AMADON TIDE WORKS	-	AHTS
EQUATOR 1	-	Coastal tug	EVERTON	-	Tanker
F 334 FRANCISCO ALMEIDA	-	Portuguese Navy	FOKKER 50 MARTIME	-	Singapore Navy
FRONT DELTA	-	Tanker	GASCHEM BALTIC	-	Tanker
GEMINI	-	Pilot Tender	GLOBAL PIONEER	-	Dive Support vsst
GUSTAV SCHULTE	-	Containership	PATROL BOATS	-	Indonesian Navy
INTAN AHT1	-	AHTS	IYZCO SUPPLIER	-	Supplier
JAYA CHIEFTAIN	-	AHTS	JAYA CONQUEROR	-	AHTS
JOHN MCDONNELL	-	US Naval Ship	L 801 JOHAN DE WITT	-	Netherlands Navy
MCP LONDON	-	Container ship	MILLENNIUM	-	Fishing vessel
OOCL LE HAVRE	-	Container ship	OSTARA	-	Tourist craft
P 820 VIPER	-	Indonesian Navy	PETRA ADMIRAL	-	AHTS
PETRA EXPEDITION	-	AHTS	PH 54 TIGER SHARK	-	Singapore Coast Gd
PT 12 PORPOISE	-	Singapore Coast gd	PT 12 TODAK	-	Singapore Coast gd
SALVANGUARD	-	AHTS	SANDPIPER	-	Stone dumper
SINGAPORE PIONEER	-	Tanker	STAR ARIES	-	Harbour tug
STERLING	-	Harbour tug	SVITZER KALLANG	-	Tug
SWIBER EAGLE	-	Tug	SWIBER NAVIGATOR	-	AHTS
SWIBER PHOENIX	-	Tug	SWIBER SANDEFJORD	-	AHTS
TERAS HYDRA	-	Tug	THERESA BLOSSOM	-	Tanker
THIALF	-	Crane vessel	TITO	-	AHTS
VOS SOUND	-	AHTS	WAVEMASTER 3	-	Ferry

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