


DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 154



Number 154 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 03-06-2010**

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The RNLi Lizard lifeboat 47-030 DAVID ROBINSON
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EVENTS, INCIDENTS & OPERATIONS

Twée acties voor station Stellendam.



Vrijdag 28 mei om 12.15 uur was de schipper van de reddingboot **Antoinette** van KNRM station Stellendam buiten, bezig in het bemanningsverblijf toen er een man kwam die hulp vroeg.

Zijn vader was gaan varen in de buitenhaven en de motor van de motorboot was er mee gestopt. Er werden een paar bemanningsleden gebeld, en met de reddingboot **Antoinette** werd de man met zijn motorboot opgehaald en terug gebracht naar de trailerhelling.

Foto: Coen van der Linde (c)

Zaterdag 29 mei om 16.02 uur was de bemanning van de reddingboot **Corrie Dijkstra van Elk**, de tijdelijke vervanger van de **Neeltje Struijs**, aan het evalueren

met station Dordrecht na een gezamenlijke oefening met de **KBW 1910** en de Marinehelikopter, toen er een alarm kwam van het Kustwacht Centrum.

Het bleek te gaan om een motorkruiser met stuur/motorproblemen bij de boei HV 19 op het Haringvliet. Omdat de reddingboot in de buurt was kon er snel worden gevaren. Er werd contact gemaakt met het Kustwacht Centrum maar deze wist ook de exacte locatie niet. Zij gaven door dat het een motorboot met de naam **Love 2** was van 9 meter lengte en met 2 personen aan boord, die vertrokken was vanuit Stad aan het Haringvliet.

Foto: Mark Grinwis (c)

Er werd koers gezet naar deze locatie maar ter plaatse werd niets aangetroffen. Later werd wel de goede positie doorgegeven. Bij de boot aangekomen werd er een bemanningslid overgezet en een sleepverbinding gemaakt. Samen met de Reddingsbrigade Hellevoetsluis werd besloten de motorkruiser af te meren in de haven van Hellevoetsluis.





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KOTUG's **ZP MONTELENA** seen assisting the **GINGA PUMA** in the Port of Rotterdam
Photo : John van der Linden (c)

Temporary deepwater-drilling ban takes toll on Port Fourchon

Port Fourchon could see up to 25 percent of its business disappear under President Barack Obama's six-month moratorium on new deepwater drilling, the port's director said Saturday. The fear is that the 33 deepwater-drilling rigs in the Gulf of Mexico, which were ordered by the president Thursday to stop working, will go to work outside the U.S. and not return, said Chett Chiasson, executive director of the Greater Lafourche Port Commission.

Before the national media's television cameras, Lafourche Parish President Charlotte Randolph implored the president to change his mind during a news conference with BP executives at the port. "I expressed to the president that we are dying because of the oil spill, but if he allows this suspension to happen, it will kill us, not only Louisiana but Texas and Arkansas and Oregon," Randolph said. "Mr. President, you asked us yesterday that if we had a concern, to express

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it to you first. I did as you said, and with all due respect for your position, I am pleading with you to reconsider." Over the last six weeks, at least 19 million gallons from the well drilled by the BP-leased **Deepwater Horizon** rig have spilled in the Gulf, making the spill the worst in the nation's history. On Saturday, BP said its "top kill" procedure, the latest of several attempts to seal the leak, had failed.

At a Thursday news conference, Obama called for an exhaustive investigation into what caused the disaster to ensure it doesn't happen again. His new steps to restrict drilling include a moratorium on new drilling permits for six months, a suspension of planned exploratory drilling off the coasts of Alaska and Virginia and a halt to 33 exploratory deepwater rigs in the Gulf of Mexico. "What's also been made clear from this disaster is that for years the oil-and-gas industry has leveraged such power that they have effectively been allowed to regulate themselves," Obama said. "Preventing such a catastrophe in the future will require further study and deeper reform."

Port Fourchon, located at the extreme southern tip of Lafourche Parish, serves more than half the oil-and-gas production in the Gulf of Mexico and over 90 percent of activity in waters more than 1,000 feet deep. Everything that those offshore operations need, including drilling chemicals, equipment and groceries, is delivered through offshore-supply vessels that call the port their home. It plays a role in producing 15 to 18 percent of the nation's oil.

"We're concentrating on trying to get the president to understand that's the absolute wrong thing to do," Chiasson said. "We would certainly see a drop in business here. An area that has been thriving is not thriving anymore."

Drilling operations in shallower waters, in addition to production in wells already pumping out oil and gas, should continue as expected, thanks to the efforts of Louisiana Sens. Mary Landrieu, David Vitter and others who had pushed to have wells in shallower waters excluded from the ban. But it's new deepwater wells that need the most cargo and equipment, Chiasson said. Some sites require as many as five trips per day to run smoothly.

It's been the oil-and-gas industry, particularly the growth of the deepwater markets, that has helped the Houma-Thibodaux area avoid many of the economic problems of the broader economy. Its unemployment rate has been the country's lowest of any metro area four times since January 2009. Fourchon plays a major role in the Houma-Thibodaux area economy. The port generates \$1.5 billion in local business sales and about \$12 million in sales-tax revenue, according to 2008 figures in a study conducted by economist Loren Scott. Fourchon generates \$351.4 million in household earnings for local people and 8,169 jobs depend on the port. Ceasing the deepwater work, Randolph said, will increase the nation's dependence on foreign oil.

With the local fishing and tourism industries already brought to a standstill by the oil spill, a slowdown in oil and gas would hurt the area economy even more, Chiasson said. "Our industry's going to go away," he said. "We don't need that when we can't fish right now." Randolph said when an airplane crashes, the nation's entire fleet of planes is not grounded. Likewise, she said, all deepwater wells offshore should not be suspended because of the Deepwater Horizon leak. Chiasson said the Port Commission will lobby in Washington to have the decision reversed.

"My concern is we don't need to overreact and punish the entire industry because of one company's mistake," he said. In the meantime, he said, navigation is still taking place as usual at the port. Vessels are being cleaned upon entry to remove any oil they've picked up in the Gulf. Small spots of oil have been sighted in Belle Pass, the entry point to the port, but skimmers have been working to keep the area clean, he said.

A report from the state's emergency-preparedness command center reported new oil in Lafourche Saturday:

- Gray sheen and tar balls at the mouth of Coup Abel Pass on the East Grand Terre side of the pass.
- Sheen patches approximately 100 yards in diameter on the western end of Little Lake in Bay L'Ours.
- Heavy oil mixed with organic matter located in two inlets of Grand Isle, approximately 3.75 miles northeast of Pass Fourchon.
- In Terrebonne, no new oil had been sighted Friday or Saturday, said Earl Eues, the parish's emergency-preparedness director.

Coast Guard and BP workers have laid out about 60,000 feet of boom in the inside bayous and canals of Terrebonne, Eues said. They're working from east to west to lay out the boom, ultimately about 200,000 feet. Thunderstorms Saturday delayed some of that work. The latest National Oceanic and Atmospheric Administration maps show the oil staying put or retreating offshore slightly for the next few days. "The new trajectories don't show any new oil infecting the parish," Eues said, conditions that workers will take advantage of as much as possible. **Source : Houma Today**



The KNRM Wijk aan Zee lifeboat **DONATEUR** – Photo : Bas Abels (c)

Call to check on 'ships of shame'

GREAT Barrier Reef Marine Park Authority chairman Russell Reichelt has called for tougher enforcement of work conditions on ships visiting Australia, as the Chinese coal carrier **Shen Neng 1** finally left Australian waters.

Nearly two months after it was damaged when it struck part of the Great Barrier Reef near Gladstone, the **Shen Neng 1** was May 31st connected to the Chinese tug **De Da** to begin its trip back to Singapore.

In the past few weeks, about 19,000 tonnes of coal have been offloaded from the carrier at a point off Hervey Bay on the southern Queensland coast, and on the weekend it was towed to a point off Gladstone, 250km further north, before being connected to the Chinese tug. Dr Reichelt said in the early 1990s, the federal government had introduced tough regulations to stop the "ships of shame" -- vessels with at-risk infrastructure -- from entering Australia, and it was time to take similar action on employment practices on visiting vessels.

"There still needs to be a full review of what happened here, but early indications are that fatigue played some sort of role in the accident," he said. "There needs to be a review of the work standards of ships visiting Australia and then a strict enforcement of those standards so we don't get a repeat of this incident." A preliminary investigation by the Australian Transport Safety Bureau found that one of the officers in charge of the ship had had only two hours' sleep in the previous 36 hours before the ship went off course and hit Douglas Shoal.

The **Shen Neng's** captain, 47-year-old Jichang Wan, has been charged with damaging the Great Barrier Reef, which is a protected marine park. Captain Wang faces a maximum fine of \$550,000 for this offence, while the ship's first officer, Xuegang Wang, 44, faces a possible jail term of three years and a fine of \$220,000 for being in charge of the vessel at the time it hit Douglas Shoal. Both were granted bail. **Source : The Australian**

Rechtszaak rond Probo Koala van start

Het strafproces over de verwikkelingen in Nederland rond het vermeende gifschip **Probo Koala** is dinsdag van start gegaan bij de rechtbank in Amsterdam. Onder anderen oliebedrijf **Trafigura**, de Amsterdamse afvalverwerker **APS**,

de kapitein van de **Probo Koala** en de gemeente **Amsterdam** staan terecht voor onder meer het overtreden van milieuwetten in 2006.

Het door Trafigura ingehuurde schip de **Probo Koala** wilde volgens het Openbaar Ministerie (OM) in 2006 gevaarlijk scheepsafval afleveren in Amsterdam. Toen dat niet lukte, vertrok het schip naar Ivoorkust, waar een lokaal afvalbedrijf het afval dumpte. Tienduizenden mensen zouden als gevolg daarvan ziek zijn geworden en zestien mensen zouden zijn overleden. De rechtszaak in Amsterdam gaat niet over de gebeurtenissen in Ivoorkust, maar over de betrokkenheid bij het omgaan met het afval.

Voor de omvangrijke rechtszaak zijn vijf weken uitgetrokken. Het Openbaar Ministerie verwacht op 22 juni in alle zaken zijn eis te formuleren.



Above seen the damaged **NAJADEN**, the vessel passed yesterday (Wednesday) evening around 21:00 hrs the Caland Bridge in Rotterdam-Caland canal whilst the bridge was in lowering mode, which hit the superstructure and funnel of the vessel as can be seen above.

Photo : Marcel de Visser (c)

Warning after 17 rescued at coast

Coastguard and lifeboat officials renewed their warnings to day trippers and holidaymakers after six children, including a baby, were among 17 people plucked to safety. Last night's rescue involved two lifeboats and a helicopter in near gale-force winds on the north Norfolk coast.

The two parties of day trippers had been visiting Scolt Head, at Burnham Overy Harbour, when they were cut off by the tide and surrounded by the rough sea. The rescue has prompted another warning from lifeboat and coastguard officials for people to take notice of tide times before venturing out.

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The conditions were too rough for the inshore lifeboat, meaning a lifeboat from Hunstanton and a bigger boat from Wells were sent out, as well as a rescue helicopter from Wattisham and a team of coastguards.

The stranded people were eventually brought back to shore by the Burnham Overy Ferry, which was sent out because there were calmer waters between its moorings and the island.

One of the groups consisted of four adults and three children, and the other had seven adults and three children, including a baby. No-one was hurt, but they had been wearing summer clothes and were cold and wet.

The incident comes after stern warnings about beach safety given by coastguards following three lifeboat callouts in just two hours on Tuesday. A spokesman for the Yarmouth coastguard said of last night's rescue: "There were two separate parties. They were on the island for quite a long time in unsuitable clothing, and they had the presence of mind to call us on 999 on a mobile phone once they realised they had been cut off.

"We received a call at 7.15pm and at that time they were a bit concerned but not too worried, but with us knowing what the weather would do, we knew it wasn't going to be as nice as they thought.

"They got back here at about 9pm and were checked over by ambulance crews, but they were just cold and wet."

John Mitchell, spokesman for the Wells lifeboat service, added: "The weather is squally and the wind was gusting between Force 6 and 7, and gale force is 8. "It's not an unusual occurrence to have to rescue people who have misread the tide, even though we are always giving people advice to make sure they are aware of the times of the tide will change before venturing across a channel.

"These times are available from the harbour office in Wells, and there are signs everywhere. A siren sounds to warn people before it happens, but people still go out there and get trapped." The inshore lifeboat also had to rescue a windsurfer, who had got into difficulties in the rough sea. from the rough sea, who had got into difficulties because of the weather conditions last night.

On Tuesday, one woman became trapped on a sandbank, then a man and his two young children were stranded on an area of dunes, and after that a father and his teenage son had to be rescued. **Source : EDP 24**



The **SAGA PEARL II (ex ASTORIA)** seen arriving in Rotterdam – **Photo : Marius van den Ouden ©**

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The **ITC CHINOOK** seen leaving the Ijmuiden locks - Photo : Joop Marechal ©

Obama urges Netanyahu to get facts on Gaza ship raid

U.S. President Barack Obama told Israeli Prime Minister Benjamin Netanyahu he deeply regretted the loss of life in an Israeli raid on a Gaza-bound aid flotilla on Monday and urged him to quickly collect all the facts about the incident.

The White House's cautious response, which contrasted with an outcry against Israel's actions in Europe and the Muslim world, reflected a difficult balancing act for Obama. He will face international pressure to join condemnation of Israel but will also be mindful that the Jewish state, a close U.S. ally, is popular with American lawmakers and voters. At the same time, fledgling U.S.-led Israeli-Palestinian peace efforts are at risk of collapse.

"The president expressed deep regret at the loss of life in today's incident, and concern for the wounded," the White House said in a summary of Obama's phone call to Netanyahu hours after 10 pro-Palestinian activists were killed when Israeli marines stormed a Turkish aid ship bound for Gaza. "The president also expressed the importance of learning all the facts and circumstances around this morning's tragic events as soon as possible," it said.

Obama, ending a long holiday weekend in Chicago, also told Netanyahu he understood his decision to cancel their White House talks set for Tuesday and return home from a visit to Canada. They agreed to reschedule a meeting soon, the White House said.

Israeli marines' storming of the aid ship unleashed international outrage over the bloody end to a bid by human rights campaigners to break Israel's blockade of the Hamas-controlled Gaza Strip. The U.N. Security Council called an emergency session for later on Monday.

Israeli military officials said commandos came under fire, including with weapons that the activists had snatched from the boarding party. Netanyahu, who expressed full support for the operation, cut short his North America trip to fly back to Israel and deal with the crisis.

Obama had hoped to use their talks to give a nudge to indirect U.S.-sponsored peace talks between Israel and the Palestinians and to ease lingering U.S.-Israeli tensions over Jewish settlement construction on occupied land.

Getting long-stalled negotiations back underway, even in the so-called "proximity" format, marked Obama's biggest achievement in Middle East diplomacy since taking office last year pledging to make it a priority for his administration. The effort is also part of his outreach to the Muslim world.

But there has been little progress since the talks started this month, with chances for a breakthrough considered slim.

After the Gaza flotilla incident, prospects even for keeping the process alive look bleak. Obama will have a chance to try to salvage the situation when he meets Palestinian President Mahmoud Abbas, who called the Israeli raid a "massacre," at the White House on June 9.

Potential fallout from the incident poses another big headache for Obama, who is already struggling with a massive Gulf of Mexico oil spill at home and nuclear standoffs with North Korea and Iran abroad **Source : The Star**

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Above seen the 1983 built Libyan flag hopper dredger **SITRA** entering Valletta, Malta on Monday 17th May 2010. She was originally the **MERSEY VENTURE** owned by the Mersey Docks & Harbour Co, Liverpool. In 2007 she was renamed **MERSEY V** and delivered to Tripoli, Libya by **REDWISE Maritime Services BV** covering 2,500 nautical miles of which stopped also at Malta Shipyards for minor repairs.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com

Abused crew tell of horror at sea

Foreign crew members from the **Hung Yih 212** fishing vessel do not have wages to show for enduring an arduous six months at sea. Instead, they will be returning home from Cape Town with scars, cuts and wounds which they say are reminders of physical and verbal abuse by the ship's owner.

The nine Filipino workers said they were overworked, underfed and forced to wash their faces with blood from fish they had caught while aboard the Taiwanese-owned **Hung Yih**, which docked in Cape Town Harbour on Saturday.

They claimed that abuse was frequent aboard fishing vessels, workers were often in vulnerable positions and legal jurisdiction was at times unclear.

Last week, Filipino seafarers aboard another Taiwanese-owned ship docked in Cape Town said they had been wrongfully accused of stealing the ship's grinder and were now concerned they would not be paid. Crew members aboard the **Hector**, the decrepit Cambodian-registered oil tanker that was towed into Cape Town's harbour in mid-May, said they had not been paid for months.

The **Hung Yih** crew members hold a three-year contract with various manning agencies in Asia, but none of the men were returning to work.

"He will kick you, smack you on your head if you make a small mistake," said 22-year-old crew member Ronel Camano of the ship's owner, showing wounds on his hands, treated only with sea water. Crew members also recounted working 36-hour shifts with only two to three hours to sleep, being denied jackets when their clothes got wet and facing punishment for not understanding Taiwanese.

Another crew member, Nelson Joey Remigo, said the owner had threatened to throw him overboard.

"We worked very fast because the boss would say, 'No fast, no eat,'" said Remigo, 28. The International Transport Workers Federation (ITF) met the manager of the vessel's shipping agent yesterday, who did not believe the workers' claims, said ITF shipping inspector Cassium Augustus.

The ship's owner does not hold contracts with the workers, but with manning agencies that provide him with labour.

Because they had only completed six months of their three-year-contract, the departing crew members would not receive wages for their time aboard the **Hung Yih**, Augustus said. Instead, wages from their first six months would go towards fees issued by the manning agencies with which the workers held contracts. They earned \$200 a month.

The ship's owner would pay for the workers' trips home. Many ships, like the Hung Yih, are registered in foreign countries but use Cape Town as a hub. **Source : The Mercury**



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Seychelles asks for India's help to battle piracy

The Indian Ocean archipelago nation Seychelles during the visit of its President James Michel will ask India for help in tackling the piracy issue in its waters, which has severely affected its fishing and tourism industry.

'No country has been as affected by piracy as we have,' Seychelles High Commissioner Dick Patrick Esparon told IANS here. The increasing incidents of attacks by Somali pirates on commercial ships, cruise liners and private boats have severely disrupted the economy of the islands spread out on area of 1,374,000 square kilometres, with a population of just 84,000 people.

'Our fishermen cannot go out to the sea. Piracy is threatening our very way of life. It is a matter of survival,' he said. Tuna fishing is one of the main employment generators in the islands, which has been disrupted with exports going down by 30 percent. A similar decline was also noted in the number of visits made by cruises and yachts to the Indian Ocean nation. 'Piracy is definitely one of the main issues that will be discussed (during President Michel's visit). India shares our concern, as the issue of piracy also affects India,' Esparon said.

President Michel will arrive in India today and hold formal discussions with Prime Minister Manmohan Singh Wednesday. He will return to Seychelles June 3. **Source : Seatrade Asia**

NAVY NEWS



Singapore Navy's **Victory class** missile corvette **RSS VALIANT (91)** seen leaving Changi Naval Base

The **Victory class** missile corvettes are multi-purpose ships based on the MGB 62 design by Germany's Lürssen shipyard for the Republic of Singapore Navy (RSN). The six ships were commissioned between 1990 and 1991 and form the 188 Squadron of the RSN.

The first, **RSS Victory**, was built and launched in Germany while the remaining five were built locally by Singapore Shipbuilding & Engineering (now Singapore Technologies (ST) Marine). The corvettes, equipped with sonar and torpedoes, were the first class of ship in the RSN to have anti-submarine capabilities.

		Commissioned
88	RSS Victory	18 August 1990
89	RSS Valour	18 August 1990
90	RSS Vigilance	18 August 1990
91	RSS Valiant	25 May 1991
92	RSS Vigour	25 May 1991
93	RSS Vengeance	25 May 1991



In 1996, the corvettes were fitted with two sets of 8-cell Barak I launchers, a second fire control radar on the platform aft of the mast and an optronic director on the bridge roof. Rudder roll stabilisation was also retrofitted to improve sea-keeping qualities.

In 2009, it was announced that the corvettes would undergo a Life Extension Programme.

Left : RSS VENGEANCE (93)

PRIARIAL VISITS SAN FRANCISCO



The French **Floreal class** Frigate **F 731 PRAIRIAL** seen in San Francisco Bay, the 6 ships of the **Floreal class** are designed for operations in low-risk areas for ocean surveillance, economic exclusion zone patrol, fisheries protection, and maritime policing duties and are constructed to Veritas commercial standards, design emphasis was on seaworthiness, with helicopter operations possible up to Sea State 5, the homeport of the **PRIARIAL** is Papeete.

Photo : Marc Maas (c)

TECHNICAL DETAILS

D: 2,600 tons (2,950 fl) S: 20 kts Dim: 93.50 (85.20 pp) × 14.00 × 4.40

A: 2 MM 38 Exocet SSM; 1 100-mm 55-cal. Model 1968 CADAM DP; 2 single 20-mm 90-cal. GIAT F2 AA; 1 AS.565MA Panther or AS.319 Alouette-III helicopter (see Remarks); F 735 also: 1 2-round Simbad SAM syst. (. . . , Mistral missiles)

Radar: 2 DRBN-34A (Decca RM 1229) nav.; 1 DRBV-21A surf./air search

Sonar: none

EW: F 730, 733 only: ARBG-1A Saigon VHF-UHFD/F; F 735 only: ARBR-16 intercept

M: 4 SEMT-Pielstick 6PA6 L280 BTC diesels; 2 CP props; 8,800 bhp—250 kw bow-thruster

Electric: 1,770 kw tot. (3 × 590-kw sets, 3 Baudouin 12 P15 2SR diesels driving)

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SHIPYARD NEWS

TUGS IN DRYDOCK



Left : Svitizers **LONDON** dry-docked at Singapore Technologies Marine in Singapore, with tail shafts just withdrawn for special survey No 7. Although 35 year old, still seen by many as being build as a rock and in a first-rate general condition. The vessel is undergoing special survey and some upgrades being carried out in order to improve efficiency. Thermal oil economisers are being installed and HE propellorblades and nozzles are being fitted.

Photo : Ernest Timmerman ©



Whilst the **ABEILLE BOURBON** entered the drydock in Brest for a maintenance period and was replaced by the **ABEILLE LANGUEDOC** at her stand-by station in Brest

Photo's : Jacques Carney ©

Court Declares Privatization Of 90.25% Of Black Sea Shipyard Illegal

The Kyiv Business Court ruled on May 28 that the privatization of 90.25% of the shares in the Black Sea shipyard (Mykolaiv) worth UAH 116.6 million was illegal. The press service of the Prosecutor-General's Office announced this in a statement. The court upheld a lawsuit filed by the Prosecutor-General's Office and invalidated the agreement under which the State Property Fund chairperson Valentyna Semeniuk-Samsonenko sold the 90.25% of the shares in the Black Sea Shipyard.

The court ordered the buyers of the shares to return them to the state. The Prosecutor-General's Office decided to file the lawsuit after an investigation uncovered that violations were committed during the privatization of 90.25% of the shares in the Black Sea Shipyard. As Ukrainian News earlier reported, the Kherson shipyard acquired 90.25% of the shares in the Black Sea shipyard from the Sudmashprom company (formerly known as the Mykolaiv low-tonnage wharf) in December 2007.

At the same time, the press service of Sudmashprom said that the company did not sign any agreements on sale of shares in the Black Sea shipyard. After this, the State Property Fund attempted to invalidate the sale agreement through lawsuits and appeals. The Black Sea shipyard reported a net profit of UAH 0.669 million for the year 2009, when its net revenues reduced by UAH 5.556 million or 10.71% to UAH 46.323 million compared with 2008. Founded in 1897, the Black Sea shipyard repairs tankers, bulk carriers, and other kinds of vessels. It also docks ships with dock weights of up to 7,000 tons and lengths of up to 130 meters. **Source: Ukraine News**



In Singapore the **BULLY 1** was shifted from the outfitting quay at Keppel Shipyard to the drydock in Tuas

Photo : Ryan Derks ©



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The 15,000 bhp **SKANDI PEREGRINO** seen fitting out at the STX Vietnam Offshore yard
Photo : Capt. Hans Bosch ©

Red Sormovo shipyard to build two river-sea going tankers for Sommet Finance

Red Sormovo Plant (Nizhny Novgorod, of MNP Group) and Sommet Finance Company have signed a contract for building two oil tankers of river-sea going class, with a deadweight of more than 7,000 tons. The tankers contract will be financed by Unit Credit Bank. The MNP Group acts as a guarantor of the bank loan, the MNP press service said. The ships will be delivered to the customer in November 2010 and May 2011.

Self-propelled oil tankers with 12 cargo and two slop tanks are designed for transportation of crude oil, gas condensate, petroleum products (including process gasoline). The ships can carry simultaneously three types of cargo.

According to the Director of Shipbuilding arm of MNP Andrey Ivanov the tankers will be tailored to the needs of Sommet Finance, with several significant options, including increased capacity up to 30% of the ships cargo handling facility and a number of other modifications that will optimize the time and the operating cycle and would reduce the payback period.

The vessel was designed for a class KM * Ice I [1] R2 AUT1-ICS OMBO LI VCS Oil Tanker (ESP) of Russian Maritime Register of Shipping. The vessels designer - the Volga-Caspian Design Bureau. The vessels' specifications are as follows: length - 141.4 m, breadth - 16.84 m, depth - 6,82 m, speed - not less than 10.5 knots, sea cruising range - 20 days, river cruising range - 10 days. The number of tanks - 12, of slop-tanks - 2, 12/14 crew members on board, a tanker DWT - 7,080 tons, river draft - 3,6 m, sea draft - 4,6 m

Red Sormovo Plant is one of the oldest Russian shipbuilding enterprises, founded in 1849.

The MNP Group (Marine and Oil&Gas Projects) manages the projects in the shipbuilding industry. The MNP Group comprises Red Sormovo Plant (Nizhny Novgorod), Sormovskoe Engineering (Nizhny Novgorod) and the Volga-Caspian Design Bureau (Nizhny Novgorod). **Source : PortNews**

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The **ABELLE LANGUEDOC** replaced temporarily in Brest the **ABELLE BOURBON** which entered the drydock (see photos above in Shipyard section)

Photo : Jan Plug (c)

FAIRSTAR AWARDED TWO CONTRACTS

Fairstar Heavy Transport NV (FAIR) has been awarded two transportation contracts by Chevron Australia Pty Ltd and Kellogg Joint Venture - Gorgon. The contracts were signed by representatives of both companies on May 31, 2010.

Under the terms of the agreements, Fairstar will provide two of its Semi Submersible Heavy Transport Vessels for the transportation of modules and related project materials from various construction sites throughout Asia, to the Gorgon Project's LNG Plant being constructed on Barrow Island off the northwest coast of Australia.

The two contracts are for a minimum term of one year per contract and can be extended at the option of Chevron and Kellogg Joint Venture for an additional 4 month period. The total value of the two contracts, including the options, is approximately USD 90.1 million.



Allseas **LORELAY** seen westbound in Singapore straits yesterday afternoon – Photo : Piet Sinke ©

Saudis plan independent firm to manage eight privatised ports

Oil exports are excluded from operations handled by the company

Saudi Arabia plans to create an independent firm that will manage the kingdom's eight ports under a gradual privatisation process, the state-run Saudi Ports Authority said yesterday. The authority has completed privatisation studies of the ports, which will lead to the inception of the independent managing entity, its head Khalid Bubshait said in remarks carried by the official SPA news agency.

While Bubshait did not say when this entity would be set up, his remarks reactivate a process that has been frozen since late-1997. A royal decree in 1997 allowed private firms to operate and maintain berths and equipment owned by the Ports Authority on a commercial basis, while keeping the ports and their facilities under government ownership. The move was aimed at raising efficiency and creating more jobs for Saudi nationals.

The bidding process then was on the basis of the share of terminal revenues the government would get. In late 1997, the Ports Authority started passing port terminals to the private sector on a terminal by terminal basis.

Shipments of oil — the kingdom's main export — are excluded from operations covered by the ports authority or private firms that are operating the ports. Bubshait also said the body plans to raise the kingdom's container handling capacity to 15 million twenty-foot equivalent units by 2020. According to the authority's website, the overall handling capacity of the ports stands at about 9 million TEUs.

In addition to ports, the kingdom has been planning to privatise several state-controlled firms including flag carrier Saudi Arabian Airlines and National Commercial Bank, the kingdom's biggest lender by assets. But these have made modest progress compared to the ports privatisation. Only the airline's catering, luggage handling and ground services have been privatised or are in the process of being privatised. **Source : GulfNews**

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SILVERSTONE EXPRESS IN SINGAPORE STRAITS



Breskens (The Netherlands) based **Vroon**, operates a fleet of medium-size and large Pure Car and Truck Carriers (PCTC) which are engaged in the service of major car-carrier operators, above is seen the 180 mtr long **SILVERSTONE EXPRESS** passing the Singapore Straits westbound last Tuesday, the **SILVERSTONE EXPRESS** is the first out of a series of 4 PCTC's (sisters are named : **SEBRING EXPRESS**, **SEPANG EXPRESS** and the **SUZUKA EXPRESS**), with a capacity of 3,900 cars and was launched by Mitsubishi Heavy Industry (Japan) January 15th 2009, and was delivered in May 2009, the last (4th) vessel of this class was delivered this year to **VROON**, The 14.850 DWT vessels are able to carry both standard cars and 'high and heavy cargo', thus offering the necessary flexibility to the Charterers with a speed of 19 knots. **Photo : Piet Sinke (c)**

Ship firms want MVP to control North Harbor

Local shipping firms have thrown their support behind the group of businessman Manuel V. Pangilinan for control of the company operating Manila's North Harbor. The Philippine Liner Shipping Association (PLSA) said that if Pangilinan's group were to take control of North Harbor, it would lead to the adoption of "world-class" management standards needed to improve port operations.

Pangilinan chairs infrastructure giant Metro Pacific Investments Corp. (MPIC), which has interests in other heavy industries like toll roads, power distribution and telecommunications. MPIC currently holds a 35-percent stake in Manila North Harbour Port Terminal Inc. (MNHPI), the company that holds the 25-year contract to operate the dilapidated

port. MPIC's partner, Harbour Centre Port Terminal Inc. (HCPTI) of Reghis Romero II, has a 65-percent stake in MNHPI.

The joint venture won the contract to modernize the port late last year. HCPTI's presence satisfied the government's technical expertise requirement, while MPIC's investment gave the joint venture the financial muscle needed to win the contract. Earlier this week, Pangilinan said MPIC was currently in talks to gain a majority stake in MNHPI. If it fails to take control of the firm, MPIC may quit the project, Pangilinan said. "We would like to express our grave concern about this turn of events," PLSA said in a letter to the Philippine Ports Authority sent last Thursday.

"The PLSA believes that allowing MPIC to have a majority stake in MNHPI will give MPIC the ability to reorganize MNHPI and have a professional management team run the port," the group said in a statement. It stressed that, despite its initial reservation to PPA's one-bidder award to the joint venture, "PLSA found comfort in the fact that MPIC, a company with track record in world class management standards, would be a financial and important shareholder that would ensure that the port would be run professionally, the way it runs its other businesses." The members of PLSA are: Negros Navigation Co., Phil. Span Asia Corp., Gothong Southern Shipping Lines Inc., Lorenzo Shipping Corp., Moreta Shipping Lines Inc., NMC Container Lines Inc., Oceanic Container Lines Inc. and Solid Shipping Lines Inc. **Source : Philippine Daily Inquirer**



Govt may go for corporatisation of 12 top ports in the country

The government on Monday said it is considering corporatisation of the 12 major ports in the country, a move that will result in greater autonomy for these ports, but stressed that this did not amount to disinvestment. "About ports there have been some proposals for corporatisation, but it is not disinvestment. It is conversion of the legal entity structure to corporate structure," Shipping Secretary K Mohandas told reporters. This has been studied by a lot of experts over a period of time, who unanimously recommended that corporate structure is much better for decision-making and performance, Mohandas said. He, however, added that a final decision on this is yet to be taken. India has 12 state-owned ports -- Kolkata (with Haldia), Paradip, Visakhapatnam, Ennore, Chennai, Tuticorin, Cochin, New Mangalore, Mormugao, Mumbai, Jawaharlal Nehru Port Trust and Kandla -- which handle over 500 million tonnes (MT) of cargo annually. He said the government would prefer a "landlord" pattern for corporatisation, under which the corporate body will own the port, while the services will be leased out. "Ideally, a landlord structure has been recommended where the corporate entity will own the port property and the actual operations would be leased out," Mohandas added.

Once the structure is changed, the ports will have the freedom to set tariffs and compete with foreign and Indian private ports as against the current practice where the Tariff Authority for Major Ports (MTPA) fixes the port charges under the Major Port Trust Act (MPTA), 1963. **Source : Indiatimes**



The **CMA CGM LAVENDER** seen in Rotterdam – Photo : Ruud Zegwaard (c)

Belgian Express delivered



Breskens (The Netherlands) based **Vroon** announced that on 25 May 2010, the 179 mtr long MV **Belgian Express**, an 1,800 TEU container vessel, built at Taizhou Kouan Shipbuilding Co. Ltd, China was delivered, The 25.899 DWT **Belgian Express** is a sister of MV **Bahamian Express** and is the last vessel to be delivered by the Kouan Shipyard.

Source : Vroon

Breede becomes 1000th ship at Mossel Bay SPM

Unicorn Tanker's product vessel **BREED** (16,500-dwt, built 2009) became the 1000th ship to go alongside and moor on the Single Point Mooring (SPM) outside Mossel Bay last weekend. PetroSA confirmed on Friday that they would be pumping to the buoy a cargo of ULP, LRP, diesel and kerosene.

Mossel Bay is one of those ports that stays out of the limelight and most people tend to think of it as little other than a fishing harbour, so it came as something of a surprise to learn that the 1000th mooring on one of two points was taking place.

The Single Point Mooring is situated 1.5 n.miles offshore of the harbour in waters 21 metres deep. The SPM buoy is known as a Catenary Anchor Leg Mooring, or CALM type and was developed by Imodco and Shell for use in shallow and relatively calm waters, although one example has already been installed in the North Sea in waters more than a hundred metres deep.

A second mooring point, a Conventional Buoy Mooring (CBM) is closer inshore. The SPM was taken ashore last year for a complete refurbishment, which involved bringing a heavy lift crane down from Gauteng to lift the 200-ton plus SPM from the water. On completion of the refit the buoy was returned to the water and towed into place offshore.

The two Mossel Bay offshore moorings are managed and maintained by **Smit Amandla Marine** on behalf of PetroSA. **Smit Amandla** provides each visiting tanker with a team consisting of a loading master and three divers, who stay on board the tanker until all cargo operations and documentation are completed. The loading master also assists the NPA harbour pilot with berthing operations even though the operation takes place at sea and not inside Mossel Bay harbour. A close watch is kept on the sea and weather conditions throughout the discharging operations.

Smit Amandla Marine also maintains a buoy tender vessel named **Pentow Malgas** to assist with these operations.

In other news concerning Mossel Bay and PetroSA, the national oil company said last week that it would invest R80 million of the construction of a water desalination plant for the town and region. When complete the plant will produce 5 million litres of treated water a day. Working in cooperation with the Mossel Bay municipality, PetroSA hopes that the plant will be in service by November this year. Mossel Bay is in the midst of a drought which is having an impact on PetroSA's gas to liquids refinery nearby. **Source : ports.co.za**

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Shanghai International Port to buy stake in Belgium port

Shanghai International Port (Group) will spend US\$33.3 million buying a 25 percent stake in APM Terminals' Zeebrugge Port in Belgium from Maersk Group as part of a planned global expansion, SinoCast reported. Shanghai International Port is expected to become the second-biggest shareholder of APM Terminals Zeebrugge after the deal. The Zeebrugge terminal, positioned as a portal to container terminals in Europe, is expected to grow into one of the major terminals in the continent in the future, according to Chen Wuyuan, president for Shanghai International Port.

Source: [cargonewsasia](http://cargonewsasia.com)



The Harms AHTugs **URSUS**, **CENTAURUS** and **PRIMUS** seen moored in Rotterdam-Parkade
Photo : Adam Louwen (c)

Saldanha: iron ore port on a roll

A remarkable transport/engineering feat happened during last year's Christmas season - on 27 December - at the Sishen railway station. It literally set the wheels in motion for far-reaching results, especially so for Saldanha's iron ore export effort. On that day the last of ten trains left the Northern Cape's iron export station for Saldanha, almost 1,000 km to the south. Its successful departure would determine whether the iron ore team could claim victory by reaching the one million ton per week throughput mark. And so it did, to much jubilation amongst the teams involved. There was purpose to this exercise - to push iron ore exports, through the Port of Saldanha, at a rate of 60 million tons a year on a continuous basis by the end of this year. Transnet Port Terminals is under continual pressure from the Northern Cape mining operations, especially Kumba and Assmang, to increase export capacity.

During a visit to the bulk terminal in Saldanha, chief executive Karl Socikwa last month told CBN the third phase (1C) of the terminal expansion plan is now in full swing, with the aim to lift export capacity to 60 million tons per annum. This comes in at a cost of R630 million, all earmarked to improve the infrastructure at the port.

During the past financial year, ending March 2010, the port loaded a record of 44 million tons of iron ore, almost 70 percent of it for Far East markets, more notably China. During 2004 Terminal Expansion Phase 1A was completed, at a cost of R950 million, lifting capacity from 28 mtpa to 36 million tons per annum. Last year Terminal Expansion Phase 1B was completed, expanding capacity to 47 mtpa.

The current ramp-up of the corridor to 60 mtpa is reliant on the channel achieving certain milestones within certain pre-defined time frames.

One of these critical milestones was for the channel to move from an average of 920,000 tons per week to around a million tons per week in the first quarter of 2010. Breaking through this psychological barrier early was necessary to set the tone for this year. Now it's all about sustainability at these levels.

The bulk terminal at the Port of Saldanha, which is the last link in the iron ore corridor supply chain, is where all the action happens in terms of offloading, stacking and stockpiling, reclaiming and loading the ore onto bulk carrier ships.

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It is estimated that well in excess of R5 billion has so far been spent to increase iron ore exports from the deep-water port to meet the growing demand for South Africa's high-quality iron ore. Although volumes have been down of recent months, all seems set to sustain the one million ton target to create capacity ahead of demand.

Currently the infrastructure at the port comprises two rotary tipplers, four stacker reclaimers, two shiploaders and 25 conveying systems, providing the terminal with a capacity to off-load 10,000 tons per hour onto a ship.

But much money will still be spent to expand infrastructure as the port is gearing up to increase capacity to more than 80 million tons per annum in the not too distant future. Environmental impact studies are needed for the establishment of new infrastructure on some 141 hectares of land. This part of the proposed project could have the biggest impact on the sensitive environment of the bay and lagoon.

The plan is to reclaim an additional 50 hectares of land within Saldanha Bay. This will be done by dredger. The shipping channel will be deepened and the material recovered will be used for the construction of new shipping berths.

Another footprint area which could be impacted is 35 hectares of land in the undisturbed dune area on the coast between the iron ore quay and the Saldanha Mittal Steel Plant. The intention is also to fill in the so called 'Oyster Dam' to create more space for stockpiling iron ore within the confines of Saldanha Bay.

The size of trains and the number of ships calling at Saldanha's port will also increase when the facilities are enlarged to handle more iron ore. Ships calling at the port of Saldanha will also increase in size and number. Two ships a week, being about a hundred a year, called at Saldanha in 2007 to load iron ore. Even though bigger ships will be loading, it's anticipated that shipping volume will now increase to more than 200 vessels a year. **Source : CBN / ports.co.za**

Mother Theresa said :

" Let us not be satisfied with just giving money.

Money is not enough, money can be got, but they need your hearts to love them.

So, spread your love everywhere you go."

<http://www.directaidperu.org/>



The **ALBUTAIN STAR** seen arriving in Rotterdam – Europoort – **Photo : Henk Dekker (c)**

Piraeus Port Authority announces completion of Cosco meetings

The Company announces that the meetings of the Delegation of COSCO GROUP under capt. Wei Jiafu and P.P.A. SA under Mr. George Anomeritis are completed. Cosco Group officially announced that the Container Terminal in Piraeus will be the main gate of Cosco for South and Central Europe, North Africa and the surrounding areas, and apart from Cosco, the Far East groups of K-LINE (Japan), YML (Taiwan) and HANJIN(Korea), will also have direct calls in Piraeus. The Container Terminal of Cosco will employ only Greek machinery operators and dockworkers and the number of employees will amount to 650.

Both companies (P.P.A. SA and Cosco) which will operate concurrently in Piers I and II, will do their utmost for good cooperation in line with the marketing policies that each one adopts. The interest of both sides, apart of the investment plan of PPA SA, focused mainly on two major issues: The first issue concerns the cooperation of "Cosco LOGISTICS Co.", and the newly established subsidiary of P.P.A "Intermodal Transport and Logistics Company S.A." (LOGISTICS P.P.A.SA), as well as the common examination of cooperation for the Logistics Center at the Thriasio Pedion.

Both sides expressed their interest and until the announcement of the Concession Tender will continue the necessary procedures to evaluate their participation in the project. The second issue concerns the cooperation of the newly established subsidiary of P.P.A.SA "Ship Repair services P.P.A. SA (NAYS P.P.A SA) with COSCO companies "Ship-Trade Co." and "Shipyards Group Cosco" on technical matters, ships repair and maintenance in Greece and the delivery of a Panamax floating dock in the Ship Repair Zone. For the remaining projects the two sides will have a series of new meetings for each specific project, through Cosco subsidiaries.

Capt. Wei expressed the commitment that all investments of Cosco in Piraeus (Piers II and III) will be realized in accordance with the terms of the Concession Agreement and looks forward to an excellent cooperation with the Piraeus Port Authority SA. Both sides expressed their satisfaction for the promotion of their common objectives.

Source: Piraeus Port Authority

Abu Dhabi Ports, DP World ink \$3.5bn Khalifa JV

Abu Dhabi Ports, master developer of ports and industrial zones in the Gulf Arab emirate, and DP World have teamed up to create a joint venture to operate Khalifa Port at Taweelah. "There will be a new company called Emirates Ports Company, a new ownership between Abu Dhabi and Dubai," Tawfeeq al Mubarak, acting chief executive officer of Abu Dhabi Ports said in an interview in Shanghai today. "It is very important to adopt one port strategy."

Construction of Khalifa Port will cost about AED13bn (\$3.5bn), al Mubarak said, all of which will be funded by the government of Abu Dhabi, an oil exporter. **Source: Bloomberg**

.... PHOTO OF THE DAY



The **Xin Shanghai** leaving the Amazone harbour, the incoming **CSCL Asia** is taking her place.

She was assisted by **RT Margo**.

Photo : Jacco van Nieuwenhuyzen ©

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