

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 196



Number 196 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 15-07-2010**

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The SEVEN PELICAN seen entering the Ijmuiden locks outward bound from Amsterdam after a maintenance period at the Shipdock facilities
Photo : Joop Marechal (c)

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The **MSC LEA** and **MSC MAUREEN** seen passing each other at the Westerscheldt River
Photo : Frans Velthuisen (c)

Kustwacht in actie

Een superrhib van de Kustwacht voor de Nederlandse Antillen en Aruba heeft drie agressieve bemanningsleden van een verdacht vaartuig aangehouden en aan de politie overgeleverd voor nader onderzoek.

De rhib kwam in actie nadat het Dash 8 maritiem patrouillevliegtuig ten oosten van Curaçao het verdachte vaartuig had waargenomen en vermoed werd dat de opvarenden iets schuilhielden onder het zeil. Dat bleek inderdaad het geval te zijn: onder het zeil werd een aantal varkens aangetroffen. De kapitein had hiervoor geen vergunning. De situatie dreigde te escaleren toen de agressieve bemanningsleden de superrhib van de Kustwacht wilden tegenhouden. De medewerkers van de Kustwacht konden de situatie stabiliseren en de drie bemanningsleden aanhouden. De varkens zijn in beslag genomen aangaande het onderzoek.

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De superrhib van de Kustwacht werd zaterdag ook ingezet om een vissersbootje en motorboot bij te staan. Het vissersbootje, de **'Greta'**, kampte met motorproblemen. De Kustwacht kon het bootje weer veilig de haven Marina Pirata van Aruba binnenslepen. De motorboot **'Four Moon'** had zaterdag eveneens motorproblemen en dobberde in de buurt van Blauwbaai nabij Curaçao rond. De superrhib werd erop uitgestuurd en sleepte het vaartuig naar de wal. Ook in de buurt van het Spaanse Water kwam de Kustwacht in actie. Dat gebeurde in samenwerking met het stationsschip **Hr.Ms. Van Amstel**. Het betrof een omgeslagen zeilboot. Met behulp van de rhib van het marinefregat kon de catamaran weer snel zijn reis hervatten. **Bron : Amigoe**



The **FAIRPLAY 27** seen operating in the port of Rotterdam – **Photo : Rik van Marle (c)**

BP places new cap on leaking well

BP has succeeded in installing a new cap on the riser of the leaking **Deepwater Horizon** well. The three ram capping stack was installed on the **Deep Water Horizon LMRP** at 7 p.m. CDT. The stack completes the installation of the new sealing cap.

Following installation of the capping stack and in line with the procedure approved by the National Incident Commander and Unified Area Command, the well integrity test will begin July 13 on the MC252 well.

For the duration of the test, which will be a minimum of 6 hours and could extend up to 48 hours, the three ram capping stack will be closed and all sub-sea containment systems (namely, the **Q4000** and **Helix Producer**) will be temporarily suspended, effectively shutting in the well. BP says "it is expected, although cannot be assured" that no oil will be released to the ocean for the duration of the test.

This will not however be an indication that flow from the well bore has been permanently stopped. Information gathered during the test will be reviewed with the relevant government agencies including the federal science team to determine the way forward. Options include reinstatement of containment as well as extending the test duration beyond 48 hours.

National Incident Commander Admiral Thad Allen says the measurements that will be taken during this test will provide valuable information about the condition of the well below the sea level and help determine whether or not it is possible to shut the well for a period of time, such as during a hurricane or bad weather, between now and when the relief wells are complete.

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Admiral Allen has reviewed the protocols for this test, in consultation with the government science team. The test will likely last anywhere from 6-48 hours or more depending on the measurements that are observed. BP will be in regular contact with the government during the test, and the government will halt the test if the risks of doing further damage to the surrounding formation are significant.

BP says the sealing cap system never before has been deployed at these depths or under these conditions, and its efficiency and ability to contain the oil and gas cannot be assured. The **Helix Producer** containment system started operations on July 12. The **Q4000** containment system continues to capture oil and gas from the MC252 well and flare the hydrocarbons safely at the surface

Relief well operations continue throughout this period and, says BP, remain the sole means to permanently seal and isolate the well. **Source : MarineLog**



Cobelfret's **VESPERTINE** - Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/orifocus/> ©

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French shipping giant rules out Qatar bid

The debt-ridden French shipping giant CMA-CGM ruled the Gulf investment group Qatar Holding out of the running to help it recapitalise. "Their conditions were too hard," said the chairman of CMA-CGM's board, Jacques Saade, referring to the bid by the Gulf royal family's investment arm Qatar Holding to buy a stake in the French company from his family.

Another investor, the US group Colony Capital, also dropped out of the bidding, added Saade, whose family controls the Marseille-based company, the third-biggest container shipping line in the world. He said however that CMA-CGM still aimed to complete its recapitalisation by the end of July with the help of the French state-backed Strategic Investment Fund and another investor, whom he did not name. "Results for the first half (of 2010) will be positive and will largely make up the loss recorded in the first half of 2009," Saade said. He was speaking in the northwestern

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French port of Le Havre at the launch of a huge French container ship, christened the Christopher Columbus. CMA-CGM's debts are estimated to reach \$5.3 billion (4.2 billion euros) this year. **Source: i-Net-Bridge**



Dockwise **TERN** arrived in Rotterdam-Caland canal loaded with 2 barges from China
Photo : Jan Oosterboer (c)

Maritime body condemns Canada's new Arctic shipping rules

The federal government's tough new rules regulating Arctic shipping have drawn fire from the largest international association of maritime cargo carriers, which describes the mandatory registration system introduced by Canada on July 1 as "drastic" and a potential threat to the long-standing "right to innocent passage" on the world's oceans.

BIMCO, the Denmark-based Baltic and International Maritime Council, includes firms accounting for 65 per cent of the world's cargo.

The organization says Canada ignored its request earlier this year to have the proposed new Arctic regulatory regime vetted first by a committee of the International Maritime Organization, which oversees global shipping traffic.

"There will be compliance, and we are very much in favour of everybody contributing to a very safe environment in these Arctic waters," said Michael Lund, BIMCO's chief international affairs officer. But he added that the new Canadian regime appears to conflict with some key principles that have guided international shipping in the past and that "we would have liked to see this go to the IMO" before Transport Canada implemented the new rules this month.

"Mandatory ship reporting systems represent an administrative burden to the ship's crew that can have safety implications," BIMCO argued in a submission on the new rules sent to Canadian officials in February. Noting that an expansion of the geographical area covered by the new regulations "appears drastic," BIMCO also raised concerns that the blocking of any vessel deemed to be violating the rules "could be seen as effectively interfering with the right to innocent passage for ships as ensured by UNCLOS," the United Nations Convention on the Law of the Sea.

Lloyd's List, the main source for international shipping news, recently published articles airing BIMCO's concerns and quoting Transport Canada's response that "the waters in question are within the exclusive jurisdiction of Canada and there is no legal obligation to seek approval from the IMO." The bolstered ship-tracking regime — which replaces the much-criticized NORDREG voluntary registration system for vessels travelling through the Northwest Passage and other Canadian Arctic waters — was unveiled in February and announced again in June by Fisheries Minister Gail Shea at a news conference ahead of the July 1 implementation date. "Our government and Prime Minister Harper have always

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asserted that a strong and sovereign Canada depended on a healthy, prosperous and secure North," Shea said at the time. "The world has their eyes set on the unprecedented economic growth opportunities, in particular in the mining, and oil and gas sectors," she added. "We can all expect this to mean more shipping in the Arctic." Along with making registration with federal officials mandatory for any ship greater than 300 tonnes travelling through Canada's Arctic waters, the new rules are part of a broader assertion of Canadian authority over northern shipping that has extended pollution-control limits and other laws to 200 nautical miles offshore from 100 nautical miles.

U.S. not keen on new rules

A senior Transport Canada official acknowledged at the time that the U.S. gave a lukewarm response to the new regime, raising concerns that the stricter regulations could unnecessarily impede ship movements. "The U.S. has sort of a mixed view of it," the official stated last month. "They recognize for the purposes of pollution prevention and safety of navigation, that such measures are a good idea. On the other hand, they do like to maintain the freedom to navigate. They're keen about that — they have a large navy." University of British Columbia professor Michael Byers, an expert in international law and Arctic geopolitics, said while the new mandatory ship-tracking system is highly laudable, he is concerned Canada may have provoked an unnecessary backlash by failing to prepare the global industry for the regulatory changes. "In international law, it doesn't matter what BIMCO thinks, since only nation states — acting collectively — can make or change the rules," Byers said. "But industry pressure can influence the positions taken by the major shipping states, including the U.S., Panama, Germany, South Korea, China and Japan."

Source: nunatsiaqonline.ca



The **PANDA PG** seen moored in Bonaire – Photo : Henk Ram (c)

Shallow water industry also hit by drilling moratorium

Members of the Shallow Water Energy Security Coalition issued the following comments regarding the Department of Interior's new moratorium blocking deepwater drilling in the Gulf of Mexico (GOM) through November 30, 2010.

Randy Stilley, President and Chief Executive Officer of Seahawk Drilling, Inc., noted: "Today, the Department of the Interior announced new deepwater driller suspensions. In the course of the announcement, Interior said shallow water drilling activities can 'continue to move forward' if operations are in compliance with safety and environmental regulations. However, the reality is that permits for shallow water drilling are not proceeding despite the widespread

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efforts being made by the industry to honor the letter and spirit of new Interior regulatory standards as reflected in Notices to Leasees, or NTLs.

"Part of reason for a lack of permits may be that Interior's BOEM has been vague regarding its compliance expectations under its environmental NTL, resulting in no new permits being granted since that NTL was issued. This is true even for low risk reservoirs with known characteristics. BOEM must be clear in the guidance it offers and stick to it."

Jim Noe, Senior Vice President and General Counsel of Hercules Offshore, also stated: "To date, and despite assurances from the White House and the Interior Department, about one-third of the shallow water fleet has been idled by the application of what can only be called a de facto moratorium. Unless Interior changes course, and matches their action with their rhetoric, another third of the fleet will be idled and thousands more workers will be furloughed within the next few weeks." **Source : MarineLog**



The **DOLE AFRICA** seen at the Westerscheldt River – **Photo : Frans Velthuisen ©**

A.P. Moller-Maersk completes sale of Norfolkline



A.P. Moller-Maersk completed the sale of its roll-on, roll-off freight shipping company Norfolkline to Danish shipping line DFDS on July 12. At the same time, Copenhagen-based Maersk acquired 31.3 percent of DFDS.

Photo : Adrie Lokker ©

Maersk announced in December the sale of Netherlands-based Norfolkline to DFDS for \$425 million in cash and shares subject to approval from European Union regulators and the ability of DFDS to raise financing for the acquisition.

The EU cleared the deal in mid-June and DFDS Monday raised \$94 million from a share issue to complete financing for the transaction. Maersk said the sale is not expected to have a significant impact on its 2010 earnings. DFDS has now become an associated company of A.P. Moller-Maersk. The merged company will rank as northern Europe's biggest freight ferry operator with a route network stretching from Russia to Ireland, a fleet of 73 ships and around 6,200 employees. **Source: joc.com**

Frans Van Seumeren buys stake in Barge Master

Frans van Seumeren has purchased a stake in Barge Master Holding bv. Van Seumeren explains: "Barge Master develops and produces motion compensated platforms for offshore lifting operations. This company can help solve the age-old problem of sea-induced motions during offshore installation work. I have great faith in this company as it allows for two crucial aspects of offshore work: increased safety on board and a larger weather window for lifting operations."

Van Seumeren will chair the Supervisory Board. The Management Board will continue to be formed by the founders of Barge Master, Koppert and Van den Bos. Barge Master develops and produces wave compensated platforms for the marine and offshore / near shore construction industry. **Source : barge-master**



The **ZEUS** seen in Cape Town – **Photo : Ian Shiffman ©**



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T&T BISSO SALVAGE ASIA DIVERS COMPLETED TRAINING COURSE



In Singapore the diving team of **T&T Bisso Salvage Asia** completed last Monday successfully their **"IN WATER SURVEY"** training course, this training is necessary to conduct official **"in water surveys"** for classification societies around South East Asia.



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Search launched for missing person in the Channel

A huge search was launched in the Channel last Monday for a missing person thought to have fallen overboard.

The search, led by France-based Cap Gris Nez Coastguard, follows a report that someone was in the water, in the middle of the Channel. The man was believed to have fallen from P&O's **Pride of Calais** ferry but investigations established all passengers were accounted for. Two ships nearby, another P&O ferry the **Pride of Canterbury** and **SeaFrance Berlioz**, also had all their passengers aboard. The search has now been called off. **Source : kentonline**

Teen tourist killed in U.S. Virgin Islands shooting crossfire

A 14-year-old cruise passenger was killed in a crossfire Monday as she rode on a tour bus on the U.S. Virgin Islands, police said. Authorities said the shooting happened just before noon in the Coki Point area of St. Thomas. They found the girl wounded on the bus and a man who had been fatally shot in the street, police said in a statement. She was identified as Liz Marie Perez Chapparro of Puerto Rico by the U.S. Virgin Islands Department of Tourism.

Chapparro was taken to a hospital, where she died from her injuries, police said.

The shootout between the unidentified man and the driver of a red Honda occurred at the funeral of Joseph Ferrari, who was shot to death at a mall parking lot on June 29. The driver in Monday's shooting ran away from the scene, police said. Three others were arrested as police searched the area. Police said they found ammunition on the dead man's body.

Chapparro's family immediately flew home to Puerto Rico, the tourism department said. **Source : CNN**

CASUALTY REPORTING

Two injured in fire on Singapore tanker

Two Myanmar nationals suffered severe burns and one of their countrymen is missing after a Singapore-flagged chemical tanker they were on caught fire on Monday, maritime officials said. The accident happened in waters off Malaysia's eastern Pahang state in the South China Sea, the eastern region head of the Malaysian Maritime Enforcement Agency, Syed Mohamad Fuzi Syed Hassan, told state news agency Bernama.

"The incident occurred as the Singapore-flagged ship was travelling from Vietnam to the Kuantan port with the fire breaking out when the crew were carrying out cleaning operations," he told Bernama. Although the fire was put out quickly on the ship with 22 crew members, Syed Mohamad Fuzi said two were badly burnt while a third was believed to have fallen overboard. He said three search-and-rescue ships were patrolling the vicinity in an attempt to find the missing seaman while a helicopter was sent to bring the injured crew members ashore. **Source: AFP**

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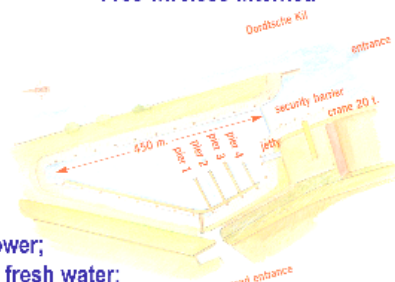
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NAVY NEWS



The **P 6130 HYANE** seen at Kiel – **Photo : Cor van Niekerken (c)**

SHIPYARD NEWS

T&T Shipbuilding & Repair strategic plan submitted to GORTT

The Trinidad and Tobago Shipbuilding and Repair Cluster, an initiative of the Ministry of Trade and Industry (MTI), Government of the Republic of Trinidad and Tobago (GORTT) recently submitted its Strategic Plan for the development of the domestic ship repair and shipbuilding industry to the new Minister of Trade and Industry, the Honourable Stephen Cadiz and to other relevant government ministries.

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It is anticipated that this strategic plan would assist the new government to help formulate its diversification plans in the upcoming national budget. Maritime development is mentioned in the Manifesto of the People's Partnership, as one of the targeted areas for diversification of Trinidad and Tobago's economy. The strategic plan highlights the recent possibility of utilizing the newly built 300 metre (former ALUTRINT) deepwater dock, located in La Brea, south-western Trinidad. This dock has sufficient water depth of 12 metres capable of repairs and service to large Panamax-sized ships, adjacent to where offshore oil and gas platforms are currently being built at the Trinidad Offshore Fabricators Company (TOFCO) shipyard. Included also, are a number of recent enquiries received to date which includes the wet-docking of a 116 metre DP2 reeled-pipelay barge from Texas, United States of America and the dry-docking of a 121 metre Liquefied Gas Carrier for Bernhard Schulte Shipmanagement. This goes to support the above mentioned diversification programme.

According to Wilfred de Gannes - S&R Deputy Leader, "Our country can look to become the Singapore of the west, which at present has 20 percent of the global repair and conversion market share for ocean going vessels due to their strategic geographic location." Mr. de Gannes goes on to state "with a total of 80 licensed ship yards and the employment of some 141,000 maritime workers, Singapore's shipyard and offshore sector today contributes some US\$9.4 billion to their economy." **Source: Trinidad and Tobago Shipbuilding and Repair Cluster**

New drydock to be set up in Chittagong

A new drydock will be set up for building modern ocean-going vessels on an area of 17 acres of land of the Chittagong Drydock Limited (CDL) at Patenga in the port city for building modern ocean going vessels. The process for appointment of a consultant has started as per a decision of the Parliamentary Standing Committee on Shipping Ministry (PSCSM), considering huge potentiality of exporting ocean going vessels to the world market, CDL officials said here today.

They said facilities for building ocean going vessels up to 10,000 tonne weight were now available at the CDL yard. The CDL authorities want to expand and modernize these facilities and they have already submitted a proposal to the concerned ministry in this connection. Engineer Enamul Baki, Managing Director of CDL, told BSS that the standing committee at a recent meeting recommended for establishing another drydock for building ocean going vessels for exports. The CDL officials said a plan for setting up the second drydock for building new vessels and renovating the old ones was taken after the War of Liberation.

The ECNEC during the Bangabandhu's government approved the project on February 20, 1975 in this regard. But, they regretted, the project was shelved through a planning commission meeting held in November, 1979.

The officials said many local and foreign companies have already communicated with the CDL and the shipping ministry showing their keen interest in investing Taka 150 to 200 crore to set up a ship yard on that land under a joint venture. The standing committee at a joint meeting with the shipping ministry recently recommended that the ministry would expand the CDL through the Public-Private Partnership (PPP) rules and it would build new ships for export after carrying out the BMRE very soon. The meeting held late last month urged the concerned ministry to take steps on emergency basis for setting up another shipyard on the CDL land for building and renovating modern vessels.

Earlier, a three-member parliamentary sub-committee submitted a report to the standing committee in January this year recommending to build another drydock at the CDL area as the demand for ocean going vessels increased in the world market. The officials said possibility of exporting modern vessels by Bangladesh got up as many vessel exporting countries in Asia including China, Vietnam, India, Korea and Singapore stopped receiving orders to build new vessels till 2014. Engineer Baki said the establishment of new drydock and BMRE is under active consideration of the government. **Source : PortNews**



The **COSCO TAICANG** seen in Felixstowe – Photo : Krispen Atkinson ©

Aker Philadelphia Shipyard Launches Tenth Product Tanker

The tenth Veteran Class MT-46 Product Tanker is the fourteenth vessel built by the shipyard

Last Saturday, Aker Philadelphia Shipyard, a leading U.S. commercial shipyard, launched Ship 014, the tenth product tanker in a series of 12 to be completed in 2011. The 46,000 dwt vessel was floated off of its blocks and was transferred by tug from the Building Dock to the Outfitting Dock, where it will remain for the next few weeks as it undergoes continuous testing and commissioning in preparation for its upcoming sea trials.

When completed, the 600 foot long vessel, to be named the **Overseas Anacortes**, will be sold to American Shipping Company and bareboat chartered to OSG America for use transporting petroleum products.

The vessel is scheduled to be completed in the third quarter of 2010 and will join its nine sister ships in transporting petroleum products for the Jones Act.

Abu Dhabi Ship Building to pursue military contracts

Abu Dhabi Ship Building (ADSB) is campaigning for new military ship orders in the Gulf and North Africa after delivering a 42-metre landing craft to the Bahrain Royal Navy yesterday, the company says.

The Musaffah-based shipbuilder and repair yard has now delivered three of the four landing craft ordered by Bahrain in 2008 in a multimillion-dollar contract comprising two 16-metre boats made of composite materials and two of the 42-metre steel vessels. The final ship is scheduled to be delivered by the end of the year.

The order highlights ADSB's growing involvement in new lightweight shipbuilding materials, such as composites and aluminium, while maintaining its capabilities in steel-hulled vessels.

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"We are very happy with the trust placed in us by the royal navy of the kingdom of Bahrain," said Homaïd al Shemmari, the chairman of ADSB. "Our focus is the Middle East and North Africa and there are a few countries such as Qatar, Kuwait, Algeria and Libya in which we have active campaigns."

ADSB is the only military shipbuilder in the region and competes against yards in North America and Europe, as well as rising Asian counterparts. ADSB has been able to compete with rivals on pricing because of its lower cost base in Abu Dhabi, officials said. It was created in 1996 with the help of the US-based Newport News Shipbuilding.

The firm has 54 vessels on order for local and foreign customers, including **six Baynunah-class** corvettes, two naval landing craft, 32 so-called fast interceptor composite boats and **12 Ghannatha-class** fast fighting boats, in addition to tugs and workboats.

It plans to deliver a total of 10 vessels this year, including the first six interceptors to the UAE's Critical National Infrastructure Authority. Officials from the Bahraini navy said they planned to use the landing craft for logistical support for the 33 islands in the kingdom. The ship has a payload of 180 tonnes of deck cargo, as well as being able to carry 120 cubic metres of water and 60 cu metres of fuel.

In the next 20 years, more of these types of ships will be made of the lighter materials and ADSB is getting ready, Mr al Shemmari said. "Over time you'll see that bigger and bigger boats that will be made in aluminium and composites," he said. **Source : The National**



The **Volvox Olympia** seen on Eldock - **Photo : Willem Kruk ©**

NASSCO And Union Officials Speak Out About Layoffs

NASSCO, the last major shipbuilder on the West Coast, has announced the layoff of about 300 workers and 270 subcontractors. It's bad news for the San Diego economy, but not as bad as the 11-hundred workers NASSCO said it might layoff last Spring. We'll hear the reasons for the layoffs and how the rank and file is taking the news.

MAUREEN CAVANAUGH (Host): I'm Maureen Cavanaugh, and you're listening to These Days on KPBS. On Monday, hundreds of shipbuilders at NASSCO got the bad news they'd been waiting for. Workers had been put on notice from unions and company officials to expect layoffs. This spring, NASSCO said it might lay off more than a thousand workers. As it turns out, the news wasn't quite that bad. About 560 workers and subcontractors were let go. But losing that many jobs at a time of 12% unemployment in California is a very big deal. We have two guests joining us to talk about the layoffs at NASSCO. First, I'd like to introduce Karl Johnson, he's shipyard spokesman and director of Communications for General Dynamics, the parent company of NASSCO. And, Karl, good morning. Thank you for being here.

KARL JOHNSON (Communications Director, General Dynamics): Good morning, Maureen.

CAVANAUGH: Why is NASSCO laying off workers at this time?

JOHNSON: Well, as you alluded to, yesterday was a bittersweet day for the NASSCO team. We had to lay off 290 of our fellow co-workers and along with that we've eliminated 270 subcontractor positions. But the silver lining is that we were able to preserve 600 jobs that we thought, back in May, we may have had to eliminate. So what has led us to this point, real succinctly, is the shipbuilding markets that NASSCO addresses—we build cargo ships—those markets for the government and for commercial shipping have been in a downturn and so we are just feeling the economic effects of that today that's been hitting other industries for quite some time.

CAVANAUGH: As you say, Karl, that NASSCO estimated it might have to layoff as many as 1150 employees when that notice went out earlier this year. What happened to reduce that number? What did the company do to bring that number down?

JOHNSON: Well, as you might expect, the rules of when you conduct layoffs and how you conduct them led us in May to take a very cautious view. And we thought it the best thing to do was to give notice to 900 of our employees that they could lose their jobs, plus alert our subcontractors that we were eliminating positions. It wasn't until about two weeks ago that given the rules for conducting layoffs in our own collective bargaining agreements with our unions that we were able to settle upon the final number. And, again, we were able to preserve about two-thirds of the jobs that we thought we were going to lose in May and, unfortunately, we lost a few more subcontractor positions. But this really puts us in a good position for continuing shipbuilding and ship repair work in the future.

CAVANAUGH: Right, now NASSCO, anyone who's lived in San Diego for a while knows that, you know, there are these cyclical layoffs. Is there anything different about this particular layoff?

JOHNSON: Well, there wasn't anything in particular other than what I described before, the downturn in the commercial, particularly for NASSCO, and some delays in government shipbuilding, plus we had seen some fluctuations in ship repair work that we, frankly, did not anticipate would happen. And so all of those things all combined led us to, unfortunately, make the very tough decision to let some of our highly-skilled, highly-trained shipbuilders go.

CAVANAUGH: Karl, you've been quoted as saying that shipbuilding is a lagging indicator of the economy. Why is that?

JOHNSON: Well, as you might expect, when the economy turns down, orders for goods from our global trading partners go down. And so the need for ships goes down, and the ships that are currently in the fleet are put into inactive status. Well, a couple of years ago NASSCO had shipbuilding contracts to build a lot of ships. It takes time to build ships. And so just as those orders are starting to dry up, we are still building ships. And, unfortunately, right now,

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it looks as though, knock on wood for everyone, that the economy's starting to turn and maybe going into positive territory and we're just kind of caught in that last car of the train here.

CAVANAUGH: Now, obviously if there are layoffs as you're describing here, it means that business is not booming. But I'm wondering, how is NASSCO doing financially? Is the company itself struggling?

JOHNSON: Well, I would tell you that we still have ships to build here at NASSCO. We still have a commercial tanker to build and deliver this year. We have four Navy ships that we will build through the end of 2012. And, plus, the Navy has given the shipyard a design contract for the – for a new class of Navy ships, a ship that they've never had before. And so we look forward to building those types of ships in the future. So right now, things are a little tough, and especially tough for the workers that had to leave our team but there is some hope on the horizon for the NASSCO team.

CAVANAUGH: And is there any project on the horizon that could bring the shipbuilders back to work at NASSCO? I'm thinking I read something about a bid that NASSCO is putting in for a new project.

JOHNSON: Sure, that's the new Navy ship that we have in the design phase. That ship program could bring construction of three ships, the first of which could start next summer. There are certainly opportunities for NASSCO to address modernizing the commercial fleet, that there are several laws on the books that require double-hulled ships that carry petroleum products, ships that reduce their emissions for environmental controls, and those are markets that NASSCO can address. But right now, we're just waiting for those ship owners and ship buyers to come and place those orders.

CAVANAUGH: And do you hold out some hope that the workers who were laid off will return to NASSCO? Is that the company's hope?

JOHNSON: Well, certainly these are very highly-skilled, highly-trained ship builders and our hope is, is that the – our outlook turns and we can regain some of those team members that we lost.

CAVANAUGH: Well, I want to thank you so much for speaking with us today, Karl. Thank you.

JOHNSON: You're very welcome, Maureen.

CAVANAUGH: That's Karl Johnson, shipyard spokesman and Director of Communications for General Dynamics, the parent company of NASSCO. And right now I'd like to welcome Robert Godinez. He's president of the Shipyard Workers Union Local 1998, and international representative of the Boilermakers Union. Robert, welcome.

ROBERT GODINEZ (President, Shipyard Workers Union Local 1998): Good morning, Maureen.

CAVANAUGH: Now yesterday was a sad day but not really an unexpected day for workers at NASSCO. How did the union try to prepare workers for this layoff?

GODINEZ: What we did is we started to notify them almost a year in advance where we saw that the commercial market was drying up. We started to hand out literature at the shipyard periodically, monthly, weekly, just informing them that this was what we could see just by the workload. And then we also started to advise them that the union would be actively looking for work for them if they wanted to be placed somewhere else. And we would also prepare a team to help them with their financial situations, with their health insurance situation, with their changes in lifestyle.

CAVANAUGH: Right. What did you advise the workers themselves to do to try to get ready?

GODINEZ: The advice we gave them is to be conscious that this is going to happen and, you know, every employee has different needs and the best way is to let them know this is what's going to happen. And then you leave it to them to make a decision as to how they prepare themselves. We look at the large group and we say, look, we know that their health insurance is going to end, we know that their 401(k) loans are going to be due, we know that – and so we're going to prepare our team to make sure that we address those needs for those workers.

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CAVANAUGH: Now about 290 actual workers at NASSCO were laid off in this round of layoffs. Did you think more workers would lose their jobs?

GODINEZ: Yes, and I believe it still can happen.

CAVANAUGH: Okay, so you don't think this is the last we're going to hear about layoffs at NASSCO?

GODINEZ: I believe it's not the last.

CAVANAUGH: Well, why do you say that?

GODINEZ: Because the market in the commercial has – will dry up completely by the end of the year and all we'll have is the repair work and the Navy work. And repair fluctuates, and when it fluctuates they have to lay people off and then when it comes back they recall them. And the company cannot sustain a workload consistently. It has to go up and down when a lot of the work they perform is repair work.

CAVANAUGH: I'm speaking with Robert Godinez. He's president of the Shipyard Workers Union Local 1998. I wonder, Robert, what are the job prospects for the men and women who've been laid off who have these specific skills?

GODINEZ: Well, their best method to be reemployed is to seek work at other shipyards. We are part of the Boilermakers International Union and the Boilermakers represents the majority of the shipyards throughout the United States. So we've contacted the shipyards and we're aware that there is work available in a few other shipyards, and by the end of the week we'll be sending out letters to our members to – if they're interested to be reemployed at other shipyards.

CAVANAUGH: So you expect some of – at least some of these workers to be moving away from San Diego?

GODINEZ: Yes. Unfortunately, you know, that's where they can immediately, you know, put their life back together.

CAVANAUGH: Right. How do you think NASSCO handled the layoffs, Robert?

GODINEZ: Well, they did what they needed to do as far as the WARN Act, the requirement to notify the employees of a layoff 60 days in advance. And, you know, they complied with that. You know, it's not NASSCO's fault. You know, it's – You know, I think the problem is the ship owners not able to obtain government-backed financing to build commercial ships is the problem when it comes to the commercial market. So I think NASSCO did pretty good. The only drawback that we get is the employees feel a little wronged when they see subcontractors still working. And, in fact, today there was 40 more subcontractors that came in. Yesterday they laid off 560 total employees and today they brought in 40 subcontractors. And, you know, that hurts. It hurts because the people that are there at NASSCO see what's going on and the people that left also know what's going on and, you know, we're supposed to be a family there. You know, we're supposed to work together.

CAVANAUGH: Right.

GODINEZ: And those jobs should be permanent jobs and they should belong to the people that are NASSCO employees, not people that are coming from out of state or, you know, subcontracted out.

CAVANAUGH: Robert, my last question to you, it sounds since you are expecting a round of new layoffs that I wonder if you hold out a lot of hope for this mobile landing project that I was talking to – with Karl Johnson, this new project by the Navy, do you think that some of the NASSCO workers may be rehired because of that?

GODINEZ: Oh, absolutely. I strongly feel that the marine landing platform will bring back the majority of the employees that were laid off.

CAVANAUGH: Okay. But still you don't see any pick up on the commercial side?

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GODINEZ: Unfortunately, no. No, I – it could happen, you know, if we get, you know, our legislative people to help us out on this, it could happen. But, you know, we just have to keep trying.

CAVANAUGH: *It sounds like your office is very busy so I'll let you go. Robert, thank you for speaking with us today.*

GODINEZ: Thank you, Maureen. I appreciate it.

CAVANAUGH: *That's Robert Godinez, president of the Shipyard Workers Union Local 1998 and International Representative of the Boilermakers Union. Earlier in the conversation, that is, I spoke with Karl Johnson, shipyard spokesman for NASSCO. If you'd like to comment, please go online, KPBS.org/thesedays. Coming up, when will we start seeing some healthcare reform? That's as These Days continues here on KPBS. Source : KPBS*

ROUTE, PORTS & SERVICES



The **NOORDHOEK PATHFINDER** seen departing from Vlissingen for her next assignment

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VROON SUPPLIERS SPOTTED IN RAVENNA



Above seen the **VOS MAESTRALE**, and below the **VOS ENERGY** and **VOS HERA** all in Ravenna



On the right seen the **VOS TETHYS**
All photos : Ko Rusman (c)

Bad weather bars cargo handling at Ctg port

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Cargo handling operations at the outer anchorage of Chittagong Port have remained suspended since Monday morning because of rough weather. Port officials said lighter vessels have got stranded at Jetty No15 since the morning as the sea became rough due to a deep convection over the North Bay and adjoining coastal areas of the country.

Rough weather had been disrupting cargo handling operations at the outer anchorage since 8pm on Sunday, and the operations were finally suspended at about 6am yesterday, said commodore (ret'd) Abu Zaher Nizam, executive director of Water Transport Cell, an organisation that coordinates lighter vessels' movement. "Some 14 mother vessels are now waiting at the outer anchorage. Cargo handling will resume after the weather becomes normal," he said.

However, loading and unloading of goods at the port jetties were going on as usual, said Chittagong Port Authority Secretary Syed Forhad Uddin Ahmed. Met Office said under the influence of a southwest monsoon, a deep convection is taking place continuously over the North Bay and adjoining coastal areas resulting in a squally weather that affected the maritime ports. The maritime ports of Chittagong, Cox's Bazar and Mongla have been advised to hoist local cautionary signal number three. **Source: Associated Press**

Wärtsilä confirms order of 80 main engines for bunkering tankers from Chinese oil tanker operator

Wärtsilä will supply 80 main engines for bunkering tankers. In terms of the number of engines, this represents one of the largest-ever orders received by Wärtsilä Ship Power. Reliability and Wärtsilä's global service support network were cited as being the key factors in the award of this contract.

Wärtsilä, the marine industry's leading ship power systems integrator, is to supply the main engines for 40 new bunkering tankers being built for the Brightoil Petroleum Group (BPG), China. In terms of the number of engines, this is one of the largest-ever orders received by Wärtsilä Ship Power. It has a total value of more than EUR 23 million. This order for a total of 80 Wärtsilä 20 engines has been included in the order book already earlier but is clear to be published only now. BPG has recently signed the contract for the 10 first bunkering tankers with a shipyard in Zhejiang, China. These vessels will be launched in June 2012. BPG is a listed company in Hong Kong, licensed by the Ministry of Commerce of the People's Republic of China for specialised business in the petroleum industry. The company has ordered a total of 40 bunkering tankers, each to be powered by two 6-cylinder in-line Wärtsilä 20 medium-speed engines. Delivery of the first 10 engines is scheduled to take place between December 2010 and June 2011. Wärtsilä has also signed an 8-year spare parts and technical services agreement with BPG for all 80 engines.

"Wärtsilä has a fine reputation for both quality and reliability, and is able to support its customers and ship power solutions with a truly global service network. We are, therefore, very pleased to co-operate with Wärtsilä in this major project," said Mr. Tan Bo, Vice President of BPG. The bunkering tankers will be of two sizes, 4100 dwt and 7000 dwt, and both designs have the same power configuration utilizing a twin-screw propulsion solution. Some of the vessels will operate in Chinese waters and will be CCS classified. The remainder will trade in international waters and be classified by Bureau Veritas (BV). BPG will itself operate the vessels. The Wärtsilä 20 medium-speed engine offers a remarkable combination of state-of-the-art design and top-class performance in a compact, space-saving package. Launched in 1992, its' almost pipe-free, operator-friendly, and heavy duty design initiated a new era in the development of medium-speed engines. Unmatched in its power range, the Wärtsilä 20 was originally designed to operate reliably with even the poorest quality heavy fuel (HFO), making it the ultimate in reliable performance using light diesel oils.

Overhaul intervals of up to 24,000 hours and maintenance-friendly design are just some of the features that have resulted in the Wärtsilä 20 achieving an installed base of more than 2000 engines. "In addition to its reliable and proven heavy fuel technology, the Wärtsilä 20's low operating costs and low NOx emissions were important elements in winning this unique order," said Wim Knoester, Deputy General Manager, Ship Power, Wärtsilä in China. "Other factors include our worldwide 24/7 service network, Wärtsilä's excellent reputation as a supplier of propulsion

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solutions, and the fact that vessels equipped with Wärtsilä engines hold their value well. We are looking forward to a long and successful partnership with BPG." **Source: wartsila**



Above seen the arrival from the builder of **Akuna IV** at Queenscliff on Bastille day, 14-7-2010 and of French design
Photo : Andrew Mackinnon (c)

APL Adds Congestion Surcharge on Freight to India

Fee applies to containerized cargo from Middle East to Port of Nhava Sheva Singapore-based ocean carrier APL said it will apply a congestion surcharge on all containerized cargo shipped from the Middle East to the Port of Nhava Sheva (Jawaharlal Nehru), India's largest container gateway Starting July 15, the planned surcharge will be \$150 per 20-foot equivalent unit and \$300 per 40-foot container. "Due to serious port congestion at Nhava Sheva terminals, we are compelled to impose a port congestion surcharge on all shipments from the Middle East/Gulf region for discharge at Nhava Sheva," APL India said. The move comes just after Orient Overseas Container Line, NYK Line and Hyundai Merchant Marine announced similar surcharges, also effective July 15, citing additional operational costs.

In recent weeks, Nehru has faced severe congestion problems after the backlog of import boxes destined for northern inland container depots, particularly Tughlakabad near Delhi, increased substantially, creating long waiting times. The disruption eventually forced some major lines, including Maersk Line and CMA CGM, to divert northern hinterland cargo to the neighboring ports of Pipavav and Mundra. Meanwhile, local ship agents under the aegis of the Mumbai-Nhava Sheva Ship Agents' Association called on the port authority to take immediate remedial measures to restore

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normal operations at the terminals. Nehru handled 1.09 million TEUs in the April-June quarter, up 12 percent from 973,000 TEUs in the year-ago period. Based on current growth trends, it is expected to surpass the previous fiscal year's record throughput of 4.06 million TEUs. **Source: Journal of Commerce Online**



Augustea latest newbuilding **ERACLEA** seen during yard trials, she is the same type of the the two **Carlo's** (**Magno** and **Martello**)

Photo : Ko Rusman (c)

Sri Lanka's Hambantota Port to start bunkering operations on Nov 18

The \$360 million China-funded Hambantota Port in the south of Sri Lanka will begin bunkering operations when it opens on November 18, an official from Sri Lanka Port Authority said Friday. SLPA director Prasanna Kalutara said the port will begin bunkering operations on November 18 but was unable to say who will be supplying bunker fuel at the port as SLPA has yet to issue a tender for this. Earlier this month, chief engineer for the Hambantota Port project Janaka Kurukulasuriya said SLPA is set to start work on the construction of the island nation's second onshore oil terminal at the port. The 83,000 mt tank farm is part of the Hambantota Port project, which envisages developing the port in two phases to handle up to 20 million containers/year upon completion.

The tank farm will include two 10,000 mt tanks, which will hold a combined 20,000 mt of aviation fuel and three tanks to store 7,000 mt of LPG. The rest of the tank farm will include tanks of various sizes, which will hold a total of over 55,000 mt of bunker fuel. Currently, the only onshore bunker fuel terminal in the country at Port Colombo consists of 12 tanks that can hold a combined 33,000 mt of bunker fuel, and the SLPA has allocated the storage space equally among the island nation's eight licensed bunker suppliers. In a key speech delivered at the Sri Lanka Economic Summit-2010 Thursday, the country's secretary of defence Gotabaya Rajapaksa said developments in its harbour system will augur well for the country's international trade in the future. "The Hambantota Port will initially provide refuelling and bunkering services for the ships crossing the busy sea route just a few nautical miles south of Sri Lanka," Rajapaksa said. He added there will be many opportunities to develop various port centred businesses at the port including shipbuilding, ship repairing and bunkering. In addition to Hambantota, the government has already begun to expand the harbour facilities in Colombo and hope to develop ports like Oluvil, Trincomalee and Kankasanturai for port-related businesses. Construction of the Hambantota port, 85% financed by a soft loan provided

by the Chinese government, began in early 2008 and the first phase was estimated to take 39 months. It has been reported that SLPA has signed a contract with Chinese firm, China Harbour Engineering Company, to start construction of the second phase in November 2010. **Source: platts.com**

THE LAST SOCCER FINAL PHOTO



Photo : Max Loos ©

Call for national ports plan

JULIA Gillard's infrastructure guru says the waterfront needs to be overhauled through a national approach to planning and management. This is particularly so for the more important ports to help the country capitalise on the mining boom and support the economy.

In an interview with *The Australian*, Infrastructure Australia chairman Rod Eddington said greater national consistency in areas such as planning approvals was needed. "If you put yourself in the shoes of one of the big global shipping companies, they don't look at NSW and South Australia and Victoria as discrete entities. They look at freight flows to and from Australia," Sir Rod said.

"We do need national guidelines and we do need a national strategy for ports." Key ports assets could not operate in isolation, Sir Rod said. "The NSW economy does not stop at the NSW border. Nor does Victoria stop at the border with NSW or South Australia. If you look at the Port of Melbourne, it's responsible for one-third of the non-resource flows. The Port of Melbourne is fundamental to the economies of Tasmania and South Australia. That's not going to change."

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Ports are expected to expand, and new ones will be created, to deal with the increase in trade. Infrastructure Australia 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.

Proposals are likely to include a nationally consistent environmental management regime for significant ports. However, states such as Western Australia and NSW are fighting a rearguard action against the move to a more national approach to the nation's ports. They argue that ports should not have an assumed right to valuable land, ahead of other projects such as residential developments. Sir Rod said it was important that the "key players in the states have the debate about where should the port be and where should the land corridors be to allow the port to operate properly". Research produced by GHD for the strategy estimates that if inefficiencies in the roads associated with ports were addressed, this could deliver a 10 per cent saving -- translating to a boost to the national economy of more than \$300 million a year.

The GHD research proposes that federal infrastructure funding be tied to adequate port planning by ports and state and local governments. GHD describes the assessment processes for major port developments as "individual and piecemeal" and proposes that port authorities work with the federal and state governments to identify areas where environmental impact approval processes can be streamlined.

Pointing to the country's infrastructure needs, Sir Rod said that while there had been no new injections of funds into the Building Australia Fund, "that does not in any way diminish the fact that the demand for continued investment in infrastructure is both real and strong". The BAF was originally expected to have \$20 billion in funds but the global financial crisis hit government revenues, greatly reducing the amount. At March 31, the balance of the BAF was \$10.14bn and just \$1.19bn had been debited to be put into projects. IA wants the private sector and superannuation funds to help finance the balance needed to improve the country's infrastructure stock and argues that pricing reforms, including reforms relating to roads and water, are crucial.

"There's far less money available for hard infrastructure and that's not going to change. No one is going to wave a magic wand tomorrow to substantially reduce spending on health, education and welfare to free up more money to spend on infrastructure," Sir Rod said. "Unless we can find some user-pay mechanism -- whether it's user paying the full price or user paying the price that they haven't paid before -- this stuff just isn't going to get built." Because building infrastructure in the cities was "extremely expensive" and disruptive, pricing reforms were also important for encouraging better use, he said.

IA's work on pricing and regulatory reforms has included looking at the use of peak-hour clearways and congestion charges during peak periods. "The bottom line is, it does beg the question: do we make the best use of what we have already?" Sir Rod said. "If the answer is no, to what extent do governance issues get in the way of making best use of what we have, and to what extent does governance prevent us from building new things as well?" **Source : The Australian**

TransAtlantic sign contract with Statoil for the AHTS vessel Loke Viking

The AHTS vessel **Loke Viking** (19,040 BHP - built 2010) has been awarded a contract by Statoil for operations in the Barents Sea. The vessel will support the drilling campaign for a number of wells, starting November 2010. The charter period is for three wells firm (about 60-75 days for each well) with Statoil's options for more wells. The first well will be on the Skrugard block, located between Bjornoya and the Snow White field. The drilling rig used will be the **Polar Pioneer**. Apart from our extensive experience of working in harsh weather and Arctic climate the Deicing, standby and oil recovery features of the **Loke Viking** have been important features when Statoil has been selecting vessel that will be taking part in the Barents Sea campaign. The contract with Statoil is likely to be in direct continuation from her current contract off WC Greenland. This will be the second Charter contract for the vessel after her delivery from the Zamakona Shipyard in May this year. The Support base used for logistic support under this contract will be will be Hammerfest in Northern Norway. **Source: huginonline**



The **RAMUS** (ex **Nielse Danielse**) seen arriving in Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Panama to expand container yard at port

Port Panama City has approved an area contractor for the first phase of its container yard expansion, as the port looks to add cargo space and boost its growing international import-export business, according to the News Herald (MCT). I-C Contractors submitted a low-base bid of US\$820,988 for the expansion project, which port executive director Wayne Stubbs said should take about six months to complete.

Stubbs said the project's first phase would add about 400 new spaces to the port's container yard. "Basically, the whole project deepens our container yard by 30 percent of what it is today," Stubbs said. The scope of work involved with the project's first phase includes the completion of a covered storage canopy and truck loading dock with dock levellers, according to port documents. Stubbs said the first phase would include relocating truck wells to a new loading area and relocating an operations office. **Source: cargonewsasia**

Saudi Arabia's Port at Ras Al-Zour to start trial operations next month

The Ras al-Zour port on the Persian Gulf will start trial operations next month and receive its first ship by the end of the year, Al Watan reported, citing Khalid Al Mesfer, the public relations managing director for the Saudi Ports Authority. The port is expected to handle 6 million tons of granular diammonium phosphate, 440,000 tons of liquefied ammonia, one million tons of caustic soda and one million tons of alumina per year, the newspaper said.

The 2.2 billion riyal (\$586.7 million) port may expand by adding terminals for general cargo from northern and northwestern Saudi Arabia, Al Watan said, citing Mesfer. **Source: bloomberg**

Drie nieuwe sleepboten voor KTK

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Kompania di Tou Kòrsou (KTK) breidt haar vloot uit met drie schepen, waarvan twee bestemd zijn voor de vestiging in Panama. De boten zijn door Damen Shipyards Gorinchem gebouwd en inmiddels afgeleverd.



De twee kleinere sleepboten zijn van hetzelfde type als de **'Mero'** en **'Ola'**, met een lengte van bijna 29 meter en een trekvermogen van 57,3 ton. De boten – **'KTK Tribon'** en **'KTK Barakuda'** – zijn zes weken geleden uit Roemenië vertrokken, waar ze ook door Damen vervaardigd werden. De **'Orca'** komt uit Indonesië en zal de grootste zijn van de nu in totaal 9 schepen tellende vloot.

doen. "Ik heb vernomen dat gisteravond de kapitein van de Tribon plotseling heeft besloten om toch even de haven binnen te varen om een kijkje te nemen, alvorens zijn reis te vervolgen. De **'Barakuda'** is langs de noordelijke kant het eiland voorbij gevaren. De bemanning is van Damen Shipyards en zij varen de boten slechts naar Panama. Daar zal de lokale bemanning het verder overnemen."



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

Het schip dat Curaçao als uitvalbasis zal blijven hanteren is de **Orca**. Die wordt nu door acht bemanningsleden, waarvan vijf Antillianen, vanuit Indonesië naar Curaçao gevaren. "Dat is onze grootste uitbreiding. Het schip heeft een lengte van 40 meter en een trekvermogen van bijna 70 ton. De sleepboot zal donderdag op Curaçao arriveren", aldus De Lannoy. De reden dat KTK de vloot uitbreidt is omdat de ontwikkelingen rond de Isla-raffinaderij ervoor hebben gezorgd dat de inkomsten van het bedrijf geslonken zijn. De investering in de drie boten werd gedaan om op vaste basis dagelijkse inkomsten te genereren. "We hebben op dit moment twee sleepboten in Venezuela liggen, een kleine

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in Colombia en nu twee in Panama. In het verleden liepen we ook inkomsten mis, omdat we de opdrachten niet altijd aankonden door een beperkte vloot", aldus De Lannoy. **Bron : Amigoe**

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Hyundai Merchant Marine posts Q2 operating profit of \$132.25 million

Hyundai Merchant Marine announced yesterday that it pulled in US\$1.7 billion in sales and \$132.25 million in operating profits for the second quarter of this year, according to Joins.com.

Sales rose 13.3 percent quarter-on-quarter and operating profit surged 1,224 percent. Compared to the same period last year, sales were up 38.8 percent and operating profit flipped from a \$126 million loss. Hyundai credited a recovery in container cargo traffic for the surge in earnings. It also said it was able to increase shipping charges on all its routes, including those in the Americas, Europe, Middle East and India. In the second quarter, Hyundai handled 718,000 TEUs, a 17 percent increase from the first three months. With peak season approaching, a new surcharge will be added for routes in the Americas and Europe, leading to expectations of more profit increases. "All of our ships, including the idle ones, have been put into operation, and we are running close to a 100 percent level," said a Hyundai official. "This boom will continue for a while." **Source: cargonewsasia**

Signing of a 'method agreement' to the benefit of the port activity in Le Havre

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In the port of Le Havre, the port reform has reached a new important step with the signing of a 'method agreement' between the Board and the CGT trade union of the Port of Le Havre Authority. This agreement provides guarantees in terms of reliability on the port terminals.

In line with the recent completion of the sale of the gantry cranes, the signing of a 'method agreement' is a significant step in the local implementation of the French port reform.

By signing this agreement, the Board and the CGT trade union of the Port of Le Havre Authority formalized their willingness to continue the discussions at the local level, in compliance with the national framework agreement, approved by the French Union of Ports and Docks (FNPd, in French, for 'Fédération Nationale des Ports et Docks'), on October 30, 2008.

From now, the CGT trade union of the Port of Le Havre Authority is committing itself in guaranteeing the port activity until completion of the negotiation on the local agreement. This social peace agreement involves the end of local work stoppages, which have recently disorganized and disrupted business port activities.

This 'method agreement' embodies the shared commitment of the Board and port workers to make the port of Le Havre the main port of Western Europe.

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Trade with outside world mainly dependent on sea: Prime Minister attends "Shamsheer-e-Behr IV"

Prime Minister Syed Yusuf Raza Gilani on Monday said while our government is making sincere and all-out efforts for attaining lasting peace through dialogue and negotiations, it is of equal importance that the armed forces maintain credible deterrence and remain prepared against any aggression against our motherland.

He was speaking at the inaugural session of the Exercise Shamsheer-e-Behr at PNS Jauhar here. Chairman Joint Chiefs of Staff Committee, General Tariq Majeed, Chief of the Naval Staff, Admiral Noman Bashir, Air Chief Marshal Rao Suleman Qamar, Governor Sindh Dr Ishratul Ebad Khan and Chief Minister Syed Qaim Ali Shah were also present on the occasion. The Prime Minister said he was pleased to know that Shamsheer-e-Behr series of war game has been instituted as a regular feature.

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He pointed out that importance of the war games needs no emphasis as they constitute an essential ingredient of military planning. The war games, Gilani added, allow the military commanders to take real stock of new imperatives on ground and undertake critical review of old doctrines and tactics.

He said these exercises also provide a forum to develop new concepts of war fighting through extensive brain storming and meeting the existing and upcoming challenges. The Prime Minister said that as a self-respecting nation we consider no sacrifice too great to secure the ideals of freedom and prosperity of the people. He stated that in spite of resource constraints, the government has the priority to meet requirements of the armed forces.

Gilani said he was glad to note that the exercise Shamsheer-e-Behr IV has been designed on realistic settings and taking into account the emerging realities. He stated that support of the Pakistan Army and Pakistan Air Force for the maritime operations is well articulated in the war games.

The Prime Minister was sure that the lessons learnt from the exercise would be taken note of and further refined to formulate an effective and responsive Naval strategy in the future. He said we are all aware of the importance of the sea for the economic well being of a maritime nation. Gilani said that this is also significant for Pakistan because our trade with the outside world is sea dependent. He stated that Pakistan Navy is fully capable of maintaining our maritime interests.

The Prime Minister also pointed towards its unique geo-strategic location and said that Pakistan considers it an obligation to secure our area of responsibility from all sorts of threats. Gilani said the development of Gwadar Port and Coastal Highway and road network connecting the coastal cities will give impetus to the economic activities and process of development. He assured that government will provide all resources required for safeguarding Pakistan's maritime interests. **Source : Imran Farooq**



Unicorn's **BREDE** seen arriving in Cape Town - **Photo : Aad Noorland ©**

VAARTOCHT OP WESTERSCHELDE

Zaterdag 4 september wil Steven Oppeel een vaartocht organiseren voor scheepsfotografen op de Westerschelde, interesse , contact Steven via www.stevo.be voor meer info !!

Cosco Pacific signes \$4.2b deal to run Piraeus port

Cosco Pacific, a port operator subsidiary of China's state-owned shipping giant China Ocean Shipping (Group) Co (Cosco), has signed a US\$4.2 billion deal to take over management of Greece's container port Piraeus. Cosco has signed a 35-year lease and will spend US\$707 million to upgrade port facilities, build a new pier and almost triple the volume of cargo the port can handle, reported China Daily. The move is part of an effort to create a network of ports, logistics centres and railways to distribute Chinese products across Europe - in essence a modern Silk Road - hastening the speed of East West trade and creating a valuable economic foothold on the continent.

The Piraeus port in Athens can currently load and unload 1.8 million containers a year. With a strategic position near the Straits of Bosphorus, the port also provides a way into the Black Sea region, central Asia and Russia. Cosco aims to make the container port a hub to rival Rotterdam, Europe's largest port. Many see the latest Cosco investment as just the beginning of a far broader scheme to access European markets. By the end of the year China is expected to make a joint bid with a Greek company to create a \$252.2 million logistics hub at Attica, near the port, to distribute goods from China into the Balkans and the rest of the continent. The Chinese are also in talks to buy a share in the struggling state-owned railway in Greece. **Source: cargonewsasia**

.... PHOTO OF THE DAY



Bird's eye view of the TSHD **PRINS DER NEDERLANDEN** seen working at the Maasvlakte II project
Photo : Rik van Marle (c)

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