

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 201



Number 201 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 20-07-2010**

News reports received from readers and Internet News articles copied from various news sites.

An advertisement for Mammoet Salvage. It features a large red and white ship with two large red cranes. The text "MAMMOET Salvage" is prominently displayed on the left. On the right, it says "Smart solutions. united experience". At the bottom, it provides contact information: "24/7 PHONE +31 (0)10 2042 445" and "Fax +31 (0)10 2042 447".

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**The SD CHRISTINA seen passing the Kiel canal
Photo : Michael Brakhage (c)**

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A Whale won't be part of Gulf response

After an extended trial period, Federal On-Scene Coordinator Admiral Paul Zukunft announced that the giant converted ore/oil carrier **A Whale** will not be deployed as a part of the BP **Deepwater Horizon** oil spill response.



The **A WHALE** seen at the Mississippi River - Photo : Richard de Jong ©

The 1,115 foot long super skimmer went through an extensive operational review by a multiagency team under the supervision of the U.S. Coast Guard. The report concluded that after significant effort, the amount of oil recovered was negligible, and limited oil beyond a sheen was found in the cargo tanks."

"While its stature is impressive, '**A Whale**' is not ideally suited to the needs of this response," said Admiral Zukunft. "We appreciate the ingenuity of the **TMT team** to try to make this innovative system work under these unique conditions. This is the largest oil spill response in our nation's history and we will continue to attack the oil as far offshore as possible with our fleet of hundreds of skimmers, controlled burns, and effective use of dispersant."

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 201

Bob Grantham, spokesman for **TMT Offshore**, said the **A Whale** concluded its final battery of tests Friday.

"The ship demonstrated that it can bring substantial volumes of capacity to bear in addressing oil spills, and can do so quickly and with great maneuverability," he noted. But "the particular conditions present in the Macondo spill did not afford the vessel the opportunity to recover a significant amount of oil. In large measure, this is due to the highly dispersed nature of the oil in the Gulf. When dispersants are used in high volume virtually from the point that oil leaves the well, it presents real challenges for high-volume skimming.



Photo : Richard de Jong ©

"We have learned much over the last several weeks about how to build a high-volume super-skimming task force capable of addressing oil spills wherever they may occur in the future. What our experience now tells us is that future oil spill response protocol should deploy super-skimmer capacity as soon as possible and as close as possible to the source of the spill. In this fashion, effective organic containment of oil can be

undertaken without substantial use of chemical dispersants. Thereafter, and in more judicious application, dispersants can be used as needed.

"We intend to continue to work with our colleagues at the Coast Guard, the Navy, and elsewhere in the U.S. government, along with experts and authorities around the globe, to modify and perfect super-skimmers.

"As Mr. Nobu Su, the CEO of TMT Offshore has remarked, 'We came to the Gulf with a sophisticated piece of equipment at no cost to taxpayers or BP to see if we could assist the communities and environment of the area. While conditions we found in the Gulf limited the **A Whale's** effectiveness, we intend to put what we have learned to good use as part of a global solution to oil spill response wherever future incidents may occur.'" **Source : MarineLog**

Baltic Dry Index plunge ends

The Baltic Dry Index ended its 35-day plunge on Friday. The BDI's losing streak finally came to halt moving up 1.18% to close at 1,720 points at the end of last week. The sharp plunge in the BDI which had sparked fears of market crash similar to the end of 2008 was triggered by lower iron ore imports by China and a large number of newbuildings entering the dry bulk fleet. Only 11 capesizes were fixed for iron ore last week compared to 21 the previous week. "Two weeks ago, the steady increase in available vessel supply was largely responsible for the continued decline in freight rates. Last week's decrease in freight rates, however, was largely due to the recent decline in spot cargo demand," Commodore Research said in its weekly report. All eyes will be on the index on Monday to see if recovery continues or rates start to fall again. **Source: searadeasia-online**

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TSHD GATEWAY PASSED THE EQUATOR FOR THE FIRST TIME



July 18th , 2010 the **TSHD Gateway** passed the equator for the first time, as there were 6 crewmembers who tried to sneak across without a certificate **Neptune** came on board to baptize these unfortunate men.



On the pictures you see the subjects at the start, and at the end of their tests. As you can see none of the questions Neptune asked were answered correctly, but Neptune was forgiving and decided he could baptize these men after all. We are proud to welcome **Octopussy**, **Sap sap**, **Kanuli**, **Barracuda**, **Tambakol** and **Balyena** in our midst. The day ended with a nice barbeque party in perfect weather conditions. Source : Crew Gateway

London P&I Club sees 22%-plus rise in free reserves

Claims and investment performance were the main factors behind The London P&I Club reporting a surplus of \$25.9m and an increase of 22.4% in free reserves to \$141.4m for the to year to Feb 20. This represents a 74.8% increase in free reserves since Feb 20 2008, the club's annual report has revealed. "The P&I industry had anticipated that depressed freight markets might lead to a moderation of claims and, indeed, we saw a significant reduction in the aggregate cost of our attritional claims in 2009," writes chairman John M. Lyras. "We also experienced 'a cluster' of larger claims during the first six months of the year, and this placed a strain on the underwriting result. However, the Association's premium income has been increasing and, together with the implementation of other measures, including the adjustment of deductible levels, long-term technical performance should steadily strengthen."

Mr Lyras draws particular attention to the management of risk in the context of underwriting and claims, as well as financial decision-making as something the committee "is giving careful consideration to as part of our preparation for the increased emphasis on the Association's governance framework under Solvency II." The European Union regime is due to come into effect in late 2012. "The Committee is focusing increasingly on its understanding of risk appetite, measurement and modelling, along with management information," he writes. "Since the scope of the Directive's quantitative, supervisory and disclosure-related requirements are far-reaching, I am reassured that there is co-operation among the [International] Group over aspects of the forthcoming regulation that the industry can influence." Mr Lyras says other issues of concern to members include the blight of piracy and the debate over the deployment of properly trained military guards and a "wide variety" of international and regional legislative developments.

Source: London P&I Club



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The **COSCO OCEANIA** seen arriving in Felixstowe – Photo : Derek Sands ©

China once again dominating shipping freight rates, while oversupply of tonnage raises concern

The ending of the week brought a cheerful note among dry bulk ship owners, as the sinking benchmark of the industry, the Baltic Dry Index (BDI) finally came to a halt, after 35 straight losing sessions, the longest in 15 years. It managed to pull up to 1,720 points, with daily rates for capesizes, now at \$12,495, now from almost three times this figure, back in late May, when the sector's doom began. Earlier in the week, a report from shipbroker Fearnley's has called the state of the capesize market the most dramatic in modern times. It also warned that China would remain quiet for some time. The panamax market managed to fare better during this downfall, having four straight rising sessions during the week. Panamax rates now command \$16,839 on a daily basis, while the even smaller in capacity Supramaxes can receive even higher fees of \$17,448, an abnormality that should even out soon enough, as has been the case in similar scenarios in the recent past.

Most analysts seemed to agree that the market's demise is now over, stating that the bottom of the barrel has been found. As always, the so called China "factor" showed its teeth, with Asia's leading economy proving to be the most critical factor for the dry bulk market. Raising the question of whether the new foreign trade record recently set from China will support shipping demand, BIMCO's shipping analyst, Peter Sand said that "China may not post a new export record in July, but the foreign trade data looks strong from a shipping point of view. Right now container ships are departing from China fully loaded with cargo left on the quay, due to lack of containers." Chinese import and export figures published Monday by Chinese customs show that gross foreign trade value attained USD 254.8 billion in June 2010, which is a new record monthly high. June also marked a new export record of USD 137.4 billion, emphasizing China's position as the world's largest exporter. But the strong export in recent months may be inflated by the forthcoming reduction in export tax rebates that may erode the competitiveness of some Chinese goods in a combination with a stronger Chinese currency.

Iron ore imports stayed relatively strong in June with 47.2 million tonnes being landed in China down 9.1% from May. But during first half of 2010 imports are still 4.1% higher y-o-y according to Chinese customs. Given the metal product export industry is reporting an expansion of new export orders a complete evaporation of Chinese demand is not likely to take place. Despite that some have linked the continued drop of the Baltic Dry Index with an ongoing slowdown in China. "That is definitely a part of the explanation but over-supply of tonnage remains to be the focal reason for falling freight rates. According to the latest BIMCO supply growth forecast the dry bulk fleet could grow as much as 15% in 2010, with Capesize seeing the largest growth", added Peter Sand. In the US: state of the market composite indicators ISM Service and ISM Industry revealed identical tendencies towards continued growth at a slower pace than previous

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 201

month. It is worthwhile to notice that the sub-index for new service orders declined for the fourth month in a row, to 54.4 down from 57.1 in May. This reading is the lowest this year. Meanwhile in Europe, the European Central Bank decided to leave the interest rate unchanged at 1% as the bank expects the euro-zone to grow moderately and at uneven in an environment still characterized by great uncertainty. Meanwhile during the week China revealed that its GDP grew by 10.3% y-o-y in second quarter 2010 down from 11.9% in Q1. Chinese industrial production also took a breather, as growth for the second quarter came in at 13.7% y-o-y. The slowdown was expected, as indicated by the monthly manufacturing PMI data previously released. Inflation also declined to 2.9% y-o-y in Q2.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



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Above seen the 1973 built cruise liner **AEGEAN ODYSSEY** entering Grand Harbour, Malta on Sunday 18th July 2010 for the first time.. She's owned and operated by **Voyages to Antiquity**, a one-ship cruise company established in 2009. Originally built as a ferry, it was converted to a cruise ship in 1988, and substantially rebuilt again in 2010.

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

New passenger ship safety regulations enter into force

The International Maritime Organization (IMO) has announced that a comprehensive package of amendments to the international regulations affecting new passenger ships has entered into force on July 1. Increased emphasis is placed on reducing the chance of accidents occurring and on improved survivability, embracing the concept on the ship as 'its own best lifeboat,' according to the IMO.

The amendments affect passenger ship regulations in the International Convention for the Safety of Life at Sea (SOLAS), and came about as the result of a comprehensive review of passenger ship safety initiated in 2000 by the IMO, the United Nations specialized agency with responsibility for safety and security of shipping and the prevention of marine pollution from ships.

The aim of the review was to assess whether the existing regulations were adequate to meet future challenges, in particular to address issues related to the increased size of passenger ships now being built. The amendments were adopted in 2006.

IMO said the guiding philosophy behind this important review was based on the dual premise that the regulatory framework should place more emphasis on the prevention of a casualty from occurring in the first place and that future passenger ships should be designed for improved survivability so that, in the event of a casualty, persons can stay safely on board, in a 'safe area' as the ship proceeds to port.

The amendments include new concepts such as the incorporation of design criteria for the casualty threshold (the amount of damage a ship is able to withstand, according to the design basis, and still safely return to port) into SOLAS chapters II-1 and II-2. The amendments also provide regulatory flexibility so that ship designers can meet future safety challenges.

The amendments, which largely affect new ships built from July 1, 2010, include:

alternative designs and arrangements;

provision of safe areas and the essential systems to be maintained while a ship proceeds to port after a casualty, which will require redundancy of propulsion and other essential systems;

on-board safety centers, from where safety systems can be controlled, operated and monitored;
fixed fire detection and alarm systems, including requirements for fire detectors and manually operated call points to be capable of being remotely and individually identified;

fire prevention, including amendments aimed at enhancing the fire safety of atriums, the means of escape in case of fire and ventilation systems; and time for orderly evacuation and abandonment, including requirements for the essential systems that must remain operational in case any one main vertical zone is unserviceable due to fire.

Other important SOLAS amendments entering into force on July 1, include the following:

December 2008 amendments to SOLAS

Amendments to the SOLAS Convention and to the 1988 Load Lines Protocol

The amendments make mandatory the International Code on Intact Stability, 2008 (2008 IS Code). The 2008 IS Code provides, in a single document, both mandatory requirements and recommended provisions relating to intact stability, taking into account technical developments, in particular regarding the dynamic stability phenomena in waves, based on state-of-the-art concepts. The code's mandatory status, under both the SOLAS Convention and the 1988 Load Lines Protocol, will significantly influence the design and the overall safety of ships.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 201

May 2006 amendments to SOLAS

Amendments to SOLAS Chapter II-2 fire protection

These include amendments relating to Regulation 9 - Containment of fire, to include a requirement of water-mist nozzles which should be tested and approved in accordance with the guidelines approved by the IMO; and to Regulation 15 - Arrangements for oil fuel, lubricating oil and other flammable oils, in which new test is introduced relating to the application of the regulation to ships constructed on or after February 1, 1992 or after July 1, 1998.

Amendments to SOLAS Chapter III - Life-saving appliances and arrangements

In Regulation 7 - Personal life-saving appliances, the amendments add a new requirement for infant lifejackets. For passenger ships on voyages of less than 24 hours, a number of infant lifejackets equal to at least 2.5% of the number of passengers on board is to be provided; and for passenger ships on voyages of 24 hours or greater, infant lifejackets are to be provided for each infant on board. A further amendment relates to the provision of lifejackets for larger passengers and states that, if the adult lifejackets provided are not designed to fit persons with a chest girth of up to 1,750mm, sufficient number of suitable accessories are to be available on board to allow them to be secured to such persons.

Amendment to SOLAS Chapter IV - Radiocommunications

The amendments relate to the provision of radio equipment, in Regulation 7, to require ships to carry an EPIRB capable of transmitting a distress alert through the polar orbiting satellite service (COSPAS-SARSAT) operating in the 406 MHz band; and, in Regulation 9 and 10, to clarify that the means of initiating ship-to-shore distress alerts may be through the Inmarsat geostationary satellite service by a ship earth station. **Source : Taiwan News**



The TSHD **UTRECHT** seen working at the Maasvlakte II project – **Photo : Rik van Marle ©**

CASUALTY REPORTING



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

Arctic oil tankers collided

Two Russian tankers carrying diesel-fuel collided with each-other late Friday somewhere along the North East Passage. No leakages of diesel or oil are reported. The exact position of the tankers is not given. The collision happened on Friday evening or the night to Saturday, reports Novaya Gazeta. The tankers are belongs to Murmansk Shipping Company. BarentsObserver reported last week that the two tankers **Indiga** and **Varzuga** recently sailed from Murmansk loaded with 13,300 tons of diesel-fuel each on their way to Chukotka in Russia's Far East.

The tankers are sailing the partly ice-covered Northern Sea Route and are accompanied by the two nuclear powered icebreakers Rossia and Taimyr, according to the Murmansk based web-portal MBNews. According to Novaya Gazeta, the collision happened in difficult ice conditions, exacerbated by poor visibility. It was the tanker Varzuga that crashed into the rear stern side of Indiga. The hull of Indiga was damaged, but the vessel did not lose its seaworthy.

BarentsObserver reported last week that the two tankers hold the ice-classification 1A Super with double hull.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 201

The radio-station Echo Moskv reports with reference to the editor of the Maritime Bulletin Mikael Voitenko that no leakages of diesel or oil are reported. The Arctic shipping season 2010 is closely followed by the world's shipping interests as global warming makes the sea ice retreat in record speed. By sailing the Northern Sea route, the ship-owners save both time and fuel-costs as the distance from Europe to Asia via the north is much shorter than traditionally routes through the Suez- Panama-, or around Africa to Asia. According to the original plan, **Indiga** and **Varzuga** were scheduled to arrive in the port-town of Pevek on Chukotka in Russia's Far East on July 27th. So far, there are no report on any delay of the scedule due to the collision this weekend.


Although Varzuga and Indiga are the first tankers to sail the North East Passage this summer, they are not the only. Russia's biggest shipping company, Sovkomflot, intends to carry out a first major oil shipment from the Varandey terminal on the coast of the Pechora Sea through the North East Passage to Japan later this summer. Sovcomflot will send one of its purpose-built 70.000 dwt ice-classed shuttle tankers on the route. If successful, the tanker will be the first ever oil tanker to sail the entire Northern Sea Route from Northwest Russia to Asia. **Source : BarentsObserver**

NAVY NEWS



Referring to the article about the **DAMEN INTERCEPTOR 1102** last Saturday, above seen one of these units (98-95-YL) onboard the Dutch LPD **L 801 JOHAN DE WITT** which was operating at the Somalia coast recently

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



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Security Warning Over Trident Budget Cuts

Spending cuts to Britain's nuclear deterrent programme would mean "playing fast and loose" with national security, the Defence Secretary has warned.

Liam Fox said funding the renewal of the Trident system from the Ministry of Defence budget would make it "very difficult to maintain what we are currently doing in terms of capabilities". The MoD is currently responsible for the running costs of the submarine-based deterrent, but a central fund pays for the system's capital costs, expected to be around £20bn.

Dr Fox confirmed he is involved in talks with the Treasury over suggestions the MoD is taking on the full financial responsibility of renewing Trident, even though the department is already facing 10% cuts in its budget.

He warned: "To take the capital cost would make it very difficult to maintain what we are currently doing in terms of capabilities." It is alarming that George Osborne is intent on ditching the commitment to proper funding for renewing our deterrent made by the last Labour government.

When asked about reports that he had threatened to quit if Trident was not replaced, Dr Fox told the BBC: "We really can't play fast and loose with the country's defence. "We don't know what the threats will be between now and 2050 - no one could have predicted 40 years ago what the world would look like today. "So we have to ensure we have the precautions to protect Britain from nuclear blackmail by any other state."

He said he was "pretty confident" a review of the costs of the Trident replacement could identify significant savings.

But talk of altering the funding of Trident has drawn significant criticism from Labour MP John Woodcock, who represents the Barrow shipyard where the submarines would be built and is a member of the defence select committee. "It is alarming that George Osborne is intent on ditching the commitment to proper funding for renewing our deterrent made by the last Labour government," he said.

"The new Chancellor seems intoxicated by his new power to threaten colleagues with unrealistic and unwise spending contractions." Under current plans, the construction of Trident's new submarine platform will begin in 2014.

Source : Sky News Online

SHIPYARD NEWS

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Brussels allows new shipyards owners to take own recruitment decisions

The European Commission has refuted claims by Labour MEP Edward Scicluna that the government or the Italian company that bought Malta Shipyards breached EU laws by not taking on board the workers that remained.

Replying to a parliamentary question by Prof. Scicluna, in which he argued that the yard's remaining 59 workers had a right to be transferred onto the new company under EU laws, European Employment Commissioner

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 201

Laszlo Andor said the Commission disagreed with his interpretation and had no competence to interfere in the running of private companies.

He said nothing in the information provided by Prof. Scicluna indicated that the Maltese authorities had breached EU laws relating to the rights of employees during the transfer of companies. The yard only employed 60 workers before it was sold, having shed nearly 1,000 employees in its 2003 restructuring to drop to 1,700, and downsizing again drastically last year through a €58 million voluntary retirement scheme ahead of privatisation. Fifty-nine of the remaining workers had asked to be transferred to the government company Industrial Projects and Services Ltd and the last remaining one opted for early retirement after Palumbo, the Italian company that took over, made it clear it would not automatically employ all the workers that were left on the yard's books before liquidation. Originally, when the privatisation of Malta Shipyards was announced, the government had not immediately adhered to the Commission's recommendation to liquidate the company before moving to privatisation as the enterprise still had hundreds of workers on its books. However, following a health uptake of the early retirement schemes, the government changed course and decided to wind up the company, avoiding forking out more millions of euros to cover the company's accumulated debt until it ceased operations. Prof. Scicluna argued that the workers that remained should have been transferred to the new company but Mr Andor said the Commission had no right or competence to intervene in decisions taken by private companies such as Palumbo. **Source: Times of Malta**



A local vessel is pulled ashore using rubber inflatable bags at a shipyard in Sibul (Malaysia – Borneo)

Photo : Piet Sinke ©

Five dead, one missing after explosion at shipyard in East China

An explosion at a shipyard in east China's Jiangxi Province early Saturday has left five workers dead and one missing. The accident happened at 2:10 a.m. at the Tongfang Jiangxin Shipbuilding Co. shipyard in Hukou County, local safety authorities said.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 201

The cause of the accident is not yet known. The accident's victims were workers from Jingcheng Industrial Co., a subcontractor that paints and decorates ships. Founded in 1966, the shipyard used to be a state-owned firm under China State Shipbuilding Corporation. Beijing-based Tsinghua Tongfang became the shipyard's owner after a reform in 2006. The shipyard has three production lines and it produces 5,000 and 20,000 tonne ships. **Source: Xinhua**

Asian shipbuilders buck weaker trend

Demand for new vessels has started to wane on the back of increasing shipyard costs, although Asian shipyards continue to receive significant orders. The average cost of a new 300,000t very large crude carrier (VLCC), although around 13pc lower than a year ago, rose this week to around \$104.5mn compared with around \$103.5mn a week earlier. The average cost of a new 110,000t Aframax tanker rose to \$57.5mn compared with around \$57.3mn a week ago, said Greek shipbroker Intermodal. Previous forecasts suggested the price of a new VLCC this year will average around \$98mn, with the average cost of a new Aframax remaining at around \$52mn.

The most notable deal reported during the past week was an order placed by Transpetro, the shipping arm of Brazil's state-owned Petrobras, for eight LPG carriers consisting of four 7,000m³ and two 4,000m³ fully pressurised units, as well as two 12,000m³ semi-refrigerated units. The vessels will be built at Estaleiro Promar's Greenfield yard in Brazil at a total contract price of \$536mn, Intermodal said, and are scheduled for delivery in the third quarter of 2013 and fourth quarter of 2015. Taiwanese shipping company Evergreen has sealed a deal with South Korea's STX Shipbuilding for 12 Post Panamax container vessels at an undisclosed price. The vessels, which each will have a capacity to carry 8,000 containers, will be delivered between 2012 and 2013. American Eagle Tankers (AET), a subsidiary of Malaysian's state-owned oil firm Petronas' shipping affiliate MISC, has placed an order for three VLCCs with South Korea's Daewoo Shipbuilding at a cost of \$105mn each. The vessels are to be delivered between 2012 and 2013. AET last month finalised a deal with Samsung Heavy Industries for four new 158,500t Suezmax tankers to be delivered between April and October 2012 for an undisclosed price. The latest deals bring AET's current order book to 17 vessels.

South Korea's SK Shipping has also placed an order for an undisclosed price for two Suezmax tankers of around 160,000t each with China's Dalian Shipbuilding, delivering in 2012-2013, said Intermodal. UK-based dry cargo broker Cabot Shipping commissioned Chinese shipbuilder Nantong Mingde to build two 180,000t bulk carriers at \$56mn each, with both vessels scheduled for delivery in October 2012. US-based Diamond Shipping ordered two 158,000t tankers and one 105,000t tanker from South Korean shipbuilder Hyundai Heavy Industries at an undisclosed price. All three vessels are scheduled to be delivered in 2012. **Source: Argus**



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Neptune Shipyards delivered the first Euro Carrier 2611



Neptune Shipyards in Aalst has delivered the first Euro Carrier 2611 to Marine Projects Rotterdam.

The Euro Carrier 2611 is named **M.P.R. 1** and the ship was entirely built in the Netherlands.

Dimensions are:

Length: 26.48 m

Beam: 11.00 m

Draught: 3.20

Crane: 230/4SL

Engines: 2x C32 (Caterpillar)

Bollard pull: 28 tons

ROUTE, PORTS & SERVICES



The **BB WORKER** departed last weekend with the 2nd part of the Valhall module from Rotterdam

Photo : Henk van der Heijden ©

Antwerpen container volume up 16 percent to 4.2 million TEUs in six months

Container volume handled by the Port of Antwerp rose year-over-year by 16.2 percent in the first six months of 2010 to 4.2 million 20-foot equivalent container units. As measured in tons, container volume in Antwerp was up by nearly 20 percent in comparison with the period January-June 2009, from 42.9 million to 51.3 million metric tons. "This result gets us back to 2008 levels and confirms Antwerp's position as Europe's second-largest container port," said Antwerp Port Authority CEO Eddy Bruyninckx. "However, the positive trend in 2010 does not mean that we can afford to be any less careful about further developments."

During the first six months of this year the port of Antwerp handled 87 million metric tons of freight, up 12.7 percent compared with the same period last year, when the volume came to 77 million metric tons. The volume of bulk freight rose by 4.1 percent in the first half of 2010, to 28.2 million metric tons. The increase was mainly due to the rise in dry bulk, which was up by 24.7 percent to 9.8 million metric tons. Liquid bulk, however, was down by 4.3 percent to 18.4 million metric tons, mainly due to lower stocking levels on the oil market. Repair and maintenance work by various companies also contributed to the decline. The volume of oil derivatives fell by 11 percent to 11 million metric tons, while crude oil (2.1 million metric tons) and chemicals (4.9 million metric tons) were up by 2.7 percent and 14.1 percent respectively.

Breakbulk volume was up only slightly, with 1.2 percent more being loaded and unloaded from January to June. The total amount for the first six months was 5.5 million metric tons. Breakbulk volume is 43.6 percent less than in 2007 and 34.8 percent less than in 2008. Conventional/breakbulk remains an area of concern, as the decline cannot be explained entirely by the state of the economy. The volume of steel products was slightly down, by 2.4 percent, to 2.9 million metric tons. The port's roll-on, roll-off cargo expanded by 13.4 percent to 1.8 million metric tons. The volume of cars handled rose sharply, by 29.3 percent, with 442,267 vehicles being loaded or unloaded during the first six months. The number of ocean-going ships calling at the port was up by 4.5 percent, to 7,214 vessels.

Source: joc.com

Impressive unity on the subject of deepening the fairway of the Lower and Outer Elbe in Hamburg

The representatives from politics, associations and port management could not have found weightier arguments, and therewith a better date, for the subject of "Urgency of deepening the fairway of the Lower and Outer Elbe". On the occasion of the first call of the to-date largest container ship handled in the Port of Hamburg, the CMA CGM CHRISTOPHE COLOMB, the Port of Hamburg Marketing Association had invited journalists and representatives from public authorities, industry and associations to a news cruise.

During the cruise, Claudia Roller, CEO of Port of Hamburg Marketing, Axel Gedaschko, Hamburg's State Minister of Economic and Labour Affairs, Managing Director of the CMA CGM (Germany) GmbH, Reinhard Peschel and his colleague Peter Wolf, Frank Horch, President of the Chamber of Industry and Commerce in Hamburg, Dr. Stefan Behn, HHLA board member for the segment Containers, Norman Zurke, Managing Director of the Association of Hamburg Port Enterprises, Jens Meier, Member of Management of the Hamburg Port Authority (HPA) and the Deputy Harbourmaster, Andreas Brummermann, explained the special challenges which the handling of ships of this size entail on the Elbe River and in the port.

The joint message to customers and partners of the port of Hamburg is that all the parties concerned in the port are already geared to handling the currently biggest ships. However, there is still a call for the pending deepening of the fairway of the Lower and Outer Elbe – connecting the Port of Hamburg with the North Sea – which is urgently required for the arrival and departure of these particularly big ships with draughts of up to 15.50 meters. More and more large container ships call at the Port of Hamburg. In 2010 more than 100 ships with more than 10.000 TEU are expected to call at Germany's biggest Seaport.



The **STENA NATALITA** seen in Hamburg – Photo : Capt. Hans Schaefer ©

Last week the new flagship from the French shipping company CMA CGM came from Le Havre and, with a holding area capacity of 13,800 TEU as well as 800 connections for reefers and a deadweight capacity of 157,000 tons, it is

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currently one of the largest container ships worldwide. The container giant measures 365.5 meters in length and reaches a maximum draught of 15.5 meters when used to full capacity.

CMA CGM deploys the **CMA CGM CHRISTOPHE COLOMB** in the Asia-Europe-Liner service “French-Asia-Line 1” (FAL1). In the FAL1 the following ports of call will be serviced in Asia: Port Kelang, Yantian, Dalian, Xingang, Shanghai, Xiamen, Hong Kong, Yantian, Port Kelang. Marsaxlokk and Khor Fakkan will be called in easterly direction. In westerly direction, Tangiers is also on the schedule. Then the CMA CGM CHRISTOPHE COLOMB will change to the new – operated jointly with Maersk Line – Far East service FAL5, which will link Hamburg with Port Kelang, Singapore, Ningbo, Shanghai, Yantian, Tanjung Pelepas and Port Kelang. The container giant’s first call in the new Far-East service FAL5 in Hamburg will take place in October 2010. Container traffic with Asia reached a total volume of 4.2 million containers (TEU) in 2009 in Hamburg. With 2.3 million TEU, the People’s Republic of China (including Hong Kong) once again occupied the top position amongst the most important trading partners of the Port of Hamburg in container traffic in 2009, followed by Singapore. Other top trading partners in Asia are South Korea, Malaysia and Japan. In Hamburg, HHLA Container Terminal Burchardkai (CTB) took care of unloading and loading the more than 5,200 TEU container load; a quantity which would suffice to utilize the capacity of 52 container trains. To be able to handle ships of this magnitude with maximum productivity, HHLA equipped berth 2 at the CTB with five Super-Post-Panamax bridges over the past months. These are tandem bridges, which can move two 40 foot containers or four 20 foot containers from the container ship in one single move. These container bridges are the largest and most efficient of their kind throughout Europe. In total, the CTB now has command of ten Super-Post-Panamax bridges to handle the large container ships.



The **MARGOT N** seen in the port of Hamburg – Photo : Capt. Hans Schaefer ©

“The transshipment development in the Port of Hamburg is continuously pointing upwards. In particular the traffic from and to Asia is developing pleasingly. In this respect, the arrival of the **CMA CGM CHRISTOPHE COLOMB** is also a sign of economic recovery in the Port of Hamburg,” said Jens Meier, Member of the Management of the Hamburg Port Authority (HPA). The HPA is continuously investing in expanding the infrastructure. This is becoming clearly obvious in the port of Waltershof. The extensions of berth 2 on the Burchardkai into a modern and high-capacity quay wall, where ships the size of the **CHRISTOPHE COLOMB** can be handled, have been completed. The work to get the quay wall on the opposite Predöhlkai at Eurogate fit, has also been completed. On top of that, the extension of the quay at the Burchardkai is continuing.

“The arrival of the **CMA CGM CHRISTOPHE COLOMB** – the largest container ship to have called at the Port of Hamburg to date – is not only an impressive event, but it is also a mark of the attractiveness of this port location for ocean shipping. But we also note: The container ships are getting bigger. At the moment, the CMA CGM CHRISTOPHE

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COLOMB can only call at the Port of Hamburg during a certain tide window", elucidated Hamburg's State Minister of Economic and Labour Affairs, Axel Gedaschko.

The Managing Director of CMA CGM (Germany) GmbH, Reinhard Peschel, is also devoting his efforts towards the deepening of the Lower and Outer Elbe fairway: "The deepening of the fairway is inevitable, both for us as shipping company and the Port of Hamburg itself. CMA CGM has deliberately decided to come to Hamburg with ships such as the **CMA CGM CHRISTOPHE COLOMB**, because here we can find a very good hinterland traffic connection to Central and Eastern Europe, including Russia, and can also excellently pool our transshipment cargoes with the Scandinavian and Baltic area with feeder services. We are also very satisfied with the productivity of the Hamburg container terminals and the trusting collaboration. It is important to us that our ships can put up in the Port of Hamburg with as much flexibility as possible. We also continue to emphasise this to the local authorities and we are convinced that one will make the right decisions to expedite the deepening of the Elbe fairway as quickly as possible."

The Deputy Managing Director of CMA CGM (Germany) GmbH, Peter Wolf, explained: "Our customers also appreciate the Port of Hamburg. That is why the planned investments in the infrastructure should be carried out as quickly as possible. Because reliable and trouble-free handling in the port also contributes to our customer's satisfaction. We need to get as close as possible to our customers with our ships. Many enterprises in the transport and logistics industry, as well as the trade, are located in the Greater Hamburg area and therefore appreciate short and inexpensive transport routes from and to the port. In addition, it is a fact that the ocean vessel is still and will remain the most environmentally friendly transport means."

The President of the Chamber of Commerce Hamburg, Frank Horch, pointed out the importance of an efficient port for the whole metropolitan region. This urgently includes the deepening of the Lower Elbe fairway, which is also acceptable from an ecological point of view. "The federal authorities have planned the deepening of the fairway and the environmental compensation measures with the greatest of care and competence, the overall ecological situation in the Lower Elbe region will be better, rather than worse, after the realization. In addition, transport by ocean vessel is the most environmentally friendly form of cargo transport". The arrival of container giants such as the **CMA CGM CHRISTOPHE COLOMB** requires thorough preparation from the Hamburg Port Authority (HPA) and the harbour pilots. "We don't leave anything to chance when such large ships arrive," explained the Deputy Harbourmaster, Andreas Brummermann. "For this reason we have tested the arrivals on the simulator, together with the harbour pilots. We have worked out all basic parameters which are necessary to allow these ship types to enter the Port of Hamburg safely. We are well prepared for the arrival of these ships." **Source : Port of Hamburg**



The **SCI MUMBAI** seen departing from Felixstowe – **Photo : Andrew Moors ©**



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The **FEI CHI** seen departing from Singapore – Photo : **Piet Sinke (c)**

Dredger arrives in Fiji's Rewa river

The Fiji Times reports that a dredger has arrived in Nausori in Fiji and is expected to begin next month.

Rewa Provincial Council deputy chairman Pita Tagicakiverata said the dredger was bought from China to carry out dredging work in the Rewa River. The dredger - **Nukubici** - was launched at Lokia Landing, Nausori on this weekend.

Mr Tagicakiverata had earlier said that the project to dredge the Rewa River would not only reduce flooding along the Rewa Delta, it would also be a source of revenue for the province.

An Environment Impact Assessment was carried out to determine the potential impact of the proposed dredging of the Rewa River as proposed by the Land and Water Resource Management division of the Ministry of Primary Industries.

Source : Dredging News Online

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Samho grabs handies

South Korea's Samho Shipbuilding has won orders for two firm 35,000 dwt bulkers plus one option from Malaysia's Ecoship. Delivery is scheduled in the first half of 2012 with a price per unit thought to be in the \$27m region. Ecoship is based in Kuala Lumpur and currently owns two vessels, the 28,500 dwt **Eco Vanguard** (built 2001) and 18,200 dwt **Eco Prosperity** (built 1995). Source: SeaTradeAsia-Online



The **HANNOVER BRIDGE** seen departing from Felixstowe – Photo : Andrew Moors ©

Vinalines to borrow \$32 mil. for large cargo vessel

State-owned Vietnam National Shipping Lines has borrowed nearly US\$32 million from banks to buy a large cargo vessel. According to contracts signed Thursday in Hanoi, Vinalines will borrow \$16.375 million from Vietnam Private Bank (VPBank) and \$15.5 million from Ocean Commercial Joint Stock Bank (OceanBank) to buy the 56,057 DWT bulk carrier **Sunny Glory**. The boat, built in Panama in 2006, is expected to expand markets for Vinalines, especially where

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there is demand for the transport of ore, iron and other raw materials. The loans will be returned in eight years.

Source: VNA



The **SAGA RUBY** seen departing from Amsterdam bound for Dover - **Photo : Marcel Coster (c)**

Hanjin Shipping opens dedicated terminal in Algeciras, Spain

Hanjin Shipping announced the official opening of its dedicated terminal in Algeciras, Spain as of today. Since February, 2008, when Hanjin Shipping was selected as the preferred bidder for developing a dedicated terminal in Algeciras, Spain, it took over 2 and half years for the company to complete the construction. The Algeciras Terminal, in which Hanjin Shipping's years of experience and up-to-date technology in terminal development and operation is adopted, is Spain's first terminal with automated yard system. Situated in Spain's largest port and sitting on a land of 350,000 m², it can accommodate mega-sized container ships over 10,000TEU class and handle maximum of 1,560,000TEU annually.

With the strategic location of the terminal, Hanjin Shipping believes that it will serve as the shipping/logistics hub in the Mediterranean region by major shipping carriers. Eun Young Choi, Chairwoman& CEO of Hanjin Shipping comments, "This new terminal in Algeciras, Spain, which neighbors with Africa, will allow us to set forth into the African market where the economic growth is expected to come gradually. It will also help us make stronger presence in markets including North Europe, East Coast of U.S. and South America." Prince Felipe of Spain addressing the opening ceremony comments, "Today is a very meaningful day for this great port and the city of Algeciras. Personally, I did not want to miss today's event because as many of you may know, I was here 8 years ago to attend the ceremony for laying the corner stone for the expansion of Isla Verde Exterior." He adds, "I am honored to inaugurate the official opening of the Total Terminal International Algeciras of Hanjin Shipping." Currently, there are 6 liner services operated by Hanjin Shipping that call Algeciras Terminal and numerous feeders connecting the nearby areas including the ports in Spain, Portugal, North and North-West Africa. Meanwhile, besides the existing 13 terminals around the globe, Hanjin

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Shipping is planning to opening new dedicated terminals in Tan Cang-Cai Mep, Vietnam in 2011 and Jacksonville, U.S. in 2013. **Source:** [transportweekly](#)



SNRH tugboats seen along side in Le Havre: [SD Gironde](#), [SD Seine](#), [RT Claire](#), [RT Stephanie](#), [RT Antonie](#) and the [SD Loire](#).

Photo : [Shoreway crew \(c\)](#)

CMA CGM chief financial officer to step down

The chief financial officer of CMA CGM Jean Yves Schapiro will leave the company at the end of August, the French ocean container carrier said July 16. "He decided to take new challenges in another industry other than shipping," according to a spokesperson for the Marseilles-based carrier. The appointment of a new CFO will be announced in due course, the spokesperson said.

Schapiro was made an executive director of CMA CGM in January as part of a major management reshuffle following months of talks with creditor banks. He is leaving at a critical time for family-controlled CMA CGM, which is seeking outside investors as part of a restructuring of its \$5.3 billion of debt. Jacques Saade, founder of CMA CGM, broke off talks with Qatar Holding earlier this week saying its conditions for a capital injection were too onerous. Qatar's sovereign wealth fund was reported to have proposed a \$1 billion cash injection in return for a 49 percent stake in the world's third largest ocean carrier. Saade said he expects to reach agreement with a new investor by the end of July.

Source: [joc.com](#)



Brittany Ferries [ARMORIQUE](#) seen moored in Roscoff (France) – **Photo :** [Arie Mes ©](#)

Vinalines denies Vinashin vessel takeovers

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Vietnam National Shipping Lines (Vinalines) has denied it is take over 40 vessels from the country's ailing national shipbuilder. Tran Manh Ha, head of the Vinaline's legal department, denied reports the company was takeing 40 vessels owned by Vietnam Shipbuilding Industry Group (Vinashin) as part of a restructuring package for the ailing state shipyard group, Than Thein News reported. The company will receive some assets following a government decision, the spokesman said, without elaborating. Vinalines chairman and ceo Duong Chi Dung is leading a steering committee that is working on the restructuring. **Source: seatradeasia-online**



The **CHILTERN** seen moored in Rotterdam-Caland canal - **Photo : Frits Janse (c)**

Westports on expansion path

Westports Malaysia Sdn Bhd will resume the initial phase of its expansion this year that will see the construction of the 300m container terminal 6 (CT6). "We have opened the tender for CT6 and in terms of cost we would not know until the bid comes in.

"But, it is estimated that based on previous experience, the cost could be more than RM200mil inclusive of construction, equipment, logistics and dredging," executive director Ruben Emir Gnanalingam told StarBiz.

The construction of CT6 comprises an additional 300m berth, 1,500 additional ground slot of yard space and four new quay cranes. It is expected to be ready by second quarter next year. This will see the increase of the port's capacity to 7.5 million TEUs (twenty-foot equivalent units).

Westports was supposed to have begun its expansion about two years ago but was slowed down by the global economic downturn. Ruben said when completed, CT6 would see the berth length of about 600m. However, Westports would construct half of the project first as the remaining development would require land reclamation.

"The reclamation tender is already out and we want to start its development as soon as possible," he said. Ruben said Westports planned long-term expansion would see capital expenditure of RM3.5bil to RM4bil to be developed over the span of 15 to 20 years.

"It will involve about 3km of berth length for five terminals. But again, the speed of the expansion plan will depend on the trend of the future economy," he said. Westports recorded a 30% growth in container handling to 2.65 million TEUs from January to June compared with the same period last year. In another matter, Westports executive

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 201

chairman, Tan Sri G. Gnanalingam has been conferred the Asia Human Resource Development (HRD) Congress Award 2010 for his contributions to society in the development of human resources last week.

The award was presented by Deputy Chief Minister of Sarawak Datuk Patinggi Tan Sri Alfred Jabu Numpang. "The government has embarked on a high-income economy by 2020 and I would like to appeal to all private sector employers that only they can ensure that they move into a high income economy.

"Poverty level today is set at RM750 income per month and I believe strongly there should be a minimum wage for both local and foreign employees. In fact, Vision 2020 for me means the minimum salary in Malaysia will be RM2,020 by the year 2020," he said in a statement.

Gnanalingam said this was the third human resources award to Westports. "The first was Best Employer Award in 2004 and followed by the Human Resource Development Award in 2007. I believe receiving the Asia HRD Award is probably the culmination of awards. **Source : The Star**



The **Maersk Lancer** seen moored in Teesport July 13th

Photo : Ruud Kempe - www.andrekempe.nl ©

Ned-Deck Marine and Palfinger AG – a stronger position in the maritime industry

Ned-Deck Marine, leading manufacturer of high tech davit systems, has strengthened its position in the maritime industry with Palfinger AG, the leading international manufacturer of hydraulic lifting, loading and handling systems, which acquired a majority share within Ned-Deck Marine on July 15th 2010. This strategic partnership will enable customers to exploit the best of both companies' core strengths in the marine, yachting, offshore and wind farm industry worldwide. Through deeper technical integration of the respective products, as well as through coordinated marketing, sales and services activities both companies will be able to expand the existing product line to a new and even more innovative level, resulting in higher customer satisfaction.

Although the maritime industry has suffered a market decline of approximately 30% over the last years, Ned-Deck Marine has realized increased turn over and created a stronger position in the industry worldwide. In addition this partnership will create accelerated growth, a broader international service network and increased market share for

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 201

both companies due to the synergy effect of the company's product lines", explains Alexander Schouten, Sales Director of Ned-Deck Marine. Ned-Deck Marine will offer product packages and systems that are standard or custom made and certified according the latest regulations. The product range includes: life/rescue boat davits, life raft davits, interceptor/workboat davits, RHIB recovery installation, fixed boom, telescoping boom and knuckle boom cranes and GRP and aluminum fast rescue boats.



PB tugs seen assisting the **KUMANO LILY** in Townsville (Australia) - Photo : Capt Arie Nygh ©

Plenty of spirit left in vessels

THE Spirits, which take freight and passengers across Bass Strait, do not need to be replaced any time soon, says the

man who brought **Spirit of Tasmania II** from Greece to Tasmania. "These two ships have certainly proved themselves, and they have plenty of years of service in them yet," Captain Jim Lewis said from TT-Line's 25th-anniversary celebrations in Devonport yesterday. "They are two of the loveliest ships I have ever had the pleasure of sailing, and they are definitely up to the task."

Photo : Cody Williams (c)

The State Government yesterday continued to come under fire over its broken election promise to replace

the two ships by 2014. The State Opposition labelled the pledge a hoax and said Infrastructure Minister Lara Giddings needed to confirm exactly when the Devonport to Melbourne run would be serviced by new vessels.

TT-Line has claimed it was not consulted about Premier David Bartlett's plan to replace the vessels three years early before he announced it as the state election campaign hit fever pitch in February. Opposition tourism spokesman Will

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 201

Hodgman said there were no new suitable replacement vessels under construction anywhere in the world and none on the drawing board.

Earlier this year, Tasmanian shipbuilder Bob Clifford said monohull ships were yesterday's technology and challenged TT-Line to give him its vessel specifications to see if new ships could be built here. Capt Lewis was one of four past and present captains to attend TT-Line's celebrations.

The Queenslander, who began his seafaring career in 1969 as a 17-year-old cadet, retired in 2006. "Last night I travelled for the first time as a passenger from Melbourne for the celebrations. It was lovely to just relax and enjoy the experience," he said.

Capt Lewis sailed the ill-fated **Devil Cat** catamaran, the original **Spirit of Tasmania** vessel which was replaced in 2002, and commissioned **Spirit of Tasmania III** on its maiden voyage from Sydney to Tasmania. But he said the highlight of his career was delivering **Spirit of Tasmania II** from Greece to Tasmania. Capt Ralph McDonnell, Capt Kon Eliades and Capt Martin Watts were in Devonport for TT-Line's milestone **Source : themercury.com.au**



The **WEST GEMINI** seen in Singapore West Jurong - **Photo : Capt. Neil Johnston ©**

Nord Stream pipeline reaches European mainland

The first pipe string for the Nord Stream Pipeline was pulled ashore on 3 July. "This construction phase was important and exciting for us, not just from a technological point of view. It also has a symbolic significance, as the Nord Stream Pipeline has now reached the European mainland for the first time and, moreover here in Lubmin, the point where WINGAS is planning and already building the natural gas transfer station and the OPAL and NEL onshore pipelines," said Dr Georg Nowack, Nord Stream AG project manager for Germany.

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Since 28 June work has been underway on the pipelay vessel **Castoro Dieci** (C10) to weld together the 12m long pipes to form the first pipeline string. The pipeline, which is thus growing at up to 24m per hour, is pulled ashore with the aid of a heavy-duty draw winch mounted on land. The winch itself weighs 100 tonnes and in this project it is working with its maximum traction force of around 500 tonnes.

This is also necessary in order to pull ashore the pipeline string, which is now around 1,000m long and weighs around 2,000 tonnes. **Source : Offshore Shipping Online**



The 2010 built **UOS LIBERTY** seen arriving in Harlingen
Photo : Wytze van de Witte - www.janvandewitte.nl ©

CONDOR FERRIES BACKING F1 CHAMP'S - CHARITY CYCLE CHALLENGE

Former Formula One World Champion Nigel Mansell paid a flying visit to the bridge of Condor Ferries' fast cat ferry recently. While on board the high speed wave piercing catamaran, which has a service speed of close to 40 knots, the race ace visited the bridge met Condor Ferries Captain Peter Aldous and spent a short time at the helm.

The Jersey-based motor-racing legend was returning from the London to Paris 2010 Cycling event as part of their training for the 'Nigel Mansell UK Youth Cycle Challenge' accompanied by his two sons Leo, 25, and Greg, 23,

Condor Ferries are supporting The 'Positive About Youth' campaign, which will see Mansell ride 1,200 miles around Britain in 13 days to help the charity.

Condor Ferries' Head of Sales, Marketing and Retail, Alicia Andrews, said: "We're delighted to be able to support Nigel's charity bike challenge and wish him every success. "As an active community-based company Condor Ferries is always looking at opportunities to work with and support local organisations, sports and charities," she added.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 201

The Nigel Mansell UK Youth Cycle Challenge starts in London on July 22. The riders, who will be joined by former Tour de France rider Magnus Backstedt, will travel as far afield as Cardiff and Glasgow before finishing in Canary Wharf on August 3.



With no scheduled rest days - plus some big hills to tackle on route - it promises to be a gruelling undertaking, but one Mansell, 56, is keen to tackle. Nigel is UK Youth's president and is doing the challenge to celebrate its centenary year, raising both money and awareness and is determined to complete the course.

He said: "We needed to do something special for the centenary year. Climbing Mount Everest seemed too far removed, so what's better than riding a bike, which is something everyone can do.

"At around half the distance of the Tour de France and in about half the time too, it will be an epic ride and it will be stunning. UK Youth is the largest youth charity in Britain and in our centenary year this ride was designed to raise awareness of the charity and our campaign 'Positive about Youth' he added. Condor Ferries are supporting the charity cycle challenges by providing free ferry crossings for the cycle team and their back up team from their base in Jersey to the charities London office at Canary Wharf, during the event.



AVRA's **CAYC (SOUTH)** arrived in Murmansk – Photo : AVRA Towage ©



The **CLEAN ENERGY** seen departing from Zeebrugge – Photo : Willem Kruit ©

OLDIE – FROM THE SHOEBOX



The ex Yugoslavia Presidential yacht **GALEB** used by the Italian navy between 1940 - 1945 as auxiliary cruiser, and even used as a minelayer by the Yugoslav navy, above the **GALEB** is seen moored in Malta in 1981

Photo : Gejtu Spiteri (c)

.... PHOTO OF THE DAY



The **SAIPEM 7000** seen installing the the Valhall module
Photo : Capt. Jan Berghuis (c)

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