

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 180



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Survey vessel Zirfaea seen supplying the Europlatform
Photo : Barend Novak ©

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EVENTS, INCIDENTS & OPERATIONS



The **TEAM OMAN** seen at Maaspilot station - Photo : Fred van der Spek ©

On The Gulf, Oily Ships Cleaned One At A Time

A shrimp-trawler gets a high-powered spray wash after spending a day skimming oil in the Gulf of Mexico. The Coast Guard has set up dozens of offshore decontamination stations like this one south of Mobile Bay.

The Coast Guard has set up dozens of offshore decontamination stations like this one south of Mobile Bay.
text size A A A June 26, 2010 The crude oil gushing in the Gulf of Mexico isn't only a problem when it hits beaches or fouls sensitive marshland. The floating slick offshore can make a mess of the commercial ships that traverse Gulf waters, and then track that oil into shipping channels, ports and marinas.

Just south of Mobile, Ala., Resolute, a seagoing tug, is positioned near the entrance of a ship channel. The 100-foot tug would normally be docking and sailing ships in and out of Mobile harbor, but now it has been converted into a floating decontamination station. Oily ships can stop and get a wash before they come into port.

Preventing Further Contamination

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 180



"We're spraying them down to make sure they don't contaminate the uncontaminated part of Mobile Bay," says Coast Guard Marine Science Technician John Revis, the pollution inspector aboard the Resolute.

A shrimp-trawler gets a high-powered spray wash after spending a day skimming oil in the Gulf of Mexico.

It is one of at least 37 offshore cleaning

posts from Louisiana to the Florida panhandle, paid for by energy giant BP, which operated the Deepwater Horizon rig that exploded April 20, killing 11 people and sending oil gushing into the Gulf of Mexico.

"We'll get real sticky brown stuff on there that we can't even get off with a water cannon — all the way to a light sheen that we can spray off real quickly," Revis says. If the ships can't be sprayed off and are still trailing sheen in the water, Revis sends them to decontamination stations closer to shore that have better equipment.

Mostly, Revis says, crews are seeing the heavier oil — and not just on commercial vessels like the freighters and tankers that offload at the Port of Mobile. Some of the worst-soiled boats are the ones now working for BP in the cleanup, like the Simple Man, a shrimp trawler-turned-oil skimmer. Its captain asks Resolute to inspect the vessel's hull.

"This is mostly what we've been dealing with during the day ... these shrimp boats that have been out here skimming oil," Resolute Capt. Jimmy Minhinnette says.

John Meaut aims what he calls a "big old squirt gun" from aboard a tug boat that's been converted to a floating oil decontamination station. The crew uses the boat's fire-fighting equipment to clean oil off ships and keep them from tracking crude into ship channels, ports and marinas along the Gulf Coast.

On the deck below the bridge, Resolute crew readies to go to work. Seaman John Meaut takes the helm of a giant red water cannon that sucks up seawater. "It's like squirting a big old squirt cannon," he says. "It's what we use to suppress fires and what we've been using to spray off the hulls of any vessels that have oil on them."

Minhinnette announces on the ship's intercom that they'll be spraying off the starboard side.

Meaut opens the water valve and aims the high-pressure spray low -- where Simple Man's hull meets the water. He methodically works all the way around the boat as the captain above maneuvers the tug to avoid a bladder full of oily water the shrimp boat is towing inshore for disposal.

From the bridge, Minhinnette commands: "Get that water away from that bladder!" The crew spins the water cannon to port, and the job is finished. "All right, Simple Man," Minhinnette says over the radio, "that's going to do it." Simple Man responds: "Sure do appreciate it. Y'all have a good one."

Minhinnette, who is from Mobile, says watching what's happening in the Gulf is sad, but this is at least one thing he and his crew can do to help. **Source : NPR**



After visiting Bonaire now the motoryacht "A" arrived in Willemstad (Curacao)

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

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



Bird's eye view of the new IEVOLI BLACK – Photo : Arie van Dijk ©

An unpalatable contrast

The shipping industry is often compared with the world of aviation, an altogether newer and allegedly more progressive mode of transport. Sometimes the comparisons are manifestly absurd; aircraft may carry a lot of people and some high value goods, but move only about 5% of the cargo that is shifted in the hulls of merchant ships.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 180

But when we compare public attitudes to shipping and aircraft, there is more cause for concern. Just last week, speaking at the dinner to mark the 40th Anniversary of the Oil Companies International Marine Forum, IMO Secretary-General Efthimios Mitropoulos noted that pirates had seized and held captive some 350 people and 17 ships. What a huge outcry there would be, suggested Mr. Mitropoulos, if it had been aircraft that the pirates had captured – why are ships and seafarers so very different? It is a point that deserves to be made more often and more publicly, because the way in which the public almost seems to accept marine piracy as “normal” and the hostage taking of the pirates as nothing that raises even a headline in the newspapers, is quite disgraceful. Is it because seafarers and ships are not important, or “disposable” in their eyes? Is it that piracy is now regarded as no more than one of the several risks that attends any sea voyage? This might have been the case four hundred years ago, but this is the 21st century and seafarers expect rather better, and also feel, like ship owners, that they are entitled to a voyage without falling victim to such criminals. They perhaps contrast the regular publicity given to the British couple captured from their ill-advised yacht voyage in the Indian Ocean with the complete silence which surrounds the capture of any merchant ship and its crew. But will anything change? There may have been United Nations’ debates on the piracy situation and a fleet of warships at work to protect ships on their lawful voyages, but of the situation ashore in Somalia which provokes such criminality, there seems no practical or political movement.

It is perhaps a feature of the invisibility of so much merchant shipping, and the fact that seafarers are equally unknown to the man and woman in the street, that ships and their crews can be violently captured with scarcely a ripple of public comment. By rather cruel contrast, there is still a veneer of glamour and adventure about piracy that stems from history and literature. It is certainly not reflected in the squalid reality of the 21st century lives of pirates, but children still happily attend “pirate parties”, and it is not unusual in a children’s bookshop to discover a whole shelf of books about the pirates of history amid the grossly inadequate coverage of modern ships and shipping. Perhaps there are some clues here about the continuation of these piratical outrages and the absence of any publicly expressed abhorrence at the way that seafarers are captured and held for months on end awaiting ransom. If aircraft had been captured by pirates, it would be members of the travelling public – the passengers – whose plight would be luridly exposed in all the world’s media. The terrible, yet inescapable conclusion we are forced into is that until the pirates capture a passenger ship, it is unlikely that the necessary outrage which will force governments to meaningful solutions will be adopted! **Source: Watchkeeper**



The **OOCL LONG BEACH** seen moored at the Brani Container terminal in Singapore - **Photo : Piet Sinke ©**

Controversial drilling near Lofoten

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 180

Two of the new blocks announced by the Norwegian oil ministry are located near land and in fish spawning areas and should not be opened for drilling, state environmental agencies say. Norwegian Minister of Petroleum and Energy Terje Riis-Johansen yesterday announced that a total of 94 new blocks in the Norwegian Sea and in the Barents Sea will be included in the country's 21 round of licenses.

As reported by BarentsObserver, the announcement is a historic movement of the Norwegian oil industry towards the North. The announcement is perceived with criticism by environmentalists who warn against drilling in Arctic waters.

Environmentalists especially criticize the government for having included two blocks near the Lofoten Archipelago in the new license round. The two blocks are both located just outside protection zone laid down by the state management plan for the area and are important spawning areas for cod. Both the Norwegian Climate and Pollution Agency and the country's Marine Research Institute, as well as the Fishery Directorate and the Nature Management Directorate, have warned against drilling in the area.

Environmental foundation Bellona says the announcement shows that the Minister of Petroleum does not pay attention to the advice of environmental expertise.

-We knew that the petroholics in the government would make a wide-reaching announcement. But it is both surprising and absurd to observe this when we at the same time know what is going on in the Gulf of Mexico, Bellona Deputy Leader Marius Holm says to Bellona.no. **Source : BarentsObserver**

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Above seen the mega yacht **Netanya 8** departing Palma de Mallorca after refueling a day after she was discharged from m.v. **Super Servant 4** - Photo : **Tieke Sprenger** ©



Above seen the 1600 MT sheerlegs [Asian Hercules](#) lifting the flare boom tip from the quayside on board the [Fjord](#) in Singapore Sembawang - [Photo: Jack Geluk](#) ©

India Detains Pakistan-Bound Ship Carrying Weapons

India detained a Pakistan-bound ship carrying undeclared military hardware, including rocket launchers and anti-aircraft guns, police said Saturday. The Panama-registered vessel [MV Agean Glory](#) sailed from Monrovia, Liberia, to Bangladesh via Mauritius. It then traveled to Calcutta, police said. The origin of the weapons was not immediately known. The vessel offloaded civilian goods including a car in Calcutta, which also serves as a port for mountainous Nepal, top police official Bhupinder Singh told The Associated Press. Authorities detained the ship on Friday after

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 180

finding that the clearing agent did not specify that it was carrying weapons -- the information given by the ship captain -- Singh said.

Police were questioning the crew of the ship near Diamond Harbor in the Bay of Bengal, about 30 miles (50 kilometers) south of Calcutta. Other details were not immediately available. In September, India briefly detained a United Arab Emirates air force plane after its crew failed to declare that it was carrying arms and ammunition to China. The cargo was discovered during a routine check of the plane when it stopped in Calcutta for refueling. The plane was allowed to leave for China after UAE authorities formally regretted not clearly indicating the items carried by the aircraft. **Source : New York Times**



Above seen the MLT flag vehicle carrier **SEA COQUETTE** entering Grand Harbour, Malta on Wednesday 16th June 2010. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©**

Huge oil-skimming ship makes Va. stop

With no assurances it will be allowed to join the Gulf oil cleanup, a Taiwanese-owned ship billed as the world's largest skimming vessel was preparing to sail last Friday evening to the scene of the **Deepwater Horizon** disaster.

The ship - the length of 3 1/2 football fields and 10 stories high - is designed to collect up to 500,000 barrels of oily water a day through 12 vents on either side of its bow. It docked in Norfolk en route to the Gulf from Portugal, where it was retrofitted to skim the seas. The ship and its crew of 32 were to leave Virginia waters Friday evening.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 180

The owners of the "**A Whale**" said the ship features a new skimming approach that has never been attempted on such a large scale. They are anxious to put it to its first test in the Gulf.

"We really have to start showing people what we can do," said Bob Grantham, project coordinator for TMT Group, a Taiwan-based shipping company. **Source : Examiner**



The **SBS TYPHOON** seen in Great Yarmouth – **Photo : Paul Gowen ©**



North Korea open to talks with Seoul over sunken ship

North Korea said on Sunday it was open to inter-Korean military talks to address the sinking of a South Korean warship but urged the United States to cease its involvement in the case. The North, however, renewed a demand that the South first allow Pyongyang to carry out its own inspection to verify the facts of the case – a condition Seoul has refused.

"Our intention was to dispatch our inspection group to South Korea from the very day the authorities linked the case with us and then open North-South high-level military talks to discuss the results of the inspection," an unnamed

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 180

military official from the North said in a message disclosed by the official news agency KCNA. "We still remain unchanged in our stand to open the above-said military talks and probe the truth about the case."

The North's statement came just a day after G8 leaders condemned the sinking of the South Korean warship in an official communique released after two days of talks in Canada. Tensions are running high following the sinking of the South's **Cheonan** corvette near the maritime border in March with the loss of 46 lives.

South Korea, citing the findings of a multinational probe, says a North Korean torpedo sank the ship and is pressing for the United Nations to censure the communist regime. But North Korea strongly denies any involvement and threatens a military response to any UN actions. The North's military official said Sunday that it was "preposterous" and "absurd" for the US-led United Nations Command to address the **Cheonan** issue.

Seoul insists that the UNC, which has supervised the armistice along the border since the 1950-1953 Korean War ended, should handle the sinking of the Cheonan, which it says is a violation of the truce pact. Pyongyang has demanded that the US-led UNC be dismantled. "The US forces side should no longer meddle in the issue of the North-South relations under the name of 'UN Forces Command,'" the North's military official said in the Sunday telephone message sent to the US side. **Source : Inquirer**



The **OSTEND SPIRIT** on her way to Ostend harbour. - **Photo : Paul De Pauw ©**

LR offers clean shipping index verification service

A new service from Lloyd's Register of Shipping has been developed to help operators demonstrate enhanced environmental performance to cargo owners and other stakeholders. The new verification service is offered to shipowners and operators wishing to demonstrate their success in reducing the environmental impact of their activities beyond the requirements of classification or statutory rules and regulations. The service is said to be cost effective and can be delivered with minimal interruption to ship operations.

The verification service is approved by the Clean Shipping Project, the organisation that developed the clean shipping index. More than 1,000 ships have been entered into the clean shipping index database. The index is a tool that takes into account significant environmental impacts of shipping, such as emissions to air and water, use of chemicals, effects of antifouling etc. It ranks ships or shipping companies in a database according to the aspects that are most relevant to the user. So, a cargo owner seeking shipping companies with high environmental performance can focus and assess the relevant criteria, identifying data such as carbon dioxide (CO₂) emissions, or other issues such as use of biodegradable oils.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 180

Lloyd's Register has been involved with the project for several years, trying to ensure that it provides a reasonable representation of environmental performance. LR developed a trial verification process and tested it by delivering trial verification of reported index scores with the support of Scandinavian ship operators. **Source : The Motorship**



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Subsea's 7 **ROCKWATER 2** seen anchored off Singapore – **Photo : Piet Sinke ©**

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Fire guts two ships, boats at Veraval port

Two ships and as many boats were gutted in a major fire, which broke out at the Veraval port in Jungadh district on Friday. Officials concerned said the blaze broke out in the early hours of the day at the port where ships and boats were anchored. Over two dozen fire tenders from nearby towns like Una and Keshod rushed to the spot to control the blaze, officials said, adding that there was no report of any casualty. The cause of the fire is yet to be ascertained, they added. **Source : Indian Express**



NAVY NEWS



Above seen the **MAERSK CONSTELLATION** anchored offshore Malta on Wednesday 16th June 2010 of which is chartered to the **US Navy Military Sealift Command**.

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

D: 11,717 tons light (32,242 fl) S: 18.5 kts (sust.)
Dim: 182.28 (168.21 pp) × 27.49 × 3.99 light (9.76 max. loaded)
M: 1 Sulzer 7-cyl. diesel; 1 prop; 15,960 bhp—bow-thruster
Electric: 2,550 kw tot. (3 × 850 kw diesel sets)
Fuel: 2,653 tons heavy oil; 160 tons diesel

Japan, U.S. ships make port call for security pact anniversary

A Maritime Self-Defense Force destroyer and a U.S. Navy ship made a port call in Tokyo on Saturday to mark the 50th anniversary this month of the 1960 Japan-U.S. security treaty entering into force. The MSDF destroyer **Hyuga** and the **USS Blue Ridge**, the flagship of the 7th Fleet, entered Harumi port around noon.

During the port call, 7th Fleet Commander John Bird is inviting Japanese and American guests to commemorative events aboard the U.S. vessel, including a reception to celebrate the anniversary. The MSDF and the Navy said they have no plans to open the vessels to the general public.

The 13,950-ton **Hyuga** is a "flat top" type destroyer commissioned in March 2009 that can carry up to 11 helicopters.
Source : Breitbart

Ski-jump take-off for light combat aircraft Tejas

The Naval Air Station in Goa is quietly readying a first-of-its-kind facility in India for flight tests on the light combat aircraft (LCA) Tejas naval variant. The shore-based test facility (SBTF), when fully-operational, will be the third such test facility in the world after the US and Ukrainian navies. "After the initial flight tests, we will shift all action to SBTF.



The ramp for the take-off area will be ready by the last quarter of 2011 and the landing area in 2012. A full-fledged telemetry unit is also coming up in Goa," sources in the Indian Navy told DNA. The sources said the SBTF simulates an aircraft carrier with ski-jump take-off and arrested recovery landing wherein the incoming aircraft is brought to a standstill after touchdown when a hook attached to its underbelly engages a taut

arrester wire placed across the landing path.

"It's recreating a ship on the shore. The one that's coming up in Goa is based on the Indigenous Aircraft Carrier (IAC) that's being built at Cochin Shipyard. The SBTF is constructed with the same measurements of IAC," sources said. All the specialised equipment for the facility is being supplied by the Russians, while the steel structure is being made by Goa Shipyard and civil engineering work by R&D Establishment (Engineers) in Pune.

"It was fun for us," pioneer Joel Silver told an interviewer, "We thought we were all so hip and so smart and so with it, that we used the frisbee as kind of a symbol of running against everything else." Ultimate has since grown into a world sport, with European and world championships, although in India it is barely three years old. Its pioneer in India was Bryan Plymale, a teacher at Kodai International School.

The Ultimate community in India consists of around a dozen teams, in Chennai, Kodaikanal, Ahmedabad, Pondicherry, New Delhi and Bangalore. The earliest national tournament was the 'Flybaba' in 2008 in Kodaikanal; since 2009, Chennai has hosted two editions of 'Chennai Heat' on the Besant Nagar beach. Bangalore's playing community consisted of two teams, 'Learning to Fly' and 'Disc-O-Deewane', that played the disc, but that version did not conform to the rules of Ultimate. Disc-O-Deewane consisted of rock-climbers who used to play after climbing sessions at Turhalli on the outskirts of the city. It was only in December 2007 that Venkatesh M, an avid rock climber, got to hear of the sport and researched the rules online. "The beauty of Ultimate is that you need to be honest while playing

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 180

because it's self-refereed," says Ravindra GB, one of the organisers. "Also, there are six or seven ways of throwing the disc, and you need to be able to control its trajectory – it's not as predictable as a ball." The sport has grown over the last year in Bangalore, and there are around 50 active players who turn up on Saturdays and Sundays at National College grounds, GKV in Hebbal, or at Loyola School near Bannerghatta Road. It's a pat for Tejas

Insiders said the SBTf is a huge pat for the Tejas programme as the Cabinet Committee on Security (CCS) had already envisioned the funding for this facility. In addition, a new landing gear drop test facility has been created at HAL to handle testing of larger naval gear loads. A hardware-in-loop simulation for flight control system testing called 'Iron-bird' has also been set up and is in operation supporting the Tejas Navy programme.

DNA has learnt that all initial flight tests leading to the carrier-suitability test (CST) will be done at HAL airport in Bangalore. The SBTf is coming up even as the Aeronautical Development Agency and Aircraft Research and Development Centre of HAL are undertaking the structural integration and last-minute end-to-end tests on Tejas naval variant (NP-1) for the historic July 6 roll-out in Bangalore. **Source : DNA India**

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MISSOURI IN-SERVICE DAY

The waterfront along the Thames River begins to stir before 8 a.m. under slate gray skies. Snow is in the forecast.

In Graving Dock 3 at General Dynamics Electric Boat's headquarters, the fast-attack nuclear submarine Missouri floats tied to the pier during the final weeks of construction. The dock is alive with activity.

It is the day the Navy declares **Missouri** "in-service," one of the last milestones before the submarine receives its commission as the newest ship of the Virginia class. Before this day, **Missouri** was a product Electric Boat was manufacturing for the Navy. Now, it becomes a Navy submarine that the shipyard is putting the final touches on.

"This is the day we chop, or transfer, operational control to the fleet commander. So, as of today ... the crew is responsible for the safety and security of the submarine," said Cmdr. Timothy Rexrode, of Spencer, W.Va., Missouri's first captain. "So today's our first day really to be ... a ship, with hoisting the colors and taking it all into our own hands. So it's a big day."

April 16 begins at 8 a.m. with most of the sub's crew assembled in sharp ranks on the pier alongside the dock.

A five-member detail in dark blue camouflage fatigues stands on the aft deck of the sleek black ship. At the blast of a whistle, the detail raises the Stars and Stripes above Missouri for the first time. After the flag reaches its peak, three more blasts of the whistle follow. "Booyah, **Missouri**," the crewmen shout before breaking ranks to head to their posts.

In-service is a big day, too, for the shipbuilders who have toiled more than five years to fashion bits of steel into one of the most technologically advanced war machines ever built, according to Mike Nowak, Electric Boat's ship manager overseeing construction of **Missouri**.

One of the biggest changes is symbolic, said Nowak, of Mystic, Conn. Each day now, workers will pass the flag as they head to the boat, and sailors will pause to salute it before they step aboard. "It just reminds us that it's not a job that

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 180

we're schlepping to work every morning to get done anymore. It's turning into a warship," said Nowak. "There's a certain amount of pride, I think, in all of the EB work force."

That work force, numbering more than 10,000, including more than 3,000 Rhode Islanders, assembled Missouri in giant pieces called supermodules. Little more than a year ago, four supermodules were barged to Groton, two from Electric Boat's shipyard in Quonset Point and two from its sub-building partner Northrop Grumman Newport News in Virginia.

The supermodules have been welded together, and the boat was lowered into Graving Dock 3, where Rebecca W. Gates, wife of Defense Secretary Robert M. Gates, christened the \$2-billion warship. For Electric Boat workers, in-service day is much like a school graduation, looking back as five years of achievement comes to an end, while looking forward to the next challenge. "We all know that this is coming, and we all strive for delivery," said Nowak. "There's another ship in small pieces that's starting to be assembled now, and we'll look forward, you know, a couple weeks after delivery to getting on that and starting this process over again and doing it better than we did this boat, just like this boat we've been doing better since the last one was delivered." **Source : The Providence Journal / Frieda Squires**

USCG Cancels Polar Icebreaker's Fall Deployment

An engine breakdown has sidelined the U.S. Coast Guard icebreaker **Polar Sea**, which was supposed to deploy on its Antarctic patrol this fall, the service announced June 25. The breakdown will keep the icebreaker from supporting Operation Deep Freeze in the resupply of McMurdo Station, Antarctica. According to the announcement, Polar Sea will probably be unavailable until January.

The **Polar Sea** already has exceeded its 30-year life cycle - it was commissioned Feb. 23, 1978. In 2006, the service finished a rehabilitation project that was intended to extend its service life to 2014.

The Coast Guard's other heavy, polar icebreaker, the **Polar Star**, was placed in a caretaker status in 2006 and is undergoing a seven- to 10-year service life extension. It will not be ready until 2013. The Coast Guard's only other polar icebreaker - the smaller research icebreaker **Healy** - remains operational and started its Arctic summer patrol earlier this month.

Inspections of the **Polar Sea's** main diesel engines revealed excessive wear in 33 cylinder assemblies. The Coast Guard is investigating the root cause and hopes to have an answer by August. **Source : defensenews**

SHIPYARD NEWS

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Zamil plans mega investment in shipbuilding in next 10 years

Arab Steel reported that Zamil Offshore Services Company has achieved SAR 2 billion of shipbuilding returns during the past 2 years. The company accepts shipbuilding investment volume to reach SAR 40 billion during the next 10 years. The company has also built entirely which have been launched by the Saudi Transport Minister. Meanwhile, the company is building two ships, Zamil 63 & 64, for the Saudi ARAMCO company the first of which is due to be delivered at the end of this year while the other one is scheduled to be delivered in March 2011 according to information published by the Saudi Al Riyadh newspaper. The company has expansion plans in shipbuilding that would enable it to build larger ships along with maintaining and developing offshore platforms and facilities. It is also known that shipbuilding is one of the major industries in terms of consuming iron & steel products. **Source: Arab Steel**

Baosteel orders new cargo ships from China Shipping Group

Within the framework of a strategic cooperation agreement signed by major Chinese steel producer Baosteel Corporation and China Shipping Group, China Shipping Group is to supply four cargo ships of 230,000 dwt each and three cargo ships of 300,000 mt each to Baosteel Corporation. The vessels in question will be used to ship imports of raw materials and fuels. **Source: SteelOrbis**

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Dhamra port to become operational by August

Dhamra port will be operational by August end, according to Orissa transport minister Sanjib Sahoo. Replying to a query by Congress member Bhujabal Majhi, the minister on Friday told the members that the developers had so far invested Rs 2700 crore of the estimated project cost of Rs 3239 crore and nearly 96% of the construction work was over by the end of the last month.

The port is being developed by Dhamra Port Company Limited, a joint venture of Tata Steel and Larsen & Toubro. Tata Steel and Larsen & Toubro hold equal stakes in the Dhamra port project, which is being developed on a build, own, operate share and transfer (BOOST) basis. Mr Sahoo informed that of the 384 displaced people 371 had received compensation and efforts were being made to settle dues of the others at the shortest possible time. As regards employment generation, the minister said 2881 people were engaged in construction of the port project and the figure would increase once the port becomes operational. "Dhamra port will be immensely beneficial to the

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 180

investors in Orissa and its neighbours. It is going to be one of the major ports in the country with 13 berths. Ships having 60 million tons capacity can anchor here," the minister said.

The construction work for the 62-km rail link from Dhamra to Bhadrak on the main Howrah-Chennai line is almost complete. Situated between Haldia and Paradip, the port at Dhamra will be the deepest of India with a draught of 18 meters, which can accommodate super cape-size vessels up to 180,000 dead weight tons (DWT). **Source :**
IndiaTimes

A DAY ONBOARD THE TSHD GEOPOTES 14



Newsclippings reader **Wilco Langeweg** spend a day onboard the **TSHD GEOPOTES 14** to visit his former **Captain Geert Boer** which he did not see for the last 20 years !! and to have a look how the modern dredging works where executed nowadays. Via this newsclippings **Wilco** likes to thank **Capt. Geert** and his crew for their hospitality, great day thanks !!

All photo's : **Wilco Langeweg** ©



Freight forwarder insurance plan to launch at Macau summit

The first global freight protection plan for independent freight forwarders will launch at a conference taking place at the Venetian Macau on September 21-6. Global Logistics Shield (GLS) provides cover against losses due to an individual company's inability to pay outstanding freight charges and is insured on international markets and supported by reputable underwriters. The fund is underwritten to provide US\$1 million of cover.

The plan provides improved cover for companies compared to self insured schemes which have limited funds and security. GLS is neutral and independent of any network group, association or club. The GLS Timely Freight Payment Monitoring & Alerting Scheme allows users to monitor and validate payments and issue alerts when payments are overdue.

"For many years it has been a concern of many independent forwarders that they are vulnerable to losses incurred when another forwarder is unable to pay freight charges," said Rene Bendt, GLS, Director. "We decided to launch GLS at The Freight Summit as the event is focused on providing a neutral and open forum for the SME forwarding sector. The GLS Freight Protection Plan is available to all freight forwarders or logistics companies even if they are not members of an affiliated network." **Source : Seatrade Asia**



The **AZAMARA JOURNEY** seen in the Norwegian Geiranger Fjord – **Photo : Ronald de Bloeme ©**

DSS Holdings on tanker newbuild spree

DSS Holdings LP, the parent company of Greenwich, Connecticut, headquartered Diamond S Management LLC, says that subsidiaries have entered into shipbuilding contracts to purchase 10 ships. The contracts are with two prominent Korean shipyards for the construction of eight Suezmax tankers and two LR2 tankers.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 180

Delivery of the tankers is expected to occur in 2011 and 2012. "We are very pleased with this opportunity to order high quality tankers at a very attractive point in the shipping cycle," said Craig H. Stevenson Jr., President & CEO of Diamond S Management LLC.

DSS Holdings LP is a partnership formed in October 2007 between First Reserve Fund XII, L.P. and Mr. Stevenson, the former Chairman of OMI Corporation. The partnership was formed to create an energy focused shipping company.

Source : MarineLog



The **MSC FLAMINIA** seen in Felixstowe – Photo : Andrew Moors ©

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The **VOS SATISFACTION** seen anchored off Blackpool -
Photo : Capt. Dean Spekman - VOS Satisfaction ©

Two terminals to be launched at Ust-Luga port this year

The second-phase multipurpose transshipment complex (MTC), Yug-2 (Ust-Luga, Leningrad region) is scheduled to be launched by the end of this summer, Ust-Luga CEO Maksim Shirokov said in an interview with journalists. Besides, said Valery Izrailit, Chairman of the Board of Directors of Ust-Luga, another asset, a Gunvor's crude and petroleum products terminal is to start operating by the end of this year.

Ust-Luga Company" was established in 1992 for the construction of a new sea port in the Luga Bay of the Gulf of Finland.

JSC Ust-Luga Company was established in 1992 for the construction of a new seaport in the Luga Bay of the Gulf of Finland. Port of Ust-Luga is located on Russia's border with the EU. A 3.7-km approach canal and 16-m deep harborage make the port of Ust-Luga the major Russian port on the Baltic Sea capable of accommodating ships with a capacity of over 150.000dwt. The port facilities allow handling 75.000-dwt bulkers and 120.000-dwt tankers. In 2009 the Ust Luga port handled 10.3 million tons of cargoes and 1.031 ships (517 inbound and 514 outbound).

The Gunvor's oil cargo terminal at the port of Ust-Luga is designed for shipment of outbound oil and MFO. The terminal's maximum throughput is projected to be 30 million tons of fuel oil and light oil a year. **Source : PortNews**

Essar Shipping sets sail on fund raising plan

Essar Shipping Ports and Logistics rose 1.15% to Rs 92.10 at 11:54 IST on reports the company is planning to raise \$250 million through foreign currency convertible bonds. Meanwhile, the BSE Sensex was up 71.42 points, or 0.40%, to 17,827.36 On BSE, 1.11 lakh shares were traded in the counter as against an average daily volume of 4.65 lakh shares in the past one quarter.

The stock hit a high of Rs 93 and a low of Rs 91.15 so far during the day. The stock had hit a 52-week high of Rs 103.75 on 8 April 2010 and a 52-week low of Rs 40 on 10 July 2009.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 180

The mid-cap shipping company has an equity capital of Rs 615.68 crore. Face value per share is Rs 10. On 27 May 2010, the company got an enabling resolution from its board to raise up to \$500 million through equity instruments, including foreign currency convertible bonds, global depositary receipts and American depositary receipts. V Ashok, director of the company, was quoted as saying that the firm will use the proceeds to expand its shipping, ports and drilling businesses. According to reports, the company plans to finance 70% of its capital expenditure through debt and the rest through equity. Essar Shipping Ports and Logistics' net profit rose 98.50% to Rs 92.28 crore on 83.60% increase in net sales to Rs 339.67 crore in Q4 March 2010 over Q4 March 2009. **Source: India Infoline**



HAL's **EURODAM** seen anchored at the Houndpoint Anchorage (River Forth, Scotland) **Photo : Iain Forsyth ©**

El Salvador formally opens new port

President Mauricio Funes has formally inaugurated the Port of La Union on the Gulf of Fonseca, which El Salvador shares with Honduras and Nicaragua, with the aim of making the area a pole of development for the Central American country.

Funes, accompanied by Victor Hugo Garnica, the representative of the president of Honduras, officially initiated operations at the port, which was completed thanks to a loan from Japan.

The President said that the port cost some US\$200 million and that the way it will be administered in coming years has yet to be decided, though a concession for part of the operations might well be granted to a foreign company.

Funes also urged business owners to invest in the area in order to create a port city that will be a "pole of development" for the nation. He promised that the port will become an "attractive" terminal for unloading cargoes bound for El Salvador and other Central American countries.

The office of the president said in a communique that in the last few months alone the government has invested some US\$8 million in different works to enable the port to start operations. The port was built by the Toa Corporation-Jan De Nul JV with a loan of US\$107 million from Japan and US\$93 million provided by El Salvador. **Source : Dredging News Online**



The shearlegs **MATADOR 3** seen passing the Kiel Canal - Photo : Ian Wetherill ©

OLDIE – FROM THE SHOEBOX



A lot of ships ended their lives on the Dutch coast in the past. Mostly by groundings on beach in bad weather conditions, but also as a victim during the wars. But the **STARDUST** grounded in January 1976 near 's-Gravenzande (just North of Hook of Holland) after a black out somewhere halfway the Northsea. She drifted quickly with the mainly SW to W-ly gale towards the Dutch coastline and ended high on the beach. She got damage on the rudder and propeller as a result of ploughing through a wavebreaker on the beach.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 180

The **STARDUST** was built in 1955 by Hall, Russell & Co. in Aberdeen as the Norwegian **BRUIN** of Fred Olsen. Together with her sister **BINNA**, the duo were the last steam driven ships for this company. In 1968 she was sold to a Liberian flagged owner and changed name to **ALEXANDRA MARIS**. A year later changed again to **URANIA** and in 1974 in **URANIA III**. During 1975 she was sold to Belgium owners and left the Liberian flag on board, but changed name to **STARDUST**. Not for long, but on 3 January 1976 she finished on this place as seen on the photo's above and was sold for scrap on the spot.

In memory of the **Stardust** and also some others they named a street in Hoek van Holland, the **Starduststraat**.

Photos : Capt. Frank Haalmeijer ©

.... PHOTO OF THE DAY



The **GRANDE AMBURGO** seen moored in Amsterdam - Photo : Erwin Willemse ©

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