

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 197



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The BORUSSIA DORTMUND seen in Rotterdam – Photo : Marijn van Hoorn (c)

EVENTS, INCIDENTS & OPERATIONS

FAIRMOUNT EXPEDITION AND FAIRMOUNT GLACIER DELIVERED OCEAN BARONESS AT BRAZIL



Fairmount Marine has towed yet another rig belonging to Diamond Offshore to Brazil. First the "[Ocean Courage](#)", followed by the "[Ocean Valor](#)" and now the "[Ocean Baroness](#)" arrived safely in Brazil with [Fairmount Glacier](#) and [Fairmount Expedition](#) early last week.

The tow commenced offshore Fourchon in mid May and it was expected to last for at least 64 days. However the Fairmount Class tugs towed her with a very impressive speed, resulting in a transit time of only 50 days incl. one bunker stop. This was well beyond the expectations of the client.



Source / Photo's : Fairmount

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The **MSC ILONA** seen at the Westerscheldt River - Photo : Bernt Koning ©

Illegal dredging robs Vietnamese residents of land

Vietnam News Service reports that illegal sand dredging has caused severe erosion to the banks of Tien River, threatening the lives, farmland and houses of hundreds of families there. Everyday since the beginning of the rainy season, hundreds of vessels, some with loads of hundreds of tonnes, have extracted sand without permission from the river, particularly in the section from Cao Lanh City to Tan Hong District.

Le Van Phuc of Tan Phu A Commune in Thanh Binh District said: "We used to have 2.5 cong (1 cong is 1,000 square metres) of farmland under fruit and rice cultivation, but a large part of our land has collapsed into the river. Now we are left with only a small land plot, not enough to provide for our six family members." Because of the land he had lost from illegal sand exploitation, he now had to work for other people to get enough to feed the family, Phuc said.

Le Van Lam of Tan Quoi Commune in Thanh Binh District said he had also lost some hundred square meters of land from erosion. Pointing at the river, he said: "The middle of the Tien River is where my house used to be. I narrowly escaped three times, and moved my house eight times because of erosion. I don't know when the erosion will stop," he added.

The asphalt road that runs beside the river, to link the five island communes of Tan Long, Tan Binh, Tan Hue, Tan Hoa ø and Tan Quoi in Thanh Binh District, has also collapsed in sections because of erosion.

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Hundreds of households on the five island communes had had to move their houses more than once, Ga said, adding that some people had lost all their land and could only stay thanks to the grace of their neighbours. Vo Minh Tam, deputy director of Department of Natural Resources and Environment in Dong Thap Province, said provincial police last year fined 151 illegal sand exploiters VND294 million (US\$15,420). Sand exploitation had continued, however, because the small fines of less than VND2 million were not enough to be a deterrent. **Source : Dredging News Online**

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The TSHD **LELYSTAD** arrived in IJmuiden for a maintenance period - **Photo : Marcel Coster (c)**

BP delays start of well integrity tests

BP has delayed the start of a planned integrity test on the leaking **Deepwater Horizon** well. That meant that oil continued to spew from valves in the new, tighter containment cap atop the well. When integrity testing begins, those valves will be closed progressively. The reason for caution is that sealing off the well could cause an even less controllable blow out in any unstable area around the well bore.

The hold-off came after National Incident Commander Thad Allen met with Energy Secretary Steven Chu and his team of scientific and industry experts and announced that additional analysis of the well testing procedure should be performed before starting the well integrity test. That analysis was being conducted last night and is continuing into

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today. It includes an analysis of a seismic mapping run made around the well site yesterday morning. During this period, BP will continue to ramp up containment operations on the **Helix Producer** as well as continue to optimize the **Q4000** operations. The **Helix Producer** has the capacity to capture approximately 20,000 to 25,000 barrels of oil per day. Historically, the **Q4000** has flared an average of approximately 8,000 barrels of oil per day.

BP cautions that the sealing cap system, the **Q4000** system, the flexible riser system, and the planned additional containment systems never before have been deployed at these depths or under these conditions, and their efficiency and ability to contain or flare the oil and gas cannot be assured.

Operations continue on the first relief well. Operations on the second relief well have been temporarily suspended at 15,963 feet to ensure that there is no interference with the first relief well. The relief wells remain the sole means to permanently seal and isolate the well. **Source : MarineLog**

From the bridge of MV Deltagracht (9)

By Els Kroon



There are quite some differences between being a passenger on a cruise ship and on a multipurpose cargo ship like Spliethoff's **Deltagracht**. For me it makes no difference as long as I can be at sea, get nice photo opportunities and can enjoy good company and excellent food. There is only one thing that's annoying me: all arrivals and departures happen whether before sunrise or after sunset, even our Panama Canal passage happened in the dark excluding my keenly desired photo moments. My first approach to Australia was no exception. Time is money in the cargo ship business and the ship owners and stevedores cannot reckon with a photographer that happens to be on board this time. That's how it is. After 8 days and two hours at sea we approached the port of Newcastle -a two hours drive north of Sydney- at six in the morning, too early for the sun to rise in wintertime.



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The "oldies" of Newcastle Stevedores. Left Sevenstar's load master **Paul Miller** from Southampton, UK

In front of the harbor lights we could detect an immense structure on a hill, which looked like a castle, but later turned out to be the Newcastle cathedral. We passed a lighthouse on the far end of the peninsula, the city rests on. From the pilot who safely guided us to our narrow berth at the west basin at Carrington I learned that Newcastle owns its name from the English town of the same name. There was no castle to be seen at the banks of the mouth of the Hunter River, but a railway station, silos, factory buildings and many new built, old looking apartments and warehouses. The waterfront could have been anywhere in the European mother country, and the cold wind and the cloudy sky added to the atmosphere. Once berthed the ship and its crew were subject to a strict inspection of the -also English looking, speaking and acting- officers of Customs and AQIS (Australian Quarantine and Inspection Services) and their Labrador drugs dogs, who thoroughly combed out every corner of the ship and even the inside of our cargo, all 28 yachts still on the weatherdeck, of which 26 were to be discharged the two following days.



The captain was busy answering many sensible as well as absurd questions providing a bunch of paperwork to the demanding -no picture taking please- customs officers. He turned out to be well prepared and after several hours

the yellow flag could be lowered as a sign that the ship met the requirements of the authorities in every way. Earlier the green light was given to the Sevenstar load masters **Malcolm** and **Paul** for the discharge. An army of local stevedores swarmed the ship in a nick of time, taking over the duties on deck. Fortunately the strong winds dissipated the clouds, making up for the missed chance for picture taking at the entrance of the harbor as photos show.

GROOTSTE OFFSHORE DEK OOIT GEBOUWD IN NEDERLAND ZET KOERS NAAR OFFSHORE BESTEMMING

Het 11.000 ton wegende BP Valhall hoofddek is onderweg naar het Valhall veld offshore Noorwegen



Harm's **URSUS** seen departing with the loaded **CASTORO XI** from Rotterdam – Photo : **Jas Louwen** ©

Heerema Zwijndrecht, één van de drie grote productie locaties van Heerema Fabrication Group (HFG), heeft het 11.000 ton wegende **Valhall Re-Development Geïntegreerde Productie & Hotel** dek officieel overgedragen aan klant BP Norge. Op dinsdagavond 13 juli j.l. om 18.00 uur is de bak geladen met het dek richting zee vertrokken voor installatie in het Valhall veld offshore Noorwegen.

In maart 2007 heeft Heerema Zwijndrecht de opdracht ontvangen voor de bouw en de integratie van het 11.000 ton wegende Geïntegreerde Productie & Hotel dek alsmede de 350 ton wegende flareboom constructie. De fabricage hiervan is gestart in november 2007. Daarnaast is op 23 juni 2009 door Heerema Zwijndrecht een aanvullende opdracht ontvangen voor de bouw van een 2.000 ton wegend Weather dek module.

Het BP Valhall hoofddek heeft een lengte van 100 meter, een breedte van 47 meter en een hoogte van 50 meter. De totale hoogte na installatie van de kraan is 68,5 meter. De verwachting is dat de flareboom, bruggen 1 en 2 en het Weather dek module, respectievelijk op 16 en 20 juli naar hun offshore bestemming zullen vertrekken.

"Tot de laatste minuut voor vertrek is iedereen hard aan het werk geweest met werkzaamheden om het hoofddek compleet af te leveren aan onze klant", meldt Ronald Wiebes, project manager van Heerema Zwijndrecht. "Met trots heb ik dan ook het dek zien vertrekken naar de uiteindelijke offshore bestemming. Met recht een waar meesterstuk, welke wij niet succesvol zouden kunnen afronden zonder de voortreffelijke support van iedereen betrokken bij de uitvoering van dit project. Hierbij wil ik dan ook met name onze klant BP Norge hartelijk danken voor de prettige samenwerking. Met hun support en vertrouwen hebben we een kwalitatief hoogwaardig product afgeleverd", vervolgt Ronald.

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Tino Vinkesteyn, managing director van Heerema Zwijndrecht en Heerema Vlissingen vervolgt: "Als eerste wil ik hierbij onze medewerkers, subcontractors, leveranciers, BP site team en alle overige betrokkenen hartelijk danken voor hun enorme inzet en bijdrage aan de succesvolle oplevering van dit project. Het BP Valhall Re-Development project is het



grootste project in de geschiedenis van Heerema Zwijndrecht en toont onze capaciteiten en flexibiliteit om grote uitdagende complexe projecten zoals dit project te managen en vervolgens in staat te zijn een hoogwaardig product op tijd af te leveren.

Photo :
[Henk van der Heijden](#) ©

Daarnaast heeft dit contract voor ongeveer 2.500.000 manuren werkgelegenheid gegenereerd voor onze yard, subcontractors en leveranciers." Chris Ruthven, Topsides Project Manager

BP: "Dit is een enorme onderneming geweest. BP Valhall Re-Development is een complex project ontworpen voor een levensduur van 40 jaar en gebouwd volgens zeer hoge specificaties. BP en partners willen hierbij Heerema Fabrication Group bedanken voor hun betrokkenheid en inzet om een hoge standaard van voltooiing te realiseren."



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Tanker market comes under pressure on new building deliveries

The focus of shipping market analysts is the endless downfall of the dry bulk freight market, but things aren't much better in the wet side of the market as well. The tanker industry is also increasingly coming under pressure, both as a result of the global recession, but also because of the high number of new tanker deliveries. When analysts comment on future market prospects, they usually mention the factor of a lot of newbuilding tanker deliveries. Still, nobody jumps into assessments on the exact figure. In its latest weekly report, Gibson attempts an estimate. The report mentioned that "looking at MR product tankers of 25,000-55,000 dwt, annual deliveries rose from 111 in 2005 to 169

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in 2008. However, it can be argued that this was 'needed' to move increasing volumes in a growing market, as annual average MR spot earnings over 2005-08 were maintained at around \$25,000/day tce (based on round voyage east and west trades). It wasn't until last year that spot earnings came under severe downwards pressure, when MR deliveries hit a record high of 186 at the same time the economic recession cut tanker demand. This resulted in average round voyage MR earnings of only \$9,000/day in 2009. It has been from this position that the question of just how many more tankers are still to be delivered has been raised. At the start of this year we indicated that the number of scheduled MR tankers to be delivered in 2010 stood at 192, even more than in 2009!"

But, as has been the case in the dry bulk market, actual deliveries would never be that high. "The undercurrent of negotiated delays between owners and shipyards meant an unknown number of 2010 deliveries would not arrive until 2011. In addition, cancellations of new orders was also a hot topic, if not quantifiable. Taking this into account, rather than the 192 scheduled deliveries, back in January we suggested that 2010 MR deliveries would be around 145 based on delays, and potentially as low as 110 if there were also significant cancellations. So far this year we have seen 73 actual MR deliveries, suggesting around 140-150 for the year as a whole is not a bad estimate. Thus, there are "a lot more MR tankers to be delivered", but not as many as the headline schedule would indicate and certainly not as many as in the past 2 years. Moreover, with the slowdown in MR new ordering from mid 2008, we expect MR deliveries to be 100-125 next year (and only 50-75 in 2012). Therefore, the gains in MR supply will be far less this year and smaller still next year. If the economic bounce-back is as strong as indicated by the IMF in their latest report (published last week) at world GDP growth of more than 4% p.a. in 2010 and 2011, and the slowdown in MR fleet growth is as we forecast, then this year will be better for MR owners than last year (but still tough). With a smaller increase in the MR fleet in 2011 and sustained growth in oil and tanker demand, next year should be better still for owners" concluded Gibson.

As a result, the product tanker market has so far been fairing rather well. In its latest weekly report, shipbroker Fearnley's notes that "there was good activity in the transatlantic market and rates continue to increase; vessels in this market were reported on subjects at rates as high as ws215 basis 37k m/t. Trade was still slow for LR1s from the Baltic with rates averaging around ws120/125 basis 60k m/t. Handy rates in the cross NWEurope trade were at the ws220 level basis 22k m/t. Trade in the Caribbean was firm with upcoast voyages commanding ws175 basis 38k m/t and backhauls to Europe were going for ws125 also basis 38k m/t. Given the amount of activity now in the Atlantic Basin, we expect rates to increase further as the tonnage situation will become tighter. Low freight levels seen last week in east of Suez markets were maintained. LR1s MEG/Japan were fixed at ws117.5 basis 55k m/t whilst LR2s were fixed on the same route at ws110 basis 75k m/t. MR rates for Spore/Japan voyages were at ws115 basis 30k m/t whilst jet fuel cargoes MEG/UKC were being fixed at the usd 1.6 million level basis 55k m/t" said the shipbroker.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **ZP CHANDON** seen operating in Rotterdam-Europoort – Photo : Ton Grootenboer ©

Persian Gulf-East VLCC rates over w50 amid rush of end-July cargoes

VLCC owners managed to get the Worldscale rate back up over the w50 mark Wednesday after the freight levels on the key Persian Gulf-North Asia routes fell briefly to w46.5 Tuesday, which was based on an S-Oil fixture, shipping sources said. "The market is looking better today [Wednesday]. Charterers tried to fix [their cargoes] last night under w55. But they couldn't fix their cargoes. It is very difficult to get a vessel below w55," a chartering source said. A rush of close to 10 cargoes late Tuesday gave a glimmer of hope to the owners with a fixture on the double-hulled Hakkaisan, which saw Japanese charterers Fuji Oil paying w54 to move a 270,000 mt crude cargo, loading August 1-2, on the Persian Gulf-Japan route. South Korean charterer S-Oil Tuesday put the La Prudencia on subjects for a Persian Gulf-South Korea voyage, loading July 27-29, at w46.5. "Still many cargoes are unfixed and owners are asking [for] more now," a VLCC broker said.

The benchmark Persian Gulf-Japan route was assessed at w49 Tuesday. "Over 10 cargoes came into market at the same time for the end of the month lifting and it is not flexible to move the stem dates to August," another VLCC broker said referring to uptake in the activity levels. Sources said although there is ample tonnage availability, charterers could end up paying a little more if they try to pick and choose their vessels. "I thought the market will go down further but the owners psychologically don't want the w50 level to break," a source with a VLCC owner said. "W55 is relatively an acceptable number in the market, which charterers will have to pay." Separately, a chartering source with an Asian refiner said that it was difficult to get the lower rates done earlier. "The owners' [rate] ideas are going up even though there is surplus tonnage," the source said, adding that the market had fallen by almost w70 points during the last 15 trading days. However, the source with a VLCC owner said that the market for August 1-10 loading window could be weak with many vessels available for trading during this period. **Source: Platts**

Trials and traditions of Bermuda's pilot boats

Crews on call 24/7 whatever the weather to guide ships to shore and rescue stricken sailors

Hundreds of years ago, pilot boats would race out to incoming ships and offer to navigate them through the treacherous reefs. It was a cut-throat business with big bucks at stake. Often, the old-fashioned sailing vessels would leave days before the ship arrived in Bermuda to get to them first.

There was only ever one winner and plenty of crews sailed home empty-handed.

Today the rivalries between pilot crews have gone but the job retains the same traditions and perils. Marine and Ports runs the operation out of St. George's. The two pilot boats, [St. David](#) and [St. George](#), are tasked with ferrying the pilots to every incoming vessel and taking them off the departing ships.

The boats head out with a crew of at least three — a coxswain or captain, an engine driver and a leading seaman. There are nine full-time crew members and a minimum of three are on call 24 hours a day, seven days a week. This is because these guys are not just responsible for the pilots, they head out in all weathers to pick up stricken sailors from their ships.

Success: A Bermudian pilot boards the [St. David](#) after helping the [Veendam](#) navigate Bermuda's reefs.

Last week I got the chance to see the pilot boat crews in action as the cruise liner [Veendam](#) made her way back to New York. We headed out



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across a reassuringly calm St. George's Harbour to Five Fathom Hole in beautiful sunshine. With senior coxswain Errol Minors at the wheel, the **St. David** pulled alongside the huge cruise ship as she headed out into the Atlantic.

A small hatch opened on the side of the **Veendam** as we approached and the pilot boat jolted into position. A rope ladder was tossed down from the side of the hatch and the pristine white figures of the two Bermudian pilots emerged as Mr. Minors kept the boat tight up against the side of the cruise ship. The size discrepancy between the tiny 54ft pilot boat and the monstrous cruise ship is striking. I can only imagine how perilous the process is when the seas are stormy and winds are up. Mr. Minors, who has been working on the pilot boats for 31 years, said: "There have been a few occasions when we have not been able to get the pilots off.

"It has been too rough and dangerous so we have to leave them onboard. "They ended up going all the way to New York and having to fly home. "There have been occasions when the sea water is running right through our boat as we try to pull alongside. "The rescues can be quite dangerous, too. We have to lift people on stretchers and wheelchairs on to the pilot boats to get them to land. **Source : Bermuda Sun**



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KNRM station Ouddorp weer in actie.

Maandag 12 juli om 16.38 uur werd de bemanning van de **Griend** van KNRM station Ouddorp binnen, door het Kustwacht Centrum gealarmeerd voor een omgeslagen zeilboot met 2 personen aan boord, ter hoogte van de haven Middelpaalt op de Grevelingen.



Door het onverwachte slechte weer met windkracht 7, regen en zware windstoten die hierin voor kwamen was het bootje omgeslagen. Toen de reddingboot **Griend** ter plaatse kwam, werd het bootje en de opvarenden al geholpen door een rubberboot van het verhuurcentrum. De opvarenden verkeerden in goede gezondheid. De **Griend** kon weer terug naar station.

Op de terugweg van deze actie rond 17.22 uur, kwam de melding van de Kustwachtpost Ouddorp dat er een surfer en een bootje in problemen waren bij de boei RB 14 op de Grevelingen.

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Onderweg naar deze melding werd er ook nog een surfer uit het water gehaald met een gescheurd zeil. Deze werd snel afgeleverd bij het surfcentrum Brouwersdam. Bij de boei RB 14 werd een surfplank en een open zeilbootje aangetroffen. De surfplank werd aan boord genomen en afgeleverd bij de steiger van de jachthaven van Den Osse. Bij navraag daar bleek dat door een windhoos de surfplank en 2 zeilbootjes het water in waren gewaaid. De bootjes werden opgezocht en ook afgeleverd bij Den Osse. **Foto : Toni Sandifort**

NAVY NEWS

Canada to go ahead with Joint Support Ship

Peter MacKay, Canada's Minister of National Defence, together with Rona Ambrose, Minister of Public Works and Government Services Canada and Minister for Status of Women, and Tony Clement, Minister of Industry, today announced that the Government is moving forward with procurement of two new Joint Support Ships (JSS), with the option to procure a third. The JSS project represents a total investment by the Government of Canada of approximately \$2.6 billion.

Those with a long memory will announce that something very similar was announced back in 2006. That procurement was scrubbed back in 2008, on the grounds that bidders had failed to meet budgetary targets. This time it looks as though the budget being set for two ships plus an option is pretty much what was budgeted for three ships last time around.

The primary role of the JSS will include supply of fuel, ammunition, spare parts, food, and water. The JSS will also provide a home base for the maintenance and operation of helicopters, a limited sealift capability, and logistics support to forces deployed ashore. The ships will be built in Canada under Canada's National Shipbuilding Procurement Strategy, and today's announcement "will lead to the creation of long-term, skilled jobs for Canadians and will reinvigorate Canada's marine industry, allowing it to compete on the world stage," says Minister Ambrose.

"Today's announcement will mean jobs for Canadian workers, as shipyards across the country produce elements of this fleet," said Minister Clement. "When all is said and done we are beginning the process to build these ships, and that is great news for our Navy, for our shipbuilding industry, and for Canada." The first step of the process, known as the definition phase, will involve the assessment of both new and existing designs. Existing ship designs are those already built, operating, and that meet key specific Canadian requirements.

A new ship design is being developed by government and industry officials working side-by-side. The selected ship design will be based on the best value in terms of capability and affordability, ensuring the successful delivery of the JSS. The design is expected to be available in approximately two years, at which time a Canadian shipyard, selected as part of the National Shipbuilding Procurement Strategy, will be engaged to complete the design of and build the Joint Support Ships. **Source : MarineLog**

Swedish coast guard orders five vessels

The Swedish Coast Guard is having five new vessels built for sea rescue and border control. Each vessel will have Volvo Penta's Inboard Performance System (IPS) installed, which will reduce fuel consumption by about 30 percent. The Swedish Coast Guard's five new KBV 312 vessels will be used for surveillance, border control, fishing control, sea rescue and safety at sea activities.

The vessels, which will be built at Baltic Workboats in Estonia, will be 26.5 metres long and 6.2 metres wide and have a top speed of more than 30 knots. The KBV 312 is semi-planing and built of aluminium and will be equipped with state-of-the-art navigation and propulsion technology.

The first KBV 312 vessel in the series is scheduled for completion during autumn 2011. The order to Volvo Penta consists of a total of 15 complete IPS systems. Each vessel will be operated by three Volvo Penta D13 engines, with IPS drive system (3 x IPS1050), which will generate propulsion corresponding to a shaft installation of 2,349kW per vessel. **Source: bairdmaritime**



The Irish P 42 CIARA seen departing from Zeebrugge – Photo : Jasper van Raemdonck (c)

Canadian Navy moves forward on new supply ships

The feds are promising -- again -- to build new support ships for \$2.6 billion that will help the Navy stay out at sea longer. The vessels -- a one-stop sea shop for ships and helicopters -- supply fuel, ammunition, spare parts and repairs, food, water and medical facilities. Three federal ministers made the announcement in Halifax Wednesday. While the two shipyards that will build the vessels have not been chosen, Defence Minister Peter MacKay promised the ships will be built in Canada.

The support ships are part of the government's \$35 billion plan to build 28 large vessels and 100 smaller ships for the Navy and Coast Guard over the next 30 years. "We're making a long-term commitment to building our new fleets at home in Canadian shipyards," MacKay said. "This is going to be a boom time for shipbuilding throughout Atlantic Canada and throughout the country."

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The designs are expected in about two years, but it isn't known when they'll hit the water. In 2008, the Conservatives scrapped a plan to build three new supply ships for \$2.9 billion when contractors were unable to meet the requirements for the government's low price. In 2007, the government pledged to build six to eight Arctic patrol ships for \$3.1 billion, the first of which could arrive by 2014. In 2008, Prime Minister Stephen Harper announced plans for a new flagship icebreaker, the Diefenbaker, for \$720 million. That massive 140-metre-long, made-in-Canada icebreaker will be able to break through nearly three metres of ice and be ready by 2017. **Source : Toronto Sun**

SHIPYARD NEWS

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The TSHD **UTRECHT** seen moored for maintenance in the Wilton harbor in Schiedam – **Photo : Jim van Doorne ©**

BAE Systems Southeast Shipyards up and running

BAE Systems has completed its acquisition of Atlantic Marine Holding Company (Atlantic Marine) after receiving all necessary U.S. regulatory approvals. On May 18, the company announced its definitive agreement to acquire Atlantic Marine from JFL-AMH Partners, LLC, a portfolio company of the private-equity firm J.F. Lehman & Company, for a cash consideration of \$352 million. The acquired Atlantic Marine operations at Mayport and Jacksonville, Florida; Moss Point, Mississippi; and Mobile, Alabama, employ approximately 1,000 people and will become known as BAE Systems

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Southeast Shipyards. This new business provides vessel maintenance, repair, overhaul, and conversion; marine fabrication; and ship construction services.

"BAE Systems Southeast Shipyards will complement our existing ship repair, maintenance, and modernization capabilities to further serve the U.S. Navy and other maritime customers," said Bill Clifford, president of BAE Systems Ship Repair. "We are proud to welcome the highly skilled men and women of Atlantic Marine to BAE Systems. Together, we'll continue to provide cost-effective solutions to meet our customers' evolving requirements."

Meantime, the two Atlantic Marine yards that BAE Systems did not acquire from JFL-AMH Partners are now being operated by North East Ship Repair, Inc. as Boston Ship Repair and Philadelphia Ship Repair.

Horizon builds oil recovery barge in nine days

Build a barge from start to finish in nine days ... impossible? Not for Horizon Shipbuilding, Inc. in Bayou La Batre, Alabama.



"Necessity is the mother of invention," said Ben Forrest, Horizon's Project Manager. "The Deepwater Horizon oil spill created that necessity. These barges are needed and they're needed now. Our guys really stepped up and made it happen. I'm proud to work with such competent and dedicated American shipbuilders."

Horizon Shipbuilding, Inc. is under contract to deliver ten 45 ft x 12 ft x 7 ft barges in thirty days. The barges are double hulled and have a storage capacity of 10,000 gallons in four

separate tanks. They will be used for recovery of oil in coastal and inland areas.

Horizon reports that it is on schedule to meet or beat the delivery requirements, delivering a barge every two or three days. It says its success is thanks to its workforce, which it calls "the Horizon Supercrew." Horizon's craftsmen, under the leadership of Roger Oliver, Production Superintendent and Ty Gunter, Assistant Production Superintendent, met the challenge with a resolve that allowed them to work through production issues and stay on schedule even though the barge design was new and had never been built before. Working night and day, weekday and weekend, through the July 4th holiday, and in very hot and humid conditions, the crew was steadfast in its determination to meet the production deadline. On July 10, 2010 the first oil recovery barge was completed as scheduled. **Source : MarineLog**

Northrop Grumman looking to exit shipbuilding

Northrop Grumman Corporation confirmed that it will close down its Avondale shipbuilding operation. It said it is also looking to exit shipbuilding completely. CEO and President Wes Bush announced plans to consolidate the company's Gulf Coast shipbuilding operations and explore strategic alternatives for its shipbuilding business. He also said that "we foresee little synergy between Shipbuilding and our other businesses. It is now appropriate to explore separating Shipbuilding from Northrop Grumman."

Under the consolidation plans, ship construction at Avondale will wind down in 2013. Future LPD-class ships will be built in a single production line at the company's Pascagoula, Miss. facility. The company anticipates some opportunities in Pascagoula for Avondale shipbuilders who wish to relocate. As a result of the Gulf Coast consolidation, the company will recognize an estimated pre-tax charge of \$113 million in the second quarter of 2010. In addition, as previously disclosed, in the second quarter of 2010, the company will record a tax benefit of \$296 million related to the final settlement with the Internal Revenue Service of tax returns for the years 2004 through 2006. The net impact of the charge and the tax benefit will increase second quarter 2010 earnings from continuing operations by about \$0.73 per share. Neither of these items is reflected in the financial guidance the company provided on April 28, 2010.

"Our decision to consolidate the Gulf Coast facilities is driven by the need for rationalization of the shipbuilding industrial base to better align with the projected needs of our customers," said Wes Bush, chief executive officer and president. "The consolidation will reduce future costs, increase efficiency, and address shipbuilding overcapacity. This difficult, but necessary decision will ensure long-term improvement in Gulf Coast program performance, cost competitiveness and quality."

"We are extremely proud of our Avondale shipbuilders and their dedicated contributions to our company and our nation. We will work with federal, state and local officials and others to explore alternate uses for Avondale as the last two ships under construction reach completion," said Bush. Northrop Grumman says the consolidation of Gulf Coast ship construction is the next step in the company's efforts to improve performance and efficiency at its Gulf Coast shipyards, which began with the integration of its shipbuilding operations in early 2008. Since that time, Gulf Coast organization and leadership, operating systems, program execution, risk management, engineering, and quality have been the focus of intense improvement efforts.

Northrop Grumman that consolidating new ship construction on the Gulf Coast in one shipyard will position Shipbuilding to achieve additional performance improvement and efficiency over the long term. "Our decision to explore strategic alternatives for Shipbuilding is the result of a portfolio assessment to determine how to best serve our shareholders, customers, and employees. The performance improvement initiatives underway in our Gulf Coast operations will be further enhanced by the facilities consolidation. Recognizing our company's long-term strategic priorities, we foresee little synergy between Shipbuilding and our other businesses. It is now appropriate to explore separating Shipbuilding from Northrop Grumman," said Bush.

The company will evaluate whether a separation of Shipbuilding would be in the best interests of shareholders, customers and employees by allowing both the company and Shipbuilding to more effectively pursue their respective opportunities to maximize long-term value. Strategic alternatives for the Shipbuilding business include, but are not limited to, a spin-off to Northrop Grumman shareholders. The company has engaged Credit Suisse as its lead financial advisor. The company is also being advised by Perella Weinberg Partners.

As a result of the consolidation, the company expects higher costs to complete ships currently under construction in Avondale due to anticipated reductions in productivity and, as a result, is increasing the estimates to complete LPDs 23 and 25 by approximately \$210 million. Of this amount \$113 million will be recognized as a one-time, pre-tax cumulative charge to Shipbuilding's second quarter 2010 operating income. The balance will be recognized as lower margin in future periods, principally on the LPD 25. The company also anticipates that it will incur substantial restructuring and facilities shutdown-related costs including, but not limited to, severance, relocation expense, and asset write-downs. These costs are expected to be allowable expenses under government accounting standards and

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recoverable in future years under the company's contracts. The company estimates that these restructuring costs will be more than offset by future savings expected to be generated by the consolidation. **Source : MarineLog**



The **SHENGLI 291** seen entering the DLS yard in Shanghai-China – **Photo : Clemens Smits ©**

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STX Europe switches venues for Brazil gas tankers

South Korean owned shipbuilder STX Europe has switched venues with its Brazilian partners for the construction of eight gas tankers – costing USD\$536m - for Brazil's state-controlled tanker operator Transpetro. The eight vessels will

now be built at a new shipyard to be constructed in the Suape Industrial Port Complex (near Recife) and not in Fortaleza, in the northeastern state of Ceara, as was originally planned. STX will have as neighbours Samsung Heavy Industries, who have a share in Atlantico Sul, built from scratch two years ago and already the biggest yard in the southern hemisphere. Construction of the eight gas tankers, four of 7,000 cu m capacity, two of 12,000 cu m and two of 4,000 cu m, will begin towards the end of next year. The project, including the building of the yard, will provide at least 7,000 jobs of which 3,000 will be permanent, according to a Transpetro spokesman. He told SAO today that the first tanker will be delivered in 2013. STX's Brazilian partners are the four executives of the PJMR consultancy, which also has a share in EAS, and they are currently using the interim name of Estaleiro Promar for the project. The tranche of orders is lat piece in the jigsaw of part two of Transpetro's USD\$4.5BN overall spending on its Fleet Renewal Programme (Promef) with that figure including expenditure on Promefs 1 and 2. **Source: seatradeasia**

DSME Enters into Shipping Business in South Africa

South Korea's Daewoo Shipbuilding & Marine Engineering (DSME), one of the leading shipbuilders in the nation, is to enter into the shipping business in South Africa. According to DSME on Wednesday, the CEO and President of DSME Nam Sang-tae met with South Africa's President Jacob Zuma, and exchanged opinions on economic cooperation including the shipping business. They agreed to build a long-term cooperative relationship. At the meeting, President Jacob Zuma called for DSME to actively participate in various businesses such as shipping, shipbuilding, construction and energy for the economic development of South Africa, while the CEO of DSME requested for an active cooperation from the South African government.

Nam signed a Memorandum of Understanding (MOU) with a South Africa-based shipping company Impinda for business tie-ups in the shipping business. Under the deal, DSME will acquire a 49% stake in Impinda. DSME, through joint management with Impinda, plans to be in charge of transportation of dry cargo, crude oil and Liquefied Natural Gas (LNG). Afterwards, Impinda will sign a Contract of Affreightment (COA) with major minerals companies in South Africa for the transportation of cargoes for a period over five years. The South Korean based shipbuilder successfully solidified its position in the African market upon signing the MOU. Previously, DSME established a joint venture, which specializes in shipping, named Nidas in Nigeria in 2007. **Source: Maeil Business Newspaper**

ROUTE, PORTS & SERVICES



HAL's **NOORDAM** seen outward bound from Rotterdam Wednesday evening – **Photo : Jan Verhoog (c)**

DOT to help rebuild Honolulu container yard

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The Department of Transportation, trying to push more infrastructure projects out of the pipeline and into “stimulus summer,” signed a \$24.5 million grant agreement to help rebuild a container yard in Honolulu. Transportation Secretary Ray LaHood said the reconstruction project for the Pier 29 Container Yard in Honolulu Harbor, Oahu, “is another example of the Obama Administration’s commitment to modernizing our transportation infrastructure and creating economic opportunities for our maritime community.”

Yet it is just one in a series of efforts the administration is making to highlight and accelerate the economic boon that comes from getting long-awaited projects off the drawing boards to tap last year’s stimulus funding. That can create more construction jobs and help foster local or regional commercial activity, at a time when many observers fear the recovery could be stalling. Earlier, LaHood said the DOT has been prodding a number of states’ governors to implement projects faster and tap the money approved in the 2009 American Recovery and Reinvestment Act. His department through June 30 had paid out to states more than \$14.7 billion for completed projects, most of which are highway related. It pushed more than \$1.1 billion out to states just in the last three weeks of June, from a payout total of less than \$13.6 billion on June 11.

In all, DOT has up to \$48 billion to spend on stimulus work, and while its spending is projected to peak in 2010 some DOT reimbursements under the ARRA will go on for years longer. Some work yet to be started with ARRA grants is major infrastructure such as bridges, highways, and intercity rail investments to increase passenger train service. The grant for the container yard, to the Hawaii State Department of Transportation Harbors Division, came from a multi-modal account under the stimulus law that gave the DOT broader discretion than normal in how to choose worthwhile projects. But smaller projects are also getting the DOT’s attention. Last week the Federal Highway Administration said it signed six agreements with the Nebraska Department of Roads that allow dozens of highway projects to commence that require no environmental impact assessments. Those include such things as replacing road signs or installing new ones, repairing lights and traffic signals, making visual bridge inspections and painting pavement markings. Projects include Hawaii container yard grant, smaller scale Nebraska road work FHWA Administrator Victor Mendez said “in this economic climate, getting highway projects moving is a top priority.” And small projects such as these, he said, “should be advanced quickly and easily to help improve roads and create jobs.”

The larger port work at Honolulu’s Pier 29 will begin in August, take 15 months to finish and generate immediate construction and related jobs for over 300 people, the DOT said. The improvements to a 12-acre marine cargo area include new pavement, drainage, water, lighting, sewer, fire protection and electrical systems. “Pier 29 will ultimately shift truck traffic away from highly congested areas to further improve freight efficiencies and air quality,” the DOT said. **Source: [joc.com](#)**

Ships with 10,000 TEUs capacity made 70 calls at Rotterdam in first half of 2010

Very large container ships -- with capacities of more than 10,000 twenty-foot-equivalent units -- made 70 calls during the first half of this year at Rotterdam, where they loaded and discharged an average of 4,650 TEUs per call, the port authority said.

Maersk Line ships accounted for 22 of the port calls, some of which were separate calls for loading and unloading. Other carriers that sent super-size ships to Rotterdam were CMA CGM with 15; Hanjin, 13; Cosco, 11 and MSC, nine. The highest volume loaded and discharged by one of the ships was 8,053 TEUs on a port call in April. The 70 calls during the first half of 2010 compared with 52 such calls in the first half of 2009. Rotterdam officials said the number of large ships at the port will increase with the delivery of at least 10 of the vessels between June and September for MSC, Maersk and CMA CGM. Most of these vessels will be deployed in a new joint Asia-Europe service scheduled to call at Rotterdam for the first time Aug. 8. **Source: [joc.com](#)**

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Above seen on July 14th, the ITC tug **SIROCCO** towing the **WAGENBORG BARGE 7** loaded with eight Chinese new building hulls for VEKA, passing Maassluis towards Rotterdam for offloading in the Waalhaven.

Photo top : Reinier Meuleman (c)



Photo top : Henk van der Heijden (c)

Photo Left : Hans Hoffmann (c)

Photo below : Ruud Zegwaard (c)



Rio Tinto dedicates \$226.8 million for Cape Lambert dredging

Rio Tinto has announced \$226.8 million worth of funding to expand its iron ore operations in the Pilbara, Western Australia. According to a statement from the company, the money will fund several dredging contracts for the Cape Lambert Port expansion project.

Mining Australia said the dredging is required for the construction of a new 1.8km four-berth jetty and wharf, which would increase the ports annual capacity from 80 million tonnes to 180 million tonnes.

Rio is planning to increase the capacity of its Pilbara iron ore operations to 330 million tonnes per annum by the first-half of 2016. The first stage of the expansion, improving the efficiencies of the port systems at Dampier, is currently being implemented. When this stage is completed in the first quarter of 2011, the capacity will have increased to 225 million tonnes per annum.

According to Rio Tinto Australia chief executive Sam Walsh, the dredging works will ensure future expansion decisions can be implemented as quickly and efficiently as possible.

"Rio Tinto has a proven track record of managing large-scale iron ore expansion projects and this decision should be seen in that light," he told Mining Australia. "It is important at this stage that we advance this process in an orderly manner and this decision does that."

The dredging works are dependent upon a number of government and other approvals, particularly the approval of the Robe River joint venture partners with regard to the Cape Lambert port. **Source : Dredging News Online**



The pilot tender **JAN BREYDEL** seen alongside a Grimaldi vessel at Vlissingen pilot station - **Photo : Piet de Nijs (c)**

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The crew of the TSHD **AQUANAUT** seen in Walvis Bay (Namibia) during quadbiking activities in the Namib desert
Photo : Crew Aquanaut ©

Wan Hai firms up CSBC orders

Taiwan's Wan Hai Lines Limited intends to splash out \$639m to order 14 boxships from compatriot CSBC, which are scheduled to be delivered from late 2011 gradually. Originally Wan Hai had ordered 12 ships last year, including six 1,805 teu and six 4,252 teu sizes. But finally it has been changed to four 1,805 teu, four 1,000 teu, and six 4,500 teu types, namely 14 ships totally, after a board of directors meeting at Wan Hai on July 12th. The delivery dates of the originally ordered 12 ships were delayed by 16 to 18 months due to market recession, agreed by CSBC. In summary, the capacity of the order is raised from 36,300 teu to 38,200 teu, totaling \$639m. **Source: Seatradeasia**



The **JB 114** seen off Zeebrugge, the jackup is operating at the construction windfarm at the Thorntonbank

Photo : Pieter Neels ©

Greek drybulk specialist Paragon enters containership trade

Greek carrier Paragon Shipping Inc, mostly in the drybulk market, has sold one of its newbuilding Kamsarmax contracts and entered into agreements to acquire two 3,400-TEU new containerships from Germany's Howardtwerke-Deutsche Weft at EUR40 million per vessel (US\$49 million). "We have taken advantage of favourable conditions in the sale and purchase markets to sell one of our Kamsarmax newbuilding contracts and also to acquire two 3,400-TEU newbuild container vessels with prompt delivery within July and August 2010," said Paragon CEO Michael Bodouroglou. "We were able to sell the Kamsarmax contract at a one-time cash profit to the company and we believe the acquisition of the container vessels were made at attractive prices at an advantageous point in the container cycle," he said.

"The container market is currently at the early stages of its rebound with asset prices at attractive levels enabling us to maximise investment returns over time as freight rates recover," said Mr Bodouroglou. "We are seeking employment for these vessels and we shall continue to focus on fixed-rate period charter employment, a strategy that has been profitable for Paragon and its shareholders," he said. "We intend to continue seeking accretive acquisitions in the

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container and drybulk sectors. Aiming to maximise shareholder value, we will explore all options for our drybulk and container fleet." **Source: schednet.com**



The **MARCO POLO** seen anchored off Guernsey - **Photo : Piet de Nijs (c)**

Ship owners incur huge liabilities on lost containers

The huge liabilities which can be incurred by ship owners when containers are lost overboard are frequently compounded by the problems of establishing the circumstances surrounding a particular incident and incomplete knowledge of the containers' contents. Information from shippers about that's in each box and its weight can be inadequate, misleading or inaccurate.

Deliberate falsification of bills of lading and cargo manifests for commercial motives is not unknown. Martyn Haines, Senior Claims Director, UK P&I Club, was providing a protection and indemnity insurer's perspective on "Weighing containers: is it really that difficult?." "Nowadays, container operations are often on a massive scale, involving huge commercial values and carried out in an exacting context of safety and anti-pollution laws and regulations."

"When the ship's crew is loading in excess of 6,000 containers on a tight schedule, they are provided with limited information prior to sailing but cannot necessarily vouch for its reliability. Inevitably, some problems only emerge when the vessel is at sea. Captains are left to deal with them, albeit with information which remains limited," said Haines.

Where container contents turned out to have been misdeclared in relation to substance, volume, weight and perhaps their dangerous or illegal nature, the shipper should have some explaining to do, said Haines. "However, this does not stop the spotlight being turned on owner and master when things go wrong. They will quickly find a range of parties breathing down their necks in their haste to attribute liability." He maintained that with huge numbers of boxes, it was not always immediately obvious if individual containers had been lost overboard or a stack had become unstable – particularly in storm conditions.

Port authorities were rigorous in enforcing a ship owner's obligations in cleaning up pollution and holding him to account for any safety, legal or code violations that might have contributed to an incident. The prospect of fines was never far away. If they did not get the co-operation they wanted, they might "target" other vessels in the same line.

Floating and sunken containers which might be or become navigational or pollution hazards had to be dealt with. Recently, the Dutch Ministry of Waterways ordered the recovery of 50 empty containers which were a hazard to navigation. The cost to the P&I club was \$1,500,000. "There could well be claims from crew for personal injury and from cargo owners for loss or damage. Even if the owner does not know, accurately or substantially what was inside the lost containers, there could still be a claim – perhaps very expensive for high value items. The ship owner himself will claim if his vessel is damaged." Mr. Haines advised on how the insurer and his Club member should proceed in

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relation to liability attribution, variously asserted through the prospect or imposition of ship arrest, fines and heavy claims. "Record everything: Voyage plans, weather anticipation, weather conditions, ship's revs, the vessel's immediate position when the incident occurred. Take photos of floating containers and collapsed stacks. When you get to court, they will analyse the master's actions. Was he proceeding by the book? Was he looking after safety? Inform your P&I club and the coast guard. The club can deal with the authorities and get people on standby for the ship's arrival at the next port. Information is also ammunition. Do not give it out. Keep it to yourselves for deployment at the most appropriate times. **Source: Marina Bulletin**



The **MSC SPLENDIDA** seen arriving in Malta – **Photo : Gejtu Spiteri (c)**



Expansion planned at Geetapuram Port in India - dredging will accommodate Panamax vessels

Business Standard reports that Geetapuram Port in India, which recently received the go-ahead from Maharashtra to handle third-party cargo, has announced a Rs 2,000-crore expansion plan to increase its cargo handling capacity nearly sevenfold over the next two years. The expansion project seeks to raise the annual cargo handling capacity of Geetapuram Port from 6 million tonnes to 40 million tonnes, so said Geetapuram Port's Services Director and Chief Operating Officer Rajeev Singh Gautam. The quay at the port, which is currently 400m long will be extended to 1,700m. The port will also acquire eight more cranes, and carry out extensive dredging of the channel and berths to accommodate Panamax size ships. basis of new facility at Port of Houston **Source : Dredging News Online**



ITC's **SIROCCO** – Photo : Jan Oosterboer ©

Rolls-Royce wins new offshore orders worth £80 million

Rolls-Royce, the global power systems company, has won orders to design and equip five offshore and special purpose vessels plus options worth in total around £80 million in the last few weeks, official statement of Rolls-Royce company says. Rolls-Royce has signed a contract with Italian shipyard, Rosetti Marino Spa, for delivery of an integrated Rolls-Royce equipment system, including propulsion systems, rudders, deck machinery, thrusters, automation and control systems for a UT 712 CD anchor handling tug. The vessel will be built for Augusta Offshore Spa in Naples, Italy and is due for delivery in Q3 2012. This contract also includes an option for an additional vessel. Jørn Heltne, Rolls-Royce, Senior Vice President Ship Technology - Offshore, said: "This order marks the continuation of a long standing relationship between our two companies and we are very pleased that Augusta Offshore again has chosen Rolls-Royce technology for their new investments." In addition to this contract, three UT 515 CD design have been ordered by a new customer for delivery starting late in 2011. These vessels are ocean going tugs to undertake salvage, rescue and towing operations, including fire fighting and pollution prevention.

Each vessel will measure 86 metres in length with a beam of 17.5 metres and will be delivered with a fully-integrated Rolls-Royce equipment system, including engines, propulsion systems, rudders, deck machinery, thrusters, automation and control systems and Dynamic Positioning equipment. Included in the contract is an extensive customer training programme to be delivered at the new Rolls-Royce training centre in Aalesund, Norway. Another recent order is for design and delivery of an integrated Rolls-Royce equipment system for a UT 755 L3X to be built at Caspian Energy Projects LLC shipyard in Russia. This contract includes an option for an additional vessel. The UT 755 series from Rolls-Royce is the world's most popular platform supply vessel, with more than 160 on order or in service since the first went to sea in 1996. **Source : PortNews**



Above seen the **SAVE OUR SEAS** departing from Durban, she is based in Cape Town, South Africa, and recently conducted research into the sharks that traditionally follow the annual sardine run when these small fish invariably migrate up the east coast of South Africa at this time of the year and often come ashore along the coast of KwaZulu Natal where they are happily claimed by the local population. When she had finished that research she put into Durban for bunkers and stores before heading to Europa Island in the Mozambique Channel for further research on sharks.

She is a rather colourful small vessel, as can be seen from the attached photograph. Having built in Houma, Louisiana, USA, in 1980 as the supply ship **CLIPPER CAP HAITIEN** under the American flag. Thereafter she bore the names **ENSCO TENDER, TENDER TIDE, PALADIN SHADOW**, where after she changed her flag/registry to that of Marshall Islands and was renamed **PEACEFUL FISH**. She acquired her present name in mid 2009 and would appear to have been considerably altered for her new role. She is officially classified as a yacht, but perhaps research vessel would be more appropriate? **Photo : Shiphoto International, Durban ©**

CMA CGM christens the largest ever French-flag container vessel



Photo : Krispen Atkinson (c)

Christine Lagarde, France's Minister of Economic Affairs, Industry and Employment, carried out a high-profile christening of CMA CGM's new 13,800teu flagship - the largest ever French-flag container vessel - in Le Havre yesterday. Dubbed by its owners a "symbol of the recovery in international trade," **CMA CGM Christophe Colomb**

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will be deployed on the FAL 5 (French Asia Line) service on Asia-Europe trade. Port rotation will be Ningbo, Shanghai, Yantian, Tanjung Pelepas, Port Kelang, Le Havre, Hamburg, Rotterdam and Zeebrugge.

CMA CGM says the christening has coincided with a sharp recovery in its business since the beginning of the year, with volumes up 21% and revenue up 29% over first quarter 2009. Second-quarter results will exceed first-quarter figures, it adds. Separately, CMA CGM chairman Jacques Saade has denied reports that the group is to receive a \$1bn loan from the Qatari Investment Authority to help cover its newbuilding commitments, saying the terms sought by the potential investors were too onerous. **Source: seatradeasia**



Seen from the **Noordhoek Constructor** in the Danish Tyra Field the **MAERSK RESOLVE**
Photo : Peter Franse (c)

Vela International Marine Ltd. expands fleet

Virgo Star, the second vessel of four very large crude carriers (VLCC) ordered from Daewoo Shipbuilding and Marine Engineering, recently entered service after a naming ceremony at the South Korean shipyard Mohammad G. Al-Zahrani, Saudi Aramco's executive director of Safety and Industrial Security, presided over the ceremony. Among the more than 55 guests were Daewoo Shipbuilding senior executive vice president W.K. Ki; Saud Bukhari, Vela's Technical and Support Department manager; Majid Al-Sani, Vela's Tanker Construction manager; and Khalid Alhammad, project site manager. The **Virgo Star** is built to the latest shipbuilding rules and regulations and to Vela's standards of safety, reliability and the environment to ensure the reliable transportation of Saudi Aramco's crude oil to customers, according to a latest report carried by Saudi Aramco's web-site. **Source: SPA**

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The **MARCIANA** seen enroute Amsterdam – Photo : Erwin Willemse ©

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Iskes **TUMAK** seen assisting the **CAPE TEES** into the IJmuiden locks – Photo : Marcel Coster ©

Geden nixes Mipo product carriers

Turkey's Geden Lines has cancelled an eight-ship order at South Korea's Hyundai Mipo Dockyard. The line axed the contract for building eight 37,000 dwt products carriers inked in the latter half of 2007. The delivery of the vessels had been delayed by more than 18 months from original 2009-2011 in the aftermath of the global financial crisis, but now the order seems to have bitten the dust. HMD has been facing a number of contract adjustment for PCs from early this year but an order cancellation is for the first time in 23 months. In August 2008 the yard had four PCs, ordered by European shipowner, cancelled. Separately, HMD has won two 34,000 dwt bulk carrier orders from a Greek owner, which are options attached to a four 34K BC contract inked in February this year. The latest orders mark the 10th ship for 34K BC contracts for HMD this year. **Source: Seatradeasia**



The **KAPITAN NAZAREV** seen off St.Petersburg - **Photo : Ronald de Bloeme ©**

OLDIE – FROM THE SHOEBOX



The 1970 built 165 mtr long **NEDLLOYD AMERSFOORT** was built as the **AMERSFOORT** at the Howaldtswerke yard under number 002, renamed in 1982 in **NEDLLOYD AMERSFOORT**, followed by **MERCURY SKY** during 1989 and she got her final name during 1991 which was **TAAL LAKE**, she was broken up in July 1992 in Chittagong

Photo : Harry Stott (c)

.... PHOTO OF THE DAY



Wednesday early morning HAL's **NOORDAM** arrived from Bremerhaven in Rotterdam - Photo : Frits Janse (c)

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