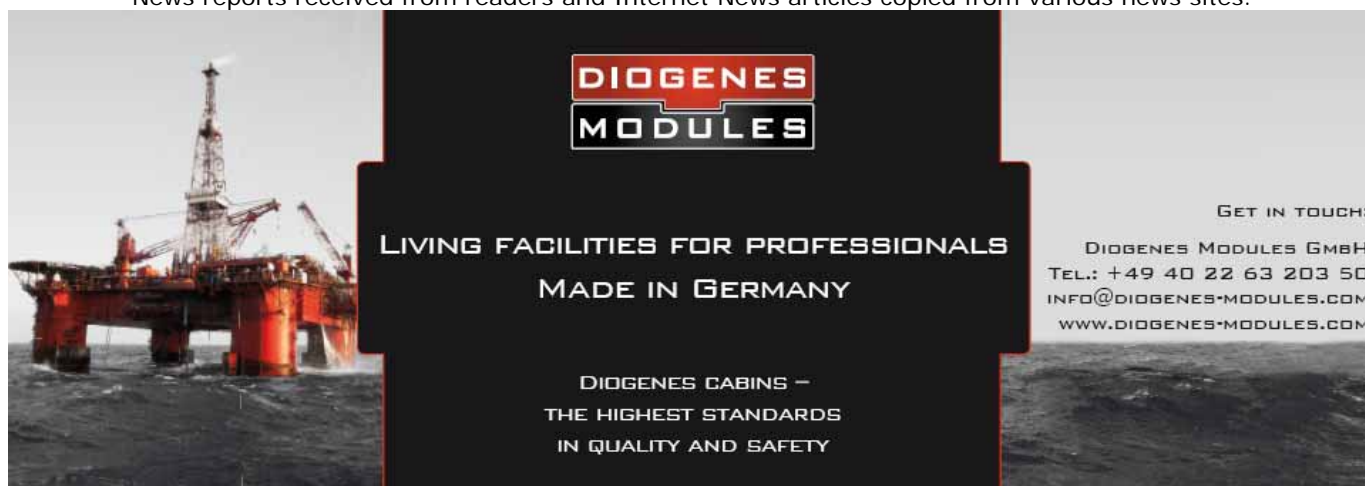


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The GEMINI PIONEER seen departing van Santos (Brazil) – Photo : Celso Marino (c)

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The TSHD **VOX MAXIMA** seen moored in Schiedam – Photo : Jim van Doorne (c)

Seaway Pilots boat is first of its kind

Pilot boats serve one simple task: transporting pilots between land and the ships they are piloting.

But the new 36-foot pilot boat MetalCraft Marine U.S. Inc., a custom boat manufacturer in Clayton, has built for St. Lawrence Seaway Pilots Association, Cape Vincent, has capabilities way beyond its needs.



"This is the first pilot boat we've built, and the boat's designs were actually based on our Kingston series of high-speed fireboats. Pilot boats are conventionally heavy, like the 40-year-old steel boat the pilots are using now, but we used aluminum to make the new one more durable and a lot faster than the existing one," said Thomas Wroe, president of MetalCraft Marine, which is based in Kingston, Ontario.

Most of the company's products — high-speed aluminum fire, rescue and work boats — are sold in the U.S. and Canada, but it also makes boats for countries including Japan, Australia, Nigeria and the United

Arab Emirates. Source : Watertown Daily Times

UK coastline changes shape as London Gateway nature reserve is built

The UK's coastline is being changed to create a new wildlife reserve as part of the London Gateway port and logistics park being developed in the Thames Estuary. DP World is today creating a new wetland 30 times the size of Trafalgar Square by breaching part of the Essex coast's flood defence wall. The new wildlife reserve will provide feeding areas for thousands of birds flying south for the winter. New habitats will also be created for adders, newts, lizards and water voles, which are being re-homed as part of the development works for the new deep sea container port.

Monday July 5 sees the culmination of two years of preparations for this complex engineering project. Carillion, the contractor for DP World, is removing 300m of existing sea wall at low tide. The tide will then flood the 30 hectare site creating new intertidal mudflats, which are ideal feeding areas for avocets, dunlins, black tailed godwits and many other species of birds. A new flood defence wall has been created around the land to be flooded.

DP World has worked closely with many environmental authorities to deliver the new wildlife reserve including the Environment Agency, the Marine Management Organisation, the Port of London Authority, Natural England and the RSPB. A new pathway has also been created to allow recreation activities to continue around the site.

Before the site construction work could begin, archaeologists were sent to check for any historical remains. In 2009, as part of one of the UK's largest archaeological digs, they uncovered Roman ruins including salt production houses dating back 2,000 years. Simon Moore, chief executive of London Gateway, said: "This breach is an important milestone for us, as it allows us to complete the marine infrastructure required for the new port, which continues on schedule."

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Tim Bismire, engineering director, added: "DP World is creating a net increase in the amount of wetlands around London Gateway. This project is one part of a wider engineering and environmental management strategy. We take our environmental responsibilities seriously and we will remain committed to the protection of wildlife."

Steve Bewers, the Environment Agency's project manager for London Gateway, said: "The creation of this inter-tidal mud flat will compensate that lost through the building of London Gateway Port. This will ensure that important feeding grounds for birds will continue to exist and not be lost through commercial development."

"Furthermore, this addition to the marine environment of the Thames will provide sheltered areas for fish, increasing the opportunity for fish growth and diversity. The varied terrestrial habitats created on the fringes of this compensation area will allow a diverse population of animals to thrive." The new wildlife reserve is part of the Mitigation, Compensation and Monitoring Agreement for London Gateway Port. Through the unique combination of what will be one of Europe's largest logistics parks and one of the world's most efficient deepsea container ports, London Gateway will take an estimated 2,000 trucks per day off UK highways. This equates to 65 million miles of annual lorry movements, saving some 148,000 tonnes of CO2 per year. Construction of essential infrastructure that lays the foundation for the project started in March this year. **Source : Dredging News Online**



The **SLOMAN TRAVELLER** seen passing Spijkenisse – **Photo : Lia Mets (c)**

Baltic Dry Index falls for longest in nine years

The Baltic Dry Index, a measure of commodity shipping costs, fell for the longest period in almost nine years as declining Chinese steel prices erode the nation's iron ore demand. The index of freight rates on international trade routes fell 38 points, or 2 per cent, to 1,902 points on Friday, according to the London-based Baltic Exchange. The drop was the 31st straight decline. That's the longest since the 34 sessions to Aug 15, 2001, according to Baltic Exchange prices. Charter rates for all types of ships tracked by the exchange fell.

'We don't see anything in the next two to three weeks that's going to turn the market around,' Guy Campbell, head of dry bulk at Clarkson plc, the world's largest shipbroker, said by phone. 'Everything is centred on China. We are still watching China in terms of where the steel price is going.' The price of hot-rolled steel in China has declined 17 per cent to 3,909 yuan (\$797) a metric tonne since rising to a 2010 high of 4,698 yuan on April 15, according to prices from Antaike Information Development.

Some of the nation's mills are shuttering blast furnaces for maintenance and others are relying on existing stockpiles instead of imports, Michael Gaylard, strategic director at Freight Investor Services Ltd, said by phone from Shanghai.

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Iron ore creates the single-biggest source of demand for dry-bulk shipping, according to data from Clarkson's research unit. Trade in the steelmaking ingredient will total 996 million tonnes this year. Coal is second-largest at 865 million tonnes of seaborne trade. Grains are 315 million tonnes. 'It's a very difficult picture as far as miners are concerned trying to put together sales' of the raw material, Mr Gaylard said. The present slump in shipping costs 'is going to continue for July at least', he added. Charter rates may start to recover starting in September once Chinese mills have worked through iron ore stockpiles and need to accelerate purchases again, Clarkson's Mr Campbell noted. Rental rates fell 2 per cent to US\$15,679 a day for panamax vessels, the largest to navigate the Panama Canal, according to the exchange. They declined 3 per cent, to US\$17,643, for capesizes, so called because they have to travel around South Africa's Cape of Good Hope or South America's Cape Horn to deliver consignments. **Source:** business-times.com.sg



The **COOK STRAIT** seen departing from Otago harbour on the 11/7/10 after discharging fertilizer.

Photo : Ross Walker (c)

Firefighters tackling blaze in 150 boxes onboard Charlotte Maersk

Maersk says the blaze onboard the boxship **Charlotte Maersk** remains contained six days after it started, but fire in 150 containers will have to be extinguished individually. "The fire onboard the **Charlotte Maersk** continues to appear contained and under control," a spokesperson for Maersk said. A total of eight vessels are on standby or involved in the firefighting operations and a firefighter team leader and seven experts are also onboard the vessel, along with a salvage master and a chemist. The process of individually extinguishing the fire in 150 containers is now under way, described by the company as "surgical extinguishing". "The fire extinguishing operation progresses so that first cooling of four -six hours of one or more containers in an specific area takes place. Then a thermal camera is used to asses the temperature, and if it is possible to enter the area surgical container, extinguishing takes place," the spokesperson said. "The temperatures are very high, some places around 1,000 degrees celsius. In the latter case, it is impossible for fire fighters to approach before additional cooling has taken place." So far fire in 13 containers has been extinguished. Maersk said it was difficult to estimate when the fire will be put out completely. The crew of 21 was described as fine, but "naturally exhausted" from the firefighting. "We will take the time needed to ensure a successful resolution of the situation on board **Charlotte Maersk**. Once it will be safe to discharge containers, we will do so ensuring a minimum of delay to our customers' cargo," the spokeperson said. The fire started at 2100hrs on July 7 after the 8,194 teu vessel left Port Klang bound for Oman. **Source:** seatradeasia




The **NORMAND PIONEER** seen arriving from Leith at the river Tyne enroute OTP Walker - Photo : Kevin Blair (c)

Vessel running costs are dropping says Frontline CEO


Vessel running costs are falling and could be as much as 5% lower than they were at the height of the economic crash in 2008, according to Jens Martin Jensen, CEO of the management arm of leading independent tanker owner Frontline. While shipowners still have to pay for good and experienced crews, the wage spiral that crippled the shipping industry and led to mass poaching of valuable sea staff one to two years ago has also been put on hold with across the board wage levels “flattening out”, he told SMI. “Dry dockings and repair are going down, salaries are flattening out and insurance costs are also flattening out and even lub oil costs are dropping a little bit. You could see a small 3%-5% drop in running costs over those seen in 2008. With 85 ships in a fleet, 3%-4% is a lot of money,” he said. Source: Shipmanagement International



The **OCEAN CHARGER** seen at the Dordtse Kil – Photo : Bram Plokker (c)



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DNV surveyors find asbestos on more newbuildings

Turkish and Chinese yards allegedly continue to use the mineral despite 2002 ban

ASBESTOS has been detected on a number of recent newbuildings, despite a worldwide ban on its use on vessels constructed since 2002, according to a number of maritime industry sources. Both Turkish and Chinese shipyards allegedly continue to employ the mineral.

Det Norske Veritas has told Lloyd's List that it has undertaken specific surveys to check for the presence of asbestos on 70 ships over the last nine years, usually in preparation for scrapping or a change of ownership. Asbestos has been found in 64 instances, mostly on vessels built prior to the prohibition, but also including what he described as "less than 10" newbuildings.

Separately, the technical manager of a Dutch engineering company that specialises in asbestos removal has pointed to the purchase of spares as a key means whereby contamination can find its way on to even modern ships.

The company had surveyed more than 300 ships of all ages over the last three to four years, and asbestos has been discovered on something like 95% of them, he added. The testimonies come after Lloyd's List reported last month that a chemical tanker built by a Turkish shipyard for Netherlands-based German operator John T Essberger was riddled with asbestos in thousands of gaskets and other seals, requiring a removal operation that cost around 10% of the unspecified purchase price.

According to a DNV spokesman, asbestos is now turning up in 90% of cases where operators ask for an asbestos survey. The sample does not represent a cross-section of the world fleet, just those vessels in which its presence is suspected. "Often, it has not been installed originally," the DNV spokesperson said.

"It has been installed when a ship has been repaired or refurbished. There are still some nations where asbestos is used, and it is hard to get rid of it as long as it is possible to use it in some places." The spokesman declined to name specific vessels, yards or countries, saying that he had no information on these matters. **Clemens Smits** of Netherlands-based asbestos specialist **Ingenieursbureau Oesterbaai** also pointed out the substance remained in widespread use in many countries, and entirely legally so, despite its use on ships contravening amendments to the Safety of Life at Sea convention in force for eight years.

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"If [vessels] are built in the UK or Holland, they are pretty much asbestos free. The problem is, they sail around the world and they purchase new supplies locally. "The purchasing department thinks it is doing a good job, saving money on cheap gaskets from the Far East, and they bring back asbestos on board."

Mr Smits is currently in China to survey a number of newbuildings and said he was "100% sure" that he would uncover asbestos on some of them. He also said he had visited a Turkish shipyard, and checked 18 different types of gasket. Asbestos was present in 15 of them. Another problem was that classification societies often accept assurances from yards at face value, without conducting independent checks.

Mr Smits also declined to name either ships or shipyards involved, saying that he was bound by client confidentiality.

Source : Lloyds List



The **AMBER ARROW** seen moored in Bonaire – Photo : Henk Ram (c)



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Maersk loses appetite for acquisitions, nothing to buy

COPENHAGEN's AP Moeller-Maersk has lost its recent keen interest in acquisitions expressed as late as two weeks ago when it looked as though carriers might still go under in the global downturn. "We had expected a larger number of assets, including ships and oil rigs, to have been available," group CEO Nils Smedegaard Andersen told Bloomberg. "Acquisitions are not on top of our agenda now. Banks hold their hands under companies which then avoid

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foreclosure." Said Carnegie Investment Bank's Maersk analyst Henrik Lund: "We haven't seen the large billion-dollar acquisitions that might have been expected. The global sell-out of distressed companies hasn't materialised."

Troubled CMA CGM, the third largest container line after Maersk and MSC, is in talks with creditors to restructure its debt. The Marseilles-based company said it expects to reach agreement with investors by August on rescheduling its debt. Also troubled is Hapag-Lloyd, partly owned by German travel giant TUI, which was rescued last year by Hamburg consortium to determined to save it from foreign ownership. Said Mr Lund "It may also be good for Maersk to keep a strong balance sheet if there should come a double dip. The recent development in the container sector has clearly showed that things can change quickly, so it's prudent for Maersk to act cautiously." Since its US\$2.9 billion acquisition of Royal P&O Nedlloyd in 2005, Maersk has spent more than \$3.3 billion on oil fields in the North Sea and the Gulf of Mexico and \$6 billion on developing fields in Qatar.

In the past year, Maersk has acquired stakes in a Brazilian and a Norwegian oil licence. The company bought a 25 per cent of the Jack Field in the Gulf of Mexico from Devon Energy Corp. for \$300 million. The APM Terminals unit agreed to invest \$120 million to develop Liberia's port in the capital Monrovia. Danish Sydbank analyst Jacob Pedersen said Maersk could look to buying rival container lines in the next three to five years if freight rates continue at new highs.

Source : Schednet



The **FEMBRIA** seen in Drogden channel 9th July.- Photo : Ronald de Bloeme (c)

Sedov to the Arctic

The world's largest traditional sailing ship, **Sedov**, will visit the Arctic archipelagos of Svalbard, Franz Josef Land and Novaya Zemlya. Earlier this summer, **Sedov** sailed in the southern part of the Barents Region, when it visited the city of Oulu in Finland. Now, it sails to the Baltics, and from there it heads north to the Barents Sea, reports Vesti. In October the vessel will return to its home port Murmansk. **Sedov** belongs to the Murmansk State Technical University.

Source : BarentsObserver

Idle fleet drops to new low of 340,000 TEU - 174 ships

THE total worldwide idle containership fleet has fallen to 174 vessels for 340,000 TEU as demand calls for the redeployment of more vessels. This represents 2.5 per cent of the total world fleet, and is the lowest idling percentage recorded since December 2008, reports Alphaliner. "The drop in the idle fleet comes amidst a record number of new

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vessel deliveries made in the second quarter. During the April-June period, 88 new vessels with a total capacity of 440,000 TEU were delivered. This is the highest level of quarterly deliveries ever recorded," it said.


"The depleted fleet of idle ships has led to a mini-revival in charter rates, with the smaller sizes also starting to move upwards. This trend could be observed in recent weeks as demand, especially in the Far East, increased." **Source :** Schednet



The **MARGOT N** seen inbound Hamburg to Hansaport – **Photo : Capt. Hans Schaefer ©**

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Seven more reactors to Saida storage

The Nerpa naval yard has sent another seven reactor compartments from decommissioned submarines for long-term onshore storage in the Saida bay at the Kola Peninsula. The reactor compartments were taken to Saida bay onboard a floating dock. Today, some 40 reactor compartments are stored at the new special designed concrete pad in the Saida bay west of Murmansk towards the border to Norway.

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This first stage of the German-financed facility was commissioned in 2006 at a cost of more than 150 million Euros.



Another 60 reactor compartments are still waiting to be sealed off and prepared for long-term storage. They are today located at the naval yards in Nerpa and Alexandrovsk on the Kola Peninsula and at the naval yards in Severodvinsk by the White Sea. Several tens of reactor compartments are also floating in the Saida bay near the onshore storage pad.

Reactor compartments from scrapped submarines are stored onshore in the Saida bay. Photo: Thomas Nilsen

While still floating at the different naval bases and naval yards, the submarines represented a danger of accidents or radiation leakages, and by that constituted a threat to the marine environment. If fully funded, the Nerpa naval yard can convert up to 14 reactor compartments annually for long-term onshore storage, reports MBNews.

In addition to the concrete pad where the compartments themselves are placed, the facility in Saida will, when ready, consist of a pier for a floating dock, a repair hall where the enormous reactor compartments can be taken in-door for needed work, several auxiliary buildings, roads and external infrastructure. Already, the radiation protection system is in place. Source : BarentsObserver



The Dutch frigate **F 804 DE RUYTER** seen departing from Antwerp - Photo : Steven Oppeel – www.stevo.be (c)

Malaysia's French-designed, Spanish-built sub sails home

THE Royal Malaysian Navy's (RMN) second Scorpene submarine, the **KD Tun Razak**, reached Malaysia's Lumut naval base recently after a 64-day voyage from its designers in the south of France. The contract between the Malaysian

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government and French naval armaments manufacturer DCNS (Direction des Constructions Navales Services) for two Scorpene subs was signed in 2002. The other sub, the **KD Tunku Abdul** Rahman reached home waters on July 2.

The Scorpene was designed by DCNS and developed jointly by DCNS and Spanish naval shipbuilder Navantia. The design features a range of advanced technologies - particularly in hydrodynamics, acoustic discretion and automation - drawing on state-of-the-art innovations developed for other submarine programmes.

The **KD Tun Razak's** 7,283-nautical mile voyage took the sub through the Mediterranean, Red Sea, Gulf of Aden, Arabian Sea, Indian Ocean and the Malacca Straits, stopping off at Alexandria, Jeddah, Salalah and Cochin. In Teluk Sepanggar, the **KD Tun Razak** will undergo maintenance before sea trials in the tropical waters. With a displacement of 1,550 tonnes for a length overall of 67.5 metres, is manned by 31 crew and can be put to sea for 45 days. **Source : Schednet**



A "stripped" **JEANNE D'ARC** seen in Brest – **Photo : Jacques Carney (c)**

World's largest naval military exercise underway in Pacific

RIMPAC, the world's largest naval exercise--involving 14 nations, 32 ships, five submarines, more than 170 aircraft, and 20,000 personnel--is now underway in the waters of the Pacific off Hawaii, according to the USN.

The multi-national maritime exercise began June 23 and will continue through August 1. This year's exercise includes units or personnel from Australia, Canada, Chile, Colombia, France, Indonesia, Japan, Malaysia, the Netherlands, Peru, South Korea, Singapore, Thailand, and the U.S.

The Navy said there will be three observer nations: Brazil, India and New Zealand.

Three decommissioned ships will be sunk during live fire events.

This is the 22nd time RIMPAC has been held.

Australia, Canada, and the US held the first exercise in 1971.

New participants this year include Indonesia, France, Colombia, Malaysia, and Thailand.

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"This is the largest RIMPAC that we've had," Vice Adm. Richard Hunt told the Navy Times.

Admiral Hunt commands the USN 3rd Fleet and is acting as the combined task force commander for RIMPAC.

"The exercise clearly focuses on maritime domain awareness dealing with expanded military operations across the complete spectrum of warfare," he said. While the United States accounts for the largest group of participants this year, the exercise isn't designed just for one force.

"The maritime environment is just too big for any one country to tackle and manage," Hunt told the Navy Times.

According to the USN, the exercise will consist of three major phases.

Phase I, the Harbor Phase, was conducted from June 28 through July 5 and consisted of operational planning meetings, safety briefings and sporting events.

Phase II, the operational phase--driven by a structured schedule of events--started July 6 and continues through July 24.

Phase II will include:

- live fire gunnery and missile exercises
- maritime interdiction and vessel boardings
- anti-surface warfare
- undersea warfare
- naval maneuvers
- air defense exercises
- explosive ordnance disposal
- diving and salvage operations
- mine clearance operations
- an amphibious landing.

Phase III-- the tactical phase of the exercise, is scenario-driven and takes place July 25 through July 30.

Training during Phase III will allow participating nations to strengthen their maritime skills and capabilities and improve their ability to communicate and operate in simulated hostile scenarios.

A tactical 'free play' segment will round out the exercise with a yet-to-be-announced warlike scenario.

The Pacific Ocean has been the setting for a number of large scale naval exercises in recent months. China recently conducted live fire exercises off its coast and Russia is concluding large scale naval exercises in the Sea of Japan.

Of particular note, the Russian naval exercises reportedly included firing anti-ship missiles over long distances, in addition to anti-carrier exercises. Many analyst have commented recently about the vulnerability of large surface fleets to asymmetric warfare capabilities, such as anti-ship ballistic missiles, quieter submarines, and sophisticated mines.

A proliferation of quiet diesel-electric submarines in the Pacific from non-allied nations represents a growing threat for the USN, according to a number of sources, including Admiral Hunt, who was recently quoted in the Navy Times as saying they represent the 'number one threat everybody has to deal with.'

Two diesel submarines from Japan and South Korean are participating in RIMPAC this year. "The opportunity to work and operate against these very quiet diesel submarines provides very realistic training for us," Admiral Hunt told the Navy Times.

The USN aircraft carrier **Ronald Reagan** will be the centerpiece of the 'Rim of the Pacific' naval exercises,

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The Reagan's commanding officer, Capt. Kenneth J. Norton, told Hawaii News the carrier is a 'force provider' for RIMPAC. At a certain point in the exercise, the Reagan will represent the 'green' force opposing the 'orange' force, according to Captain Norton--the carrier will participate in anti-submarine and surface warfare, and it will be a simulated target for the opposing force.

"They use a term for the carrier. They say we're a high-value (ship)," Norton told Hawaii News. The San Diego-based Reagan was in the Gulf of Oman last year from July 2 to Sept. 17 providing air support for the war in Afghanistan.

Admiral Hunt told the Navy Times that the presence of USN littoral combat ships Freedom and Supreme at RIMPAC this year, in addition to a stealth frigate from the Singapore Navy, will allow for expanded operations closer to shore, including VBSS (visit-board-search-seize) missions and maritime interdiction operations 'in ways perhaps we have not spent the time doing in the past.'

The San Diego-based Freedom is equipped with a partial surface warfare mission module and will be augmented with VBSS teams and helicopters to allow it to support maritime interdiction or noncombatant evacuation operations, he said.

Exercise planners have carved out more shallow operating areas for the ship geared to 'the way we believe with the surface package she will be utilized,' he told Navy Times. RIMPAC is expected to bring \$43 million to the Hawaiian economy, according to Pacific Business News.

The 20,000 to 22,000 sailors, soldiers, and airmen participating in this year's exercise will have opportunities to take leave and that means spending at Waikiki hotels, restaurants and local shops around Oahu, according to Pacific Business News, which pointed out that local food wholesalers and food service suppliers will also see a rise in business due to ships replenishing their supplies.

RIMPAC in recent years has had at least one unintended consequence: automatic garage door opening malfunctions across Hawaii. The interference happens every two years during RIMPAC exercises, according to Hawaii News Now--the US Navy uses a radio frequency that short circuits some remotes. **Source : Examiner**

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Seadrill buys harsh environment jack-up building at Jurong

Sembcorp Marine subsidiary, Jurong Shipyard Pte Ltd (JSPL) has signed a contract to sell an under-construction CJ-70 harsh environment jack-up drilling rig to a subsidiary of Seadrill Ltd. for \$356 million. The rig was originally ordered by Petropod of Norway, which went into liquidation last year. The sale price is based on the construction status of the rig, with delivery scheduled no later than end April 2011. On delivery, the rig will be on a five year charter to Statoil.

The CJ-70 harsh environment drilling rig is based on the proven MSC CJ-70 design. Suitable for operations in the Norwegian North Sea, the rig is one of the world's largest jack-up rigs, with each leg, including footings, measuring 205 meters in length. The unit has the ability to operate in water depth up to 150 meters and offers a higher variable

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deck load and a higher operating efficiency in comparison with previous jack-up generations. Its size allows for additional opportunities within such areas as logistics, well testing and early production.

Mr Wong Weng Sun, Managing Director of Jurong Shipyard said "This project is another significant milestone for Jurong Shipyard as rigs constructed for the North Sea are typically more challenging as it is one of the world's harshest offshore environments. This is a new foray for us as we are now making our presence in the Norwegian Continental Shelf, a quality-stringent area where high standards are applied. We have established a partnership for success with Seadrill, having successfully delivered three turnkey units of Ex-D Friede & Goldman deep-water semi-submersible rigs to Seadrill. We value our partnership with Seadrill and will continue to perform and build upon this success for the years to come."

Mr. Alf C. Thorkildsen, Chief Executive Officer of Seadrill Management AS said "We have selected a product and more importantly a shipyard that we believe in. I would like to congratulate Jurong Shipyard on this contract as we look forward to the delivery of the first of this class jack-up rig." **Source : MarineLog**



The "**Feng Long**" the latest 7025 mp cutter dredger after DFT test (dredge function test) ready for towing to Yingkou for dredge trials and delivery. **Photo : Cees de Vries ©**

\$536 million Transpetro order for new STX Europe Brazil shipyard

STX Norway Offshore AS and partner PJMR Empreendimentos Ltda have won contracts to build eight LPG carriers for Transpetro, the transportation subsidiary of Petrobras, at the new shipyard they are building shipyard in Fortaleza in Brazil's Ceara state.

The contract was signed July 9 by subsidiary Estaleiro Promar S.A , in which STX Norway Offshore AS has a 50.5 percent holding. It covers the construction of six fully pressurized LPG carriers (four of 7,000 cu.m cargo capacity and two of 4.000 cu.m capacity) and two semi-refrigerated units of 12,000 cu.m capacity each.). These vessels are part of the PROMEF 2, the second phase of Transpetro's Fleet Modernization and Expansion Program and are scheduled to be delivered between the third quarter of 2013 and the fourth quarter of 2015. STX Norway Offshore is developing the new shipyard in Brazil together with its Brazilian long-time partner PJMR Empreendimentos Ltda. STX Norway Offshore AS own 50.5% of Estaleiro Promar S.A. Roy Reite, President of STX Europe's Offshore & Specialized Vessels business area, says: "Today's order confirms our strong position in the Brazilian shipbuilding market. We have during the last 10 years developed a strong name together with our partners in PJMR and this is an important step in our further development and expansion in Brazil."

Estaleiro Promar and Transpetro are jointly applying to the FMM (Brazilian Merchant Marine Fund) to finance the project. **Source :** MarineLog

Hyundai Heavy Industries sets world record in shipbuilding

South Korean industrial giant Hyundai Heavy Industries (HHI) delivered its world record-setting 1,660th ship, the 22,500 m3 LPG carrier Gaz Providence, to Naftomar of Greece on June 29. HHI has retained its ranking as the world's No.1 shipbuilder in both quantity and quality. The new record was achieved after only 38 years since HHI entered the shipbuilding business in 1972, a company statement said, adding that the HHI's Shipbuilding Division alone has delivered 1,500 ships while its Special And Naval Shipbuilding Unit And Offshore and Engineering Division delivered 160. HHI has delivered diverse types of ships to more than 250 ship owners in 50 different countries with a total capacity of 94 million gross tons (gt). HHI expects to increase this record to the milestone 100 million gt within a year.

Source: SteelOrbis

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The **KRISTIN D** (ex Heerestraat 97-04, Jetstream 04-05, Seawheel Express 05-08) seen at the Dordste Kil

Photo : Bram Plokker (c)

\$23m-a-month bottleneck choking exports

MINING giant Rio Tinto has warned that a notoriously "underperforming" port in north Queensland won't be able to cope with coal orders.

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Despite promises by the Queensland and federal government to sort out the supply chain to the Dalrymple Bay loading facility, near Mackay, a confidential briefing for Rio Tinto's international management warns that the terminal's capacity will be short by up to 17 million tonnes of coal - worth billions of dollars at current spot prices - contracted to be shipped through it this year.

Fifty-one ships were lined up off Dalrymple Bay, queued for as far as the eye could see, racking up millions in demurrage costs. The queue has been around this level all year - down from a high of 78 last year - but the situation will get worse in the next few days as the entire railway system leading to the port closes down for upgrading at Queensland Rail's Jilalan shunting yard near Sarina.



Photo : Garry Luxton

Demurrage costs while ships wait at anchor can be up to \$15,000 per ship, per day or \$765,000 in total each day for the 51 ships off the port yesterday - making a total of \$23 million a month. The average ship is waiting 35-40 days, compared to 13 days off Newcastle in NSW, where the queue is down to 40 ships. Infrastructure Australia, the federal government's peak infrastructure adviser, is developing a strategy to reform the way ports are planned, managed and funded. A report is due to go to the Council of Australian Governments later in the year.

The Queensland government is reacting to pressure on Dalrymple Bay by looking at the possibility of a new coal port further north at Dudgeon Point, to be serviced by the same rail route. The government has endorsed proposals from Dalrymple Bay Management and the India-based Adani Group to develop a master plan for coal export facilities at Dudgeon Point.

Rio's Australian management is preparing advice for head office, including chief executive Tom Albanese and chairman Jan du Plessis, warning that a forecast 8 per cent increase in coal production in Queensland and NSW to meet explosive demand in China and India will overwhelm rail and other infrastructure, especially to Dalrymple Bay.

The briefing note also warns that all companies shipping coal out of Australia through the port are facing the prospect of an "allocation system", which determines the order coal is loaded on to ships, in the coming year.

Rio Tinto yesterday confirmed the veracity of the internal report but said some forecasts and findings were preliminary. The Australian has learnt independently that the "allocation system" was proposed last week by Dalrymple Bay port operators and the rail operators, and would constrain coalminers when they were looking to expand production.

The report specifically states that prospects for expansion of the company's Kestral mine in central Queensland are good because coal from this mine goes through the port of Gladstone, but the company claims that increased capacity at two other central Queensland mines is under threat because they ship coal through Dalrymple Bay. "Queensland ports are currently without an allocation system. There is a possibility that an allocation system may be introduced in 2010 in the Dalrymple Bay coal chain. Blair Athol and Hail Creek sales targets would be vulnerable if this occurs," the briefing says.

The Dalrymple Bay coal chain continued to "underperform", and would have capacity to carry only 68-71 million tonnes of the 85 million tonnes of coal contracted by Rio Tinto and other miners to be exported through the port.

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Many of the constraints this year have come from the rail system leading to the port, which was affected by bad weather. The government-appointed co-ordinator of the Dalrymple Bay coal chain, Ross Dunning, confirmed that an "allocation system" was being considered, but said it had only been proposed last week by the port and rail operators.

"It would have the effect of causing allocation to occur against known contracts," he said. Dalrymple Bay operated a queue management system until the start of last year, but the Australian Consumer & Competition Commission stopped the measure being continued as it claimed it was anti-competitive. But Mr Dunning said that by the end of September the new locomotives and new wagons should be operating and the system should then be capable of delivering 75 million tonnes per year. "The queue is much bigger than we'd like. Ideally, we'd like some bank of vessels and prefer the queue to be about 15-20 boats, but there have been some factors such as the weather which we couldn't control," he said. **Source : The Australian**



Heerema's **HUSKY** seen with the **HERMOD** under tow - Photo : Capt. Jan Berghuis ©

Maersk orders slow steaming kits for 34 more vessels

Here's another indicator that shipowners see slow steaming to save fuel costs as a long term proposition. A.P. Moller Maersk Group (APMM), one of the world's largest shipping companies, has signed a contract with Wärtsilä that covers the installation of Slow Steaming Upgrade Kits to 34 more large container vessels, following successful installation and testing on a sister vessels in late 2009.

The 34 ships to be fitted with the kits are powered by Wärtsilä RT-flex96C and RTA96C main engines with 10, 11 and 12 cylinders. They will be fitted by Wärtsilä as fully engineered solutions, with the company supplying all necessary material, labour, ship-specific engineering and full project management.

It is anticipated that as a result of installing the kits, these vessels will achieve fuel savings of between 3 percent and 7 percent with the engine running at low load. These savings are in addition to those attained through reducing speed to slow steaming operations.

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"During recent years we have been continuously looking into solutions that improve the overall fuel efficiency and emissions of our vessels," says Maersk Line VP Palle Laursen. "As operators and charterers of the world's largest containership fleets, we soon recognized the savings potential of optimizing ship speed, and we have been a forerunner in the wide implementation of slow and super slow steaming as a means for substantial fuel consumption and emissions reduction. The Wärtsilä Slow Steaming Upgrade Kit provides us with a solution for further fuel savings, while maintaining the necessary full operational flexibility of the ships. The contract for the upgrade kits is an important decision for us."



The **SVENDBORG MAERSK** seen at the Westerscheldt River

Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/orifocus/> ©

The fuel savings are achieved by cutting out one of the engine's turbochargers at engine loads of less than about 60 percent (this figure is valid for engines with three turbochargers), thereby providing greater scavenge air pressure for better combustion and optimal engine component temperatures. This cut out is controlled and fully automated. In addition to the fuel savings, this Wärtsilä solution provides full flexibility - with unrestricted operation from 10 percent to 100 percent load. The engine is not permanently derated, but retains full flexibility so that it can be operated at any time up to its full installed power for full sea speed. It also decreases the risk of engine fouling and excessive component temperatures.

The upgrade kit involves fitting shut-off valves in the engine's exhaust duct before the turbocharger turbine, and in the scavenge air duct after the compressor. The valves are remotely operated by a control system included in the kit.

The Upgrade Kit is available for most Wärtsilä RTA and RT-flex engines with multiple turbochargers. The achievable Break Specific Fuel Consumption (BSFC) figures are strongly dependent on the final NOX emission balances over the whole load range. For ships that must comply with the IMO NOX emissions regulations, the restrictions imposed by the emissions limits will be evaluated in each case and a customized turnkey package is then offered. Since its introduction in 2009, Wärtsilä has received orders for Slow Steaming Upgrade Kits for 47 vessels. It says the kits have already been installed in numerous vessels, with excellent results. A typical example is that of a larger container vessel, powered by a 12-cylinder Wärtsilä RTA96C with a 60,000 kW continuous rating output. On a roundtrip from Northern Europe to China and back, which takes eight weeks at a ship speed of 24 knots, the total main engine fuel savings for the roundtrip are in excess of 2,900 tons sailing at 20 knots. With the Upgrade Kit installed, the additional savings amount to 210 tons, which corresponds to approximately \$95,000 in additional savings on one roundtrip. At the same time, the CO2 emissions will be reduced by more than 9000 tons thanks to the reduced speed, and by an additional 650 tons using the Slow Steaming Upgrade Kit. **Source : MarineLog**



Brazil's port of Paranagua re-opens after injunction win

Brazil's second largest port, Paranagua, managed to resume operations on Friday after a court injunction overturned the suspension of the port. The Brazilian environmental agency, Ibama, suspended operations at the port of Paranagua, as well as its sister port Antonina, on Thursday, July 8, 2010 for nine hours, claiming "flagrant violation of the environmental law" and lack of a valid operating licence.

Ibama accused the port administrators of failing to comply with an environmental regulation agreement and repeatedly failed to meet deadlines for environmental impact assessments and accident emergency plans.

The closure affected 84 ships that were already in the port, or arriving. The closure came at a time where Brazil's ports were stretched to capacity. Paranagua is Brazil's largest soybean port. **Source: portworld.com**



The **STENA ANTARCTICA** seen arriving in Antwerp - Photo : Steven Oppeel – www.stevo.be ©

Falling freight rates hit SCI, private vessels largely insulated

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A recent and steep fall in freight rates has hit state-owned Shipping Corporation of India (SCI) much more than private lines. Rates for both dry bulk carriers and the tanker segment fell sharply in the past one and a half months. SCI is facing the heat due to its high exposure to the spot market. Private competitors such as GE Shipping, Mercator Lines and Essar Shipping are largely insulated, as they have most of their vessels chartered on long-term contracts, of about a year. Chinese demand for iron ore and coal, the key commodities for the dry bulk market, has slackened in recent weeks. Besides, many tankers have completed long-term contracts to store oil. Both markets have also seen significant ship deliveries impacting the overall supply of vessels. "It is bad," said K S Nair, director of the bulk carrier and tanker segment for SCI. "Freight rates are falling very badly now."

The company has 75 vessels, of which 18 are bulk carriers and 40 are tankers. It has its entire fleet of bulk carriers on the spot market and 40 per cent of the tankers. Freight rates for Capesize vessels, the largest dry bulk carriers, have fallen to \$23,000 a day from \$60,000 a day in mid-May. The Baltic Dry Index, the global benchmark for the freight rate of dry bulk carriers, was at 1,902 last Friday, from 4,209 on May 26, a 55 per cent fall in six weeks.

"In China, real estate demand is down, so they are importing less of iron ore for making steel and that is driving the demand downward for dry bulk carriers," said Param Desai, an analyst with Angel Broking.

The rate for very large crude carriers (VLCCs), the largest tankers, have fallen to \$20,000 a day from a peak of \$75,000 a day for one of the routes in early June. The Baltic Dirty Tanker Index, global benchmark for VLCC freight rates, dropped to 796 on Friday from 1,122 on May 20, a fall of 29 per cent in about 50 days. "Till last year, about six per cent of the world's fleet of tankers was used for storage purposes. As those tankers come out of contracts, supply of vessels are increasing in the market and that is pulling down the freight rates," said Desai. The stock of SCI rose two per cent in the past 45 days to Rs 160.5 a share on the Bombay Stock Exchange (BSE). The Sensex, benchmark index of the exchange, gained nine per cent to 17,833 in the same period. Private shipping companies are not hit much now, but as their contracts come for renewal, they will be affected. Essar Shipping has its seven dry bulk carriers and two tankers on a contract of over a year and that has protected it against the sharp fall. Its stock rose eight per cent to Rs 85.3 on the BSE in the past 45 days. "We have to wait and watch the situation to see where the freight rates settle," said A R Ramakrishnan, chief executive officer, Essar Shipping. "The new deliveries from the yards in 2010 and 2011 are expected to keep the rates under pressure."

Mercator, with 16 bulk carriers and eight tankers, has about 80 per cent of its fleet on contracts of over a year. Its stock was up by 7.2 per cent to Rs 47.6 in the past 45 days. Similarly, GE Shipping, with six dry bulk carriers and 29 tankers, has very limited exposure to the spot market. The stock of the company rose six per cent to Rs 300.2 a share in the past 45 days. **Source: Business Standard**



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MSC adds new call to Bushehr, Iran, on feeder service

GENEVA's Mediterranean Shipping Co (MSC) has revealed that it has added a feeder service call to Bushehr, in southwest Iran. The port will be served via transshipment at the Jebel Ali port in Dubai, with a one-day transit time from Dubai, reported American Shipper. Transit times from Europe are 18 days from Rotterdam and 27 days from Bremerhaven.

MSC also said it has added a Bremerhaven call on a service linking northern Europe with ports in Turkey. The new rotation is Le Havre, Felixstowe, Hamburg, Bremerhaven, Antwerp, Istanbul, Gemlik, Aliaga and Le Havre. **Source :** Schednet

Six-month throughput of China ports up 18.9%, to 3.89bn tons

Freight traffic volume through the ports in China rose in January-June 2010 by 18.9% from the same period last year, to 3.89 billion tons, the Ministry of Transport of the PRC statement said. Cargo turnover at the country's seaports gained 18.2%, to 2.67 billion tons, at the river port - by 20.5%, to 1.22 billion tons. Container trade of Chinese ports during the same period increased by 22.3%, to 68.7 million TEUs, including seaports, by 22.1% (61.8 million TEUs), and river ports - by 24.3% to 6.8 million TEUs. **Source :** PortNews

DONG Energy orders \$139 mln vessel from COSCO

Denmark's DONG Energy has ordered a new vessel specially designed for installing wind turbines at sea from China's COSCO Shipyard Group Co, the state-owned Danish company said on Monday. 'The contract has a value of \$139 million,' DONG Energy said in a statement.

The order was placed with COSCO Shipyard Group, a subsidiary of China Ocean Shipping Company (COSCO), by DONG Energy's A2SEA unit which specialises in installation of turbines at offshore wind parks. 'An increasing number of offshore wind projects in the near future will lead to even higher demands for installation vessels than already seen today,' A2SEA Chief Executive Jens Frederik Hansen said in a statement. 'Bringing down the installation time is an important factor in the ongoing work of industrialising the process to bring down the cost of constructing offshore wind farms,' DONG Energy said. The new vessel is expected to be delivered in the second half of 2012 and be named Sea Installer and will be designed to operate at water depths of up to 45 metres, DONG Energy said. **Source:** Reuters

Great Eastern Shipping unit ends contract for vessel

Great Eastern Shipping Co Ltd's Singapore unit has terminated a contract for its anchor handling tug supply vessel after selling it off, it said in a press release over the weekend. Anchor handling tug supply vessels supply oil rigs, tow them to location, anchor them up and may also serve as an emergency rescue and recovery vessel. It did not give reasons for selling the vessel or any financial details. **Source:** indiatimes

WESTERDAM DEPARTS CAPE TOWN BOUND FOR ROTTERDAM



HAL's **WESTERDAM** departed Cape Town at Monday heading for Rotterdam after embarking Dutch fans in South Africa for the World Cup. It was a perfect mid winter afternoon allowing her passengers to take clear pictures of Table Mountain and the Peninsula as she headed north. **Photo : Ian Shiffman (c)**



This "untitled" photo shows a crewmember onboard the **TSHD CRESTWAY** after biting his nails for 120 minutes and seen the results after the soccer final Holland – Spain.

Imtech: recovery of maritime market in Far East and Singapore

Imtech (technical services provider in Europe and on the global maritime market) is observing a recovery of the technological maritime market in the Far East and Singapore. Imtech draws this conclusion based on of the growing intake of orders in this region over the past few months. In this period, Imtech has obtained new orders representing a total value of 36 million euro. With a total of 10 local offices, Imtech has a strong position in this region and sees good opportunities for further growth in the near future.

Imtech CEO René van der Bruggen: 'I just came back from a visit to our key business locations in China and Singapore. The maritime economic climate is recovering there. This region is developing into an important centre for global shipping. In the first half-year of 2010, over 200 contracts for the construction of new ships were put on the market – considerably more than last year. With our main offices in Hong Kong, Shanghai and Singapore and six secondary offices in other maritime centres, we cover the market segments offshore and special vessels, work boats, container vessels, bulk carriers, luxury yachts and navy vessels. The combination of complex (tailor-made) technical total solutions, innovative technology in the area of automation, energy, navigation & communications, and proven technology ensures that Imtech can offer an extensive range of services to both Asian shipyards and Western owners who order their vessels to be built there. Imtech focuses on new construction and upgrading, maintenance and management in relation to a ship's total lifecycle. This year, we expect to cross the line of 100 million euro in order intake in this region for the first time, thanks to, among other things, the fact that the various offices work together more intensively and are able to realise the synergies of cross-selling.'

In the last quarter of 2009, particularly in Singapore, there was a recovery in oil and gas markets thanks to the demand for energy picking up in the Asian region. For example, Imtech received orders to supply technical solutions on board a Boskalis rock dumping vessel, an Acergy heavy-lift crane vessel/pipelayer, an offshore support ship owned by Drydocks World Singapore and various high-tech navigation & communications, hardware/software and telecommunications projects on board ships and offshore platforms owned by Gazflot, Noble Drilling, Saipem and Modec/Petrobas. Options have also been signed for multiple ships and platforms in the near future.

The Chinese demand for steel and iron have picked up considerably at the start of this year. Thanks to this growing demand, and the increase in global trade, the maritime container and bulk market is showing a recovery. Shipping traffic is increasing. For Imtech, this entails an increase in the number of orders for upgrading and a higher volume of maintenance orders. In addition, Imtech is active as a technology partner in the market for new construction, which is picking up at Chinese shipyards such as the Ouhua Shipyard, Dao Da Shipyard, Guangzhou Wenchong Shipyard, PACC Yeuxin Ocean Engineering Shipyard and the Fujian South East Shipyard. Besides navigation & communications technology, Imtech is also involved in a number of energy distribution programmes and 'green' technology.

The market for luxury yachts and navy vessels stays at the desired level for Imtech in this region, as is evidenced by orders to supply technology on board two 45-m long high-tech 'Porsche Design' catamarans in Vietnam, integrated platform management systems for two minesweepers of the Singapore navy and an order to supply spare parts to the South Korean navy.



The **SEATRADE** (ex **STENA SEATRADER**) seen moored in Igloumenitsa – Photo : Leo Varekamp (c)

NOAA cancels SWATH contract



NOAA's newest ocean and coastal mapping vessel, the SWATH **Ferdinand R Hassler**, was lowered into the water in Moss Point, Mississippi, on September 19, last year. After a winter of customizing with hydrographic equipment, **Hassler** was supposed to be ready for action in early 2010.

However, in a presentation on March 31, 2010, NOAA's Office of Marine and Aviation Operations said that "ongoing

construction issues have contributed to lengthy delays in delivery" and noted: "NOAA continues to work with primary contractor to expedite delivery." Tim Colton reports on www.coltoncompany.com that NOAA has terminated its contract with VT Halter Marine for the construction of the **Hassler**. A letter sent vendors by VT Halter on July 9 instructs them: "Effective immediately, you are to cease work of all subcontracted services per the termination for convenience clause of any open purchase order issued for the NOAA SWATH program." Source : **MarineLog**

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Ketelaarstraat 5c
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The **REM GAMBLER** seen moored in Stavanger – Photo : Anders Bohn Hansen (c)

Industry slams new Salazar drilling moratorium

Industry associations aren't ready to see new restrictions on offshore drilling announced today as anything other than a moratorium -- and one that API says "is not necessary for safety and will cost jobs, harm the Gulf region and weaken our nation's energy security." "If it looks like a moratorium, acts like a moratorium, and the effect is the same as a moratorium, it is a moratorium," says NOIA Chairman Burt Adams. API's President and CEO Jack Gerard offered this reaction to the new policy:

"It is unnecessary and shortsighted to shut down a major part of the nation's energy lifeline while working to enhance offshore safety. The new moratorium threatens enormous harm to the nation and to the Gulf region. It places the jobs of tens of thousands of workers in serious and immediate jeopardy and promises a substantial reduction in domestic energy production. No certain and expeditious path forward has been established for a resumption of drilling.

"The 33 now idle deepwater drilling rigs in the Gulf have passed thorough government inspections and are ready to be put back to work. The industry has been working extremely hard on all fronts to enhance safety - and will continue to do so. And the government has already imposed significant, additional safety requirements that are supported by the industry. A resumption of drilling would proceed only under the most intense and vigilant oversight.

"Eighty percent of the oil and 45 percent of the natural gas produced in the Gulf come from deepwater areas. The 20 most prolific producing blocks in the Gulf are located in deepwater. Deepwater is indispensable to a strong and secure energy future. The moratorium makes that future uncertain. "We strongly encourage the department to reconsider its decision and establish a process and timeline for putting our deepwater companies and highly skilled employees in the Gulf region back to work." The National Ocean Industries Association (NOIA) believes the drilling suspensions announced today "do very little to lessen the confusion and uncertainty surrounding offshore energy exploration in the Gulf of Mexico."

] "The practical effect is that whether you call this a suspension or a moratorium, there is not a clear path for deepwater exploration companies to follow, and until such a path exists, exploration is at a standstill and more jobs will be lost"

Now termed "suspensions" by the Department, the moratorium does not prohibit drilling specifically by water depth, notes NOIA, but rather prohibits drilling operations that use subsea blowout preventers (BOP) or surface BOPs on

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floating facilities until November 30, 2010. The suspensions do not apply to anchored facilities using surface BOPs. Such facilities are generally used in shallow water, which, says NOIA, "makes the new suspension glaringly similar, if not even more restrictive than the original moratorium. It is not immediately clear how many facilities will be impacted."

The new moratorium also leaves the door slightly ajar to the possibility of earlier removal of restrictions if industry provides assurance acceptable to the Secretary that adequate containment and response capabilities are in place. The problem for industry is that it is unclear what exactly it will take to convince the Administration that such capability exists.

In fact, NOIA, the American Petroleum Institute, the International Association of Drilling Contractors, the Independent Petroleum Association of America and the United States Oil and Gas Association and industry have joined together and convened task forces to address these very issues on containment and spill response. At this time, the Department of the Interior has not indicated how it will work with these task forces to assure that all information useful to them will be made available. NOIA and its members stand ready to provide assistance and suggestions outside the courtroom to find a safe and sensible solution. We welcome the opportunity to provide constructive input to the Department during their upcoming meetings with industry.

"The practical effect is that whether you call this a suspension or a moratorium, there is not a clear path for deepwater exploration companies to follow, and until such a path exists, exploration is at a standstill and more jobs will be lost," said NOIA Chairman Burt Adams. "If it looks like a moratorium, acts like a moratorium, and the effect is the same as a moratorium, it is a moratorium."

Today's announcement also fails to mention the legally challenged moratorium currently under appeal. "At least for the sake of some clarity, the Administration should only have one moratorium in play at a time," said Adams. "It's the classic shell game. The Administration keeps moving the shells around, only to reveal a new moratorium under the shell that is picked. However, in this case, there appears to be a moratorium under every shell."

The bottom line is that as long as there are lengthy delays and confusion a de facto moratorium exists and jobs continue to erode in the Gulf of Mexico, which is already reeling from the other economic effects of the spill. Meanwhile, members of NOIA and the oil and gas industry as a whole have been working tirelessly to assist in the containment and clean up of the oil since April 20. In addition, the industry has done a top to bottom review of safety procedures to guard against a similar accident now and in the future. As part of this top to bottom review, industry has voluntarily suggested additional safety checks and backups to regain the public's confidence in offshore exploration.

NOIA says "there was another path, a path for the Administration to constructively sit down with the oil and gas industry, not under the shadow of either a suspension or moratorium, and reach a sensible agreement that would allow exploration to proceed in the safest possible manner. However, it appears that the desire to reach an amicable solution is not as appealing to the Department as the urge to install another political moratorium, which may invite continued legal challenges, and continue to appeal the existing moratorium." **Source : MarineLog**

OLDIE – FROM THE SHOEBOX

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Above seen the **HOLY TRINITY** , built in 1950 as the **ASSYRIA** at the Swan Hunter shipyard in the UK, with a length of 155.1 mtr and beam of 19.5 mtr the vessel was steam turbine powered with a maximum speed of 15.5 knots, she was renamed during 1963 in **LAERTIS**, 1970 in **HOLY TRINITY** and in 1972 she got her final name **DROMON**, she was finally scrapped during March 1974 in Shanghai by China National Metals & Minerals

Photo : Harry Stott (c)

.... PHOTO OF THE DAY



The **INSIGNA** seen departing from Rotterdam – Photo : Frits Janse (c)

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