

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 204



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**The Ha Long Shipyard in Haiphong (Vietnam) built car carrier VICTORY LEADER seen inbound to Melbourne just inside Port Phillip Heads, Pilot was delivered by the new Pilot launch Akuna IV on her first day of operation.**

**Photo : Andrew Mackinnon (c)**

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## EVENTS, INCIDENTS & OPERATIONS



Above seen the [COMINOTTO](#), an 72ft ex British hospital launch, build in 1940, by H.McLean, Renfrew, still going strong after 70 years, working as a ferry in Marsamxett harbour, Malta - [Photo : Gejtu Spiteri \(c\)](#)

## HRH The Duchess of Cornwall to Make a Return Visit to Queen Victoria

HRH The Duchess of Cornwall will pay her second visit to Cunard's [Queen Victoria](#), which she named in December 2007, when the ship calls for the first time at Liverpool on 26 July. And not only will the Duchess be reacquainting herself with 'her' ship and crew, but will help Cunard celebrate the 170th Anniversary of the company's first ship setting out from Liverpool in July 1840.

Her Royal Highness will be greeted and escorted aboard the ship, berthed in the shadow of Cunard's magnificent former Head Office - the central of Liverpool's famous Three Graces - by President and Managing Director, Peter Shanks. On board she will be escorted by the Master, [Captain Paul Wright](#), on a tour of parts of the vessel Her Royal Highness did not see on her last visit - including the galley, which will be in full swing preparing lunch for the 2,000 passengers as the Duchess passes through. Her Royal Highness will take the opportunity to meet many crew members, including the three longest-serving and the youngest.

At noon, the Duchess will sound the whistle from the Bridge. At a reception in the Queen's Room, attended by the Lord Mayor Liverpool, Councillor Hazel Williams and other civic dignitaries - as well as ship's passengers - Her Royal Highness will cut a cake to commemorate Cunard's 170th Birthday. Peter Shanks, Cunard's President and Managing Director, says:

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"Cunard is honoured that Her Royal Highness named this fine ship, and delighted that she continues to display such an interest both in the ship and in the crew. The Duchess will always be warmly welcome on board". Source : Cunard



### Containership fire put out after 11-days

The fire-ravaged, 8 200-TEU vessel, [Charlotte Maersk](#), is now berthed at Tanjung Palepas, Malaysia, and containers are being unloaded. The fire involving 150 containers on board was eventually extinguished 11-days after the boxes caught alight. Maersk Line told IFW that the blaze, which started on July 7 close to Port Klang, Malaysia, was finally put out on last Sunday. Source : [cargoinfo.co.za](#)

### Repair costs impact Tidewater earnings

Offshore service vessel giant Tidewater Inc. announced that fiscal first quarter financial results for the three months ended June 30, 2010, are estimated to be between \$0.75 - \$0.80 on a fully diluted per share basis. Tidewater said that though it does not provide its own earnings forecast or endorse forecasts prepared by others, it notes that the Thomson First Call consensus estimate for the second quarter is currently \$0.95 per share. The company reported fully diluted earnings of \$1.10 per share for the quarter ended March 31, 2010.

June 2010 quarterly results are expected to reflect vessel revenues of approximately \$262 million, slightly higher than the vessel revenues that were reported in the March quarter. The increase in vessel revenues is primarily due to one additional day in the current quarter given relatively flat trend lines in average vessel count, vessel utilization and day rates. Consistent with estimates provided on the company's May 20, 2010 earnings conference call, vessel operating costs for the current quarter are expected to approximate \$155 million, reflecting higher repair and maintenance costs (in part, due to the drydocking in the June quarter of one of the company's largest anchor handling towing supply vessels) and the cost to mobilize several stacked vessels within the internationally-based fleet in advance of such vessels' possible disposition. Results for the current quarter also reflect an assumed effective tax rate for fiscal 2011 of approximately 18.5%, primarily reflecting the current mix of pre-tax earnings between the U.S. and international businesses. In addition, the current quarter had no tax benefits similar to those recognized in the quarter ended March 31, 2010.



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During the June quarter, seven newbuild vessels were delivered to Tidewater while the company stacked an additional 21 of its older vessels. Tidewater also announced that its fiscal 2011 first quarter (ended June 30, 2010) earnings release and conference call have been scheduled for Thursday, August 5, 2010. **Source : MarineLog**



The **NORMAND SUBSEA** seen approaching Ijmuiden – **Photo : Joop Marechal ©**

## Fire Teams Prinsendam training at DRTC Vlissingen



As reported yesterday the **Prinsendam** did arrive around 09.00 hrs on the 20 July at Vlissingen outer harbour.

The **Prinsendam** of Holland America took the opportunity to train their fire teams at **De Ruyter Training & Consultancy** in Vlissingen in accordance with STCW and company requirements. A refresher training was set up to



meet the required competence in individual skills as well as the team training. The training started with the individual skill in use of portable extinguishers and use of foam on oil fires. Finally during the warm summer day fire team leaders 2nd officer Allcock and 4th officer Sanzé directed their teams into the hot and smoke filled accommodation areas to perform search and rescue and extinguishing fires.



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The RLNB "**STANLEY WATSON BARKER**" as seen in Portree, Isle of Skye, Scotland 21 July, 2010

Photo : Dirk van Uiter ©

## 'BP kept drilling even after leak'

Government investigators looking into the causes of the **Deepwater Horizon** oil rig explosion are colliding with a frequent obstacle: witnesses canceling their scheduled testimonies.

So far, nine witnesses have withheld or delayed testimony before a panel of government officials. Many were top-ranking officials aboard the rig, with critical roles in decisions that may have contributed to the disaster.

These delays have not stopped the investigation from unearthing new details about the final days of the rig. In Tuesday's hearings, investigators focused on equipment failures leading up to the explosion. A BP official, Ronald Sepulvado, a well-site leader, testified BP continued drilling for oil in the days before the disaster despite internal reports of a leak on a safety device on the rig.

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Sepulvado said he reported the problem to senior company officials and assumed it would be relayed to the Minerals Management Service, the predecessor to the Bureau of Ocean Energy Management, Regulation and Enforcement, which regulates offshore drilling. The leak was on a control pod connected to the blowout preventer, an emergency mechanism that failed to activate after the April 20 disaster. "I assumed everything was OK, because I reported it to the team leader and he should have reported it to MMS," he said.

Investigators also pressed Sepulvado about two audits that found problems with other equipment on the rig and the well it was drilling, including the blowout preventer, known as a BOP. "In both of those audits, it indicated that the BOP was well past" its inspection date, said Jason Mathews, a panel member. The audits of the rig were conducted by BP in September 2009 and by ModuSpec in April 2010. **Source : IndiaTimes**



The US flagged **LAGAREN** seen anchored at the Vlierede – **Photo : Crew Koegelwieck ©**

## Dry bulk market edges higher, but recovery is slow

The dry bulk market's recovery, which started last Friday has sustained its momentum thus far, but the pace of it seems to be an agonizing one for ship owners. Yesterday, the industry's benchmark, the Baltic Dry Index (BDI), which tracks rates for shipping commodities like iron ore and coal, inched higher to 1,781 points, up by 1.14 percent, or 20 points. In its daily report, Arctic Securities said, quoted by Reuters that "even though the market appears to have bottomed out, any surge in freight rates still seems unlikely". It went on to add that China's iron ore imports continue to be the main driver for the dry bulk freight market, and the latest weakness seen in imports is now clearly affecting freight rates as the supply side continues to grow with unabated force.

According to the latest customs statistics from China, the country's iron ore imports fell by 14.66 percent in June, compared to the previous month, to a total of 47.17 million tonnes. In a worrying sign, yesterday, the Capesize segment of the market, which is widely regarded as the industry's benchmark fell marginally (0.28 percent), with average daily earnings now standing to \$13,266. Commenting on the capesize market, shipbroker Fearnley's said in its latest report that "combined, summer doldrums and continued Chinese steel-related slowdown give little reason to



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cheer for cape players. Iron ore volumes in particular remain low, with the resultant WAust/China rounds standing at present USD 6.50 pmt - barely covering operational expenses. Despite this, and despite no short-term recovery evident, major players keep picking tonnage for short/medium period at huge premiums to spot: 180,000 dwt/blt 2005 done for 4-6 months at usd 20k, 181,000 dwt/blt 2010 done for 4-6 months at USD 20,500 and also reportedly 180,000 dwt/blt 2009 concluded for 4-6 months at around usd 24k (!) - a clear indication of expected upswing for q3/q4 no matter how many newbuildings expected to enter this segment in the very near future".

That said, it's worth taking a look at the oversupply of tonnage issue. According to recent comments from Piraeus-based shipbroker Cotzias, "it seems that the overexcitement that led owners to order more dry cargo new buildings will only put more pressure on a market that had previously been alive but with what proved to be "mechanical and medical support"!!! The freight levels that were in excess of 30k per day, made everyone think that the newbuilding price for a Kamsarmax is value for money, and yes it could well be... but what will happen if the current dropping freight market continues at this pace for another 2 months? And 2 months with the excess volatility of the current markets seems like a long time, in which time, will the dry market face freight levels that will be adequate to cover the break even daily operating expenses including basic loan repayments? And what can be easily said to be the breakeven levels of these days, especially for ships that were acquired during 2008 and 2007? We are cautious to the extent that the headache of newbuilding orders has been cured by a regular daily feed of strong pain killers... One "blessing" was we believe the lesson we have all learnt from the container market that recently only started to push away from the "bottom" and the fact that over the past 1.5 years it has taught us that pricing at marginal cost is unsustainable, as vessels start getting laid up before long" concluded Cotzias.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **UCT ELWOOD** seen outward bound from Moerdijk – Photo : Marijn van Hoorn ©

## SAD VIEWS FROM CHIAPAS



Sad views from Chiapas (Mexico) the 89 mtr long (once proud) sailing vessel **LEGACY**, which was owned and



operated by Windjammer Barefoot Cruises, Ltd of Miami. She was built in 1959 in La Havre and was formerly known as **FRANCE II**. She served as a meteorological research and exploration vessel operated by the French Government. In 1990 she was renamed in **ABSOLUTE** and after an extensive re-fit she joined the Windjammer fleet in November 1997 named **LEGACY**, searching on the internet I found one photo of this windjammer made in Costa Rica in September 2008 at shipspotting, but also that she was declassified by ABS during October 2008, so the vessel must be in Chiapas since that time, it is a pity to see a sailing vessel like this just rotting away. **Photo's : Joop Terpstra ©**

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## CASUALTY REPORTING



### Blast hits cargo ship in Manila's north harbour

Explosion sparks fire on cargo vessel **West Ocean 1**, but the blaze was controlled before it could spread

An explosion in a harbour in Manila on Tuesday caused a cargo vessel to burst into flames, according to a TV report.

The fire, which broke out in cargo vessel **West Ocean 1** at 12:30am, was prevented from spreading to other parts of the ship, said Rolando Gregorio, Operations Manager of the Manila north harbour.

He added that the vessel was docked at the north harbour's Marine Slip Way and that no one was hurt in the blast. He did not say what the cause of the explosion was. A similar blast, which killed 100 people off Manila Bay, occurred in 2004 and the southern Philippine-based Abu Sayyaf Group later claimed responsibility for it. **Source : GulfNews**

## NAVY NEWS



July 9<sup>th</sup>, the Los Angeles-class attack submarine **USS Philadelphia (SSN 690)** makes her way down the Thames River and into Long Island Sound for the final time as she heads to Norfolk Naval Shipyard in Portsmouth, Va. for dismantling. **Philadelphia** was decommissioned June 25 in a ceremony at Naval Submarine Base New London, the 33rd anniversary of her commissioning.

**Photo : US Navy**

## S.Korea-U.S. Naval Drill to Take Place in East Sea

South Korea and the U.S. will conduct a joint drill in the East Sea only, abandoning plans for an exercise in the West Sea in response to North Korea's sinking of the Navy corvette Cheonan there. The defense ministers of the two countries made the announcement in a meeting Tuesday.



Top : The USS **GEORGE WASHINGTON** seen arriving in Busan Port (South Korea) July 21<sup>st</sup>, the carrier is scheduled to departed again from Busan July 25<sup>th</sup> together with the **GEORGE WASHINGTON** are the **USS McCampbell (DDG 85)** and **USS John S. McCain (DDG 56)** and the **USS Lassen (DDG 82)** will visit Chinhae.

Photo : US Navy

Named "**Invincible Spirit**," the exercise will last four days from Sunday and involve over 200 fighter jets including four F-22 stealth fighters, 8,000 forces, and 20 warships including the U.S. nuclear-powered aircraft carrier **George Washington** and South Korea's 14,000-ton transport ship **Dokdo**, a military spokesman said. The original plan to hold an exercise in the West Sea met with a barrage of protests from China, which does not want a massive U.S. military presence on its doorstep. The drill will consist of an e-warfare simulation with members from the U.S. Cyber Command, an aerial refueling and bombing exercise by the Air Force, command control training by the Marines and a Navy anti-submarine exercise.

Seoul and Washington claim they will hold several joint drills in the East and West Seas in the months to come, including an anti-submarine exercise in the West Sea in early September. U.S. Defense Secretary Robert Gates told reporters after visiting Camp Casey in Dongducheon, Gyeonggi Province that the naval exercises poses no threat to China.

"These are exercises like we have conducted for decades. We have conducted them in both the West and East seas, so there's nothing provocative about them at all," he said. "These exercises are off the coast of Korea, not off the coast of China," he added. Gates is to tour the demilitarized zone on Wednesday alongside U.S. Secretary of State Hillary Clinton, who is also here for the "two plus two" meeting of defense and foreign ministers. Gates told U.S. soldiers the tour is "a gesture of solidarity with our [South] Korean allies and a recognition that the issues of missile and nuclear proliferation in the North continue to be serious challenges for us and our allies, and we intend to take them seriously."



The latest addition to the fleet of the Indian Navy is seen above, the **F 47 SHIVALIK**

## **Germany reconsiders funding Israel's latest submarine**

**The American weekly Defense News said the collapse of the deal presents the Israel Navy with major difficulties in renovating its aging fleet of ships and submarines.**

The American weekly Defense News reported on Tuesday that Germany has reconsidered providing funding for a sixth submarine for the Israel Navy, even though it expressed a willingness in the past to help finance the project. The publication said the Germans had told Israel that, despite expectations, Germany would not fund about one-third of a \$1.6 billion transaction that includes Israel's sixth Dolphin-class submarine and two warships made in Germany.

Germany funded more than 80 percent of the cost of Israel's first three Dolphin submarines in the 1990s, and is currently accounting for a third of the cost of two more submarines being manufactured in Germany. Barbara Opall-Rome, Defense News' Israel correspondent, reported that the Germans have responded negatively to a series of Israeli requests that included a direct appeal by Prime Minister Benjamin Netanyahu to German Chancellor Angela Merkel.

Opall-Rome reported on meetings in Berlin on July 7 involving an Israeli delegation headed by Defense Ministry Director General Ehud Shani and aides to Merkel and her defense minister. The Germans reportedly told Shani they were suspending contacts over the aid package. Shani told the American weekly the Germans were facing a difficult economic situation, so it was understood they could not assist Israel with the deal, which will now have to be reevaluated. Defense News said the collapse of the deal presents the Israel Navy with major difficulties in renovating its aging fleet of ships and submarines. The German retraction has also revived a difference of opinion in Israel between politicians who support the acquisition of a sixth submarine and planners in the Israel Defense Forces who prefer to buy new ships.



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A senior officer in the General Staff said Israeli politicians "are trying to force the purchase of the submarine on us." He criticized the navy, which he said "put all its eggs in the German basket" and didn't attach sufficient importance to a comparable deal with the United States that could have been funded from U.S. military assistance to Israel.

The chances of obtaining the ships from Germany had already declined last year after the Gulf emirate of Abu Dhabi acquired the shipyards where they were being made. **Source : Haaretz**



The Military Sealift Command fleet ocean tug **USNS Navajo (T-ATF 169)** tows the decommissioned Anchorage-class dock landing ship **Ex-Anchorage (LSD 36)** out to sea for a **Rim of the Pacific (RIMPAC) 2010** sinking exercise. RIMPAC is a biennial, multinational exercise designed to strengthen regional partnerships and improve multinational interoperability.

## SHIPYARD NEWS

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## BAE Launches Final Patrol Ship for Trinidad and Tobago

BAE Systems has launched the last offshore patrol vessel (OPV) for the Trinidad and Tobago Defence Force at the company's shipyard on the Clyde River in Glasgow, Scotland. The launch of the [San Fernando](#), the last of three ships ordered by the Republic of Trinidad and Tobago, was followed by the first sea trials of the [Scarborough](#).

BAE Systems surface ships international programmes director Scott Jamieson said the launch of the [San Fernando](#) comes eight months after the launch of the first two ships in the class. The Trinidad and Tobago Coast Guard will use the OPVs for a range of economic exclusion zone management tasks including disaster relief operations and fighting drug traffickers in the Caribbean.

Fitted with advanced radar, the OPV is capable of detecting low-flying planes, fast interceptor crafts as well as rigid inflatable boats used by drug smugglers and can carry out operations at sea for up to 35 days. The 90.5m-long, 13.5m-wide patrol vessel can accommodate 60 crew and can cruise at a speed in excess of 25kts.

Source : [naval-technology](#)

## Japanese Ship Orders More than Double in June

**Tonnage climbs 70 percent above May, but remains well below 2008 level**

After falling for 15 months in a row, Japanese export ship orders rose for the seventh consecutive month in June on a year-on-year basis, surging 149.6 percent to 1,590,210 gross tons, according to figures released by the Japan Ship Exporters' Association on Tuesday. The June rise followed a 558.9 percent surge in May. Although the year-on-year pace of growth in June slowed significantly from May, the gross tonnage in June was up 70.1 percent from the previous month's 934,840 gross tons.

In June, Japanese shipbuilders received orders for 33 export ships -- 30 bulk carriers, two general cargo vessels and one oil tanker. The 33 ships total 673,244 compensated gross tons. In May, 17 ships were ordered. The robust growth figures in recent months compare with extremely low year-earlier levels. The gross tonnage of Japanese export ship orders in June was still 32.3 percent lower than 2,350,360 gross tons in June 2008, a few months before the financial crisis erupted. And the number of ships was much lower than the 61 ships ordered in June 2008.

During the first quarter of fiscal 2010, which started on April 1, Japanese export ship orders totaled 3,358,841 gross tons, up 182.5 percent from the same three-month period of the previous fiscal year. Japanese shipbuilders received orders for 70 export vessels -- 64 bulkers, four general cargo vessels and two oil tankers -- between April and June. The 70 ships total 1,431,982 compensated gross tons. The figures for the April-June period still pale before those for the same period of 2008, when Japanese shipbuilders received orders for 127 export vessels totaling 5,307,780 gross tons. Source : [The Journal of Commerce](#)

## DSME wins \$1 billion NOL containership order

Korea's Daewoo Shipbuilding and Marine Engineering has won an order for ten 8,400 TEU class containerships worth about 1.2 trillion won - nearly \$1 billion - for deliveries in 2013 and 2014. The ships will have a length of 332 m and a beam of 42.8 m. Maximum speed will be 26 knots. The order is from Singapore's NOL Group which has also signed a letter of intent with DSME for two 10,700-TEU vessels. The total consideration is approximately \$1.2 billion. NOL said it is investing in new vessels to meet future growth needs and to replace vessels with charter agreements that will expire in the next few years. Source : [MarineLog](#)

## Robot cuts blasting time at Gibdock

An advanced blasting technology has enabled Gibraltar ship repair yard Gibdock to redeliver three Danish-owned containerships that required full hull blasting and coating ahead of schedule.



The shipyard undertook blasting and painting for all three ships within the owner's time requirements of 29 days. However, Joe Corvelli, Gibdock Chief Executive, said that the use on the third ship of an Envirobot ultra high pressure (UHP) robotic system from Chariot Robotics made a discernible difference to work-rates.

The UHP Envirobot was used to blast 2,000 sq.m of hull underwater in the ship's mid-section, with wetblasting used on the curved bow and stern sections.

"The way the Envirobots work in any position on the hull offers clear scheduling advantages," said Mr. Corvelli. "We will certainly look to use this technology again."

Operated by an individual, the Envirobot uses patented magnetic air gap technology that allows it to sweep or full blast, back and forth across the hull's flat bottom, vertical sides, bow and stern shapes equally.

"The UHP standard is perfect and there is no flash rust due to the combination of vacuum and warming of the steel during the process, which causes the residual water to evaporate quickly," said Mr. Corvelli. "What impressed us was the reliability of the Chariot Robotics equipment. This has been an issue with some

UHP systems in the past."

The system cleans using the energy of water striking the hull's surface, operating at pressures as high 55,000 p.s.i. As no abrasives are used in the process, dust pollution does not occur and the need to dispose of spent abrasives is eliminated.

Gibdock Production Director, John Taylor, said that redelivery of the third ship had been achieved in fewer hours than her predecessors. "The technique helped us a lot," he said. "Not only was work quicker overall, but we were able to avoid the need to dispose of grit with this ship."

"What we have done is to recover all of the effluent (water, paint and corrosion) using a straightforward water treatment, which allows us to deliver a surface that is ready for coating immediately after blasting," said Bruno Vasconcelos Bruxelas, General Manager, Chariot Robotics - Portugal. "There is simply no other equipment out there that allows you to do this."

Mr. Corvelli said the benefits of using the UHP approach fitted with Gibdock's strategy to adopt environmentally friendly technologies. "The robotic hydroblasting complements the wetblasting technique we use elsewhere, in that the two are compatible and operations can carry on simultaneously, overall speeding up the job."

"While the wetblasting approach limits dust, the robotic UHP is even more environmentally friendly as there is no grit in its process at all," said Mr. Taylor. "Therefore, total grit disposal for the job is lowered. The combination of techniques allows us to complete the job sooner." **Source : MarineLog**





The **WILLEM VAN ORANJE** seen fitting out at the builders IHC-Merwede - Photo : Fred van der Spek (c)

## Hyundai Heavy Q2 profit soars on strong orders

Hyundai Heavy Industries Co Ltd, the world's biggest shipbuilder, said second-quarter net profit more than doubled on the back of improved demand for ships and offshore oil and gas platforms. Ulsan-based Hyundai, which also makes marine engines and construction equipment, said it hoped an improved economy would boost global trade and new ship orders. The International Monetary Fund has said it expects the global economy to grow 4.6 percent this year compared with a 0.6 percent contraction in 2009.

Rival Daewoo Shipbuilding & Marine Engineering Co Ltd said on Wednesday it had won a 1.2 trillion won (\$994.7 million) ship order, reflecting a strong recovery in the global shipbuilding industry. Hyundai Heavy said second-quarter net profit more than doubled to 910.5 billion won (\$754.7 million), up from 393 billion won a year earlier. The result compared with a Thomson Reuters I/B/E/S estimate of 739 billion won. Sales were little changed at 5.3 trillion won.

The company, which has targeted \$17.7 billion in new orders this year, said order intake in the first half totalled \$10 billion, led by non-shipbuilding sectors such as offshore engineering, plant and construction equipment. It also said it had received new orders for 30 ships worth \$1.6 billion. It may take eight months to build a dry bulk vessel and up to 18 months to build a liquefied natural gas ship, according to Daewoo Securities. South Korea won contracts to build 207 vessels for non-Korean companies in the first six months of the year. The South Korean government has said new ship orders should continue to grow in the second half on recovery in the shipping industry. But the country has lost its position as the world's No.1 shipbuilder to China. London-based ship broker Clarkson Research Services said Chinese shipyards beat their South Korean rivals in contracts, order books and deliveries in the first half of this year.

Unlike domestic rivals Samsung Heavy Industries Co Ltd and Daewoo Shipbuilding, Hyundai Heavy has a more diversified business portfolio.

Ship sales comprised 43 percent of the company's total sales in 2009, with offshore oil and gas platforms at 16 percent. Hyundai also makes marine engines, construction equipment and industrial plants, which made up 27 percent

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of 2009 sales. "We think that even \$20 billion in orders for 2010 is possible for Hyundai," said Sung Ki-Jong of Daewoo Securities. Prior to the results announcement, shares in Hyundai Heavy closed up 3.85 percent, beating a 0.69 percent gain by the broader market .KS11. **Source: Reuters**

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## Halifax port welcomes Montreal lockout traffic



Oceanex cargo ship originally bound for Montreal entered Halifax harbour. The company's chairman said more ships could start arriving in the next few days. "We have a ship in Halifax this morning, the Cabot, which was to depart St. John's to go back to Montreal. We diverted her to Halifax and we've started moving as many materials as we can through Halifax," said Sid Hynes. Port authority officials say facilities in Halifax can handle the extra work.

"As with a cruise ship diverted because of a hurricane or cargo ship that needs to call Halifax, our terminals have the capacity to take extra cargo, so it's possible for the cargo to arrive in Halifax on short notice," said Michele Peveril, spokesperson for the Port of Halifax. Peveril said the port is currently running at only one-third of its capacity.

Moving the Oceanex fleet to Halifax would allow the company to send ships twice a week between St. John's and Halifax instead of once a week between St. John's and Montreal, Hynes said. But costs would increase as well, due to the need to move goods to and from Central Canada via rail or truck. Hynes said those costs would be passed on to

Ships are beginning to be diverted to the Port of Halifax as a labour dispute has paralyzed the shipment of goods through Montreal. Commercial operations at the Port of Montreal came to a halt Monday morning after the Maritime Employers Association locked out 850 longshoremen in a dispute over a new collective agreement.

On Tuesday morning, an

the customer. At least two other shipping lines plan to divert Montreal-bound containerized cargo to Halifax on Wednesday. Halifax longshoremen are bound by a separate contract, which makes them unable to refuse to unload the cargo despite the labour dispute involving longshoremen in Montreal. **Source : cbc.ca**

## **Celebrity Cruises cancels trips from Baltimore**

Celebrity Cruises says it is canceling fall and winter cruises from Baltimore in 2011 and 2012. Instead, the cruise line will add a tour through Australian and New Zealand waters.



**Photo : Willem Kruit ©**

The 1,814-passenger **Celebrity Century** had been scheduled to run 12-night cruises from Baltimore. It will eliminate a total of 10 cruises. Port of Baltimore spokesman Richard Scher says the cancellations are regrettable, but it's part of the business. **Source : Wtop**

## **MSC to levy US\$320-\$400/TEU Asia-US peak surcharge August 15**

GENEVA's Mediterranean Shipping Co (MSC) has announced a peak season surcharge from August 15 on all shipments from the Far East to the US east and west coasts.

The surcharge for cargo and intermodal shipments moving through east coast ports is US\$320 per TEU, \$400 per FEU and \$450 per 40-foot high-cube. For cargo and intermodal shipments through west coast ports is \$400 per TEU, \$500 per FEU and \$563 per 40-foot high-cube.

The Far East is defined as Japan, Korea, China, Hong Kong, Taiwan, Malaysia, Thailand, Philippines, Indonesia, Singapore and Vietnam. **Source : Schednet**



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Above seen the **Golden Princess** and **Coral Princess** moored July 20<sup>th</sup> in Skagway  
Photo : Butch Balinas Jr. - o/b Zuiderdam (c)



The **VINALINES FORTUNA** seen departing from Amsterdam – Photo : Marcel Coster (c)

## **Pasig River dredging project nears completion**

Local news sources say the Pasig River Rehabilitation Commission (PRRC) in the Philippines says the Pasig River dredging project is close to being completed. The project is removing sediment and garbage from the river and increasing the river's current depth from 4m to 6m.

The PRRC has also been capping to dispose of contaminated materials dredged from the river. The PRRC said the technology came from Baggerwerken Decloedt en Zoon (BDC), a leading Belgian dredging company.

Source : Dredging News Online



The **Sea Hunter**, seen loading grain at Mistley 21/7/10 - Photo : Derek Sands ©

## **NOL Borrows \$150 Million to Finance New Ships**

Neptune Orient Lines, parent of APL, the world's fourth-largest container line, entered an agreement with Oversea-Chinese Banking and ING Bank for a term loan of \$150 million. The loan is to partially finance the acquisition of two new vessels, it said in a statement to the Singapore stock exchange. Source: Journal of Commerce

## **APL June sales 32pc up on rate surge, but Asia-EU volumes slide**

SINGAPORE's Neptune Orient Lines container shipping unit, APL, enjoyed a 32 per cent year-on-year revenue surge to its highest level in 18 months in June as well as posting four per cent better sales than in May.

Much of the gain was attributed to transpacific rate increases, reported Paris-based Alphaliner. Liftings for the four weeks ending June 25 hit 443,800 TEU, up 29 per cent up year led by the transpacific and intra Asia trades.

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APL parent NOL is expected to return to profit in the second quarter after posting a net loss of US\$98 million in the first quarter. Asia-Europe volumes as a share of APL's total volumes have been falling in recent years, from 20 per cent in 2005 to 15 per cent today. **Source : Schednet**



Dockwise **TARGET** seen loaded with the **Rowan Gorilla VII** at the Port of Luanda – Angola.

**Photo : Ted Karioen (c)**

## 20 MOB recovery systems for cruise fleet

UK safety equipment company Cosalt has won an order from Princess Cruises to supply 20 man over board (MOB) recovery systems as part of the cruise line's new safety implementation for rescuing casualties from the sea. All ships in the Princess fleet will have Cosalt MOB Systems on board ready for deployment from the ship's pilot door if difficult sea conditions prohibit the launch of a rescue boat. The Princess fleet carries more than 1 million passengers annually and operator says that safety of its passengers is the number one priority.

The Cosalt MOB recovery system is a flexible, ladder-style device, which enables casualties, conscious or unconscious, to be retrieved from the water quickly in a horizontal position. This mode of recovery is said to reduce the threat of heart and blood circulation problems in a person whose temperature is reduced by exposure. It is one of several items of specialist marine safety equipment in Cosalt's personnel recovery devices (CPRD) range, which also includes lifebuoys, throwing lines and recovery slings.

The product is now being put to use by organisations including rescue operators, oil companies, tug owners, dive operators, navies, coastguards as well as cruise and ferry ships. Its modular design means it can be adapted to suit all types of vessel, whether for MOB retrieval from a standby vessel, a fast rescue craft, an enclosed lifeboat or from a floating stretcher.

Available in a variety of sizes, each Cosalt MOB System is tailored to suit the individual needs of the application. The FRC Kit is designed for use on fast rescue craft. It is supplied in a robust high-viz valise and is compact enough to be stowed in the craft. In rescue stretcher configuration the equipment is used with block and tackle or davit arrangements. If required the stretcher can be used with a rescue swimmer. Larger sizes of the system can be used as a scramble net on the side of a vessel and in rescue zones. All systems roll up for storage.



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In use it is simple to launch and operate, even in rough conditions, something said to be critical in offshore applications. The product is constructed from high-density plastic rungs and steel rods. It is fitted with marine grade 316 stainless steel snap hooks. Lifting strops and heaving lines are attached to aid retrieval.

Cosalt' says that its MOB recovery system is keenly priced and requires servicing every three years, offering an advantage over competitor products. It is SOLAS approved as a man over board rescue and retrieval system. **Source :** *The Motorship*



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## Traders fix ships to store gas oil, jet fuel in Europe

Trading firms Vitol and Hetco have fixed two Aframaxes ship each to store gas oil and/or jet fuel in the European oil hub of Amsterdam, Rotterdam, Antwerp (ARA), ahead of winter to take advantage of a marginally wider contango and lower time-charter rates, traders and ship brokers said yesterday.

An Aframax ship is an oil tanker smaller than 120,000 metric tons deadweight (DWT) and with a breadth above 32.31 m. 'Vitol and Hetco are not the only ones, there are quite a few traders looking at East-West arbitrage and/or storage options for both jet and gas oil - it's that time of the year again,' said a distillates trader with a European firm, referring to the expected surge in winter heating demand during the fourth quarter.

Traders can also switch between an East-West arbitrage play and a contango storage play, depending on the freight and time-charter rates.

'The contango for jet and gas oil further down the curve has widened a tad and is better than a few months ago, but it's still not enough to finance a contango play, but once the vessel is fixed, traders can use it for arb or for storage, depending on circumstances,' he added.

Vitol has booked the **Ratna Shalini** for at least 30-60 days of storage, and the 105,000-tonne vessel is already moored at Rotterdam. It has also booked the **Libyan Galaxy**, which is currently enroute to the ARA region, for the same period of storage.

Hetco has fixed the **Amorea** for storage, and the 116,000-tonne vessel is already moored at Rotterdam. It has also booked the **Gan Destiny** for storage this year, but it is not immediately clear if the time charter has begun. The 113,000-tonne vessel is currently on its way to western Europe.

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Traders have been seeking outlets for increased Asian barrels over the last few weeks as supplies surged after the close of peak spring maintenance season. Despite signs of firm spot demand from India, Indonesia, Vietnam, and the Philippines, relatively high run rates of above 80 per cent at refineries in Taiwan, China and South Korea have weighed on the market recently. Refinery outages in Western Europe, as well as firm seasonal demand in South America and the Mediterranean, have buoyed demand for gas oil in the West, but the arbitrage economics may not work, depending on freight rates and the cargo prices. **Source : The Business Time**



Above seen the **Markab** leaving from Broome anchorage to work for the **INPEX Ichthys Infield Geotechnical Survey 2010**.

**Photo : Bastiaan de Jager ©**

## NSCSA sees half year profits rise after strong second quarter

The National Shipping Company of Saudi Arabia (NSCSA) announced a 1.5% increase in net profits to SAR 262.5m (\$69.9m) for the 6-months up to June 30th 2010. This comes as the company saw a strong second quarter to the year with a net profit of SAR. 132.2m, which was 22.8% higher than the SAR. 107.7m for the same quarter 2009

NSCSA ceo Humoud A. Al-Ajlan stated that the increase of profit was due to the improved average rates of crude oil transportation and four VLCCs delivered in March, May, July and September of 2009. **Source : Seastrade Asia**

## FAIRMOUNT MARINE SET RECORD BREAKING SPEED UNDER HEEREMA CONTRACT

While under contract to Heerema Marine Contractors the **Fairmount Alpine** and **Fairmount Sherpa** towed the **SSCV Balder** from Trinidad to West Africa at a record breaking speed. During the passage of the Atlantic a speed well over 8 knots was reached resulting in an overall average of around 7 knots. According to Heerema, the **SSCV Balder** was never towed that fast.



**Fairmount Alpine**, who was redelivered earlier this month in West Africa, had been on contract to Heerema Marine Contractors for 3.5 months. She started towing the SSCV Balder from Mexico to Trinidad. At Trinidad she assisted the

**SSCV Balder** during installation works. When the works were completed Fairmount Sherpa joint to tow the **SSCV Balder** to West Africa.



In West Africa the Tugs performed standby duties and did several cargo runs. **Fairmount Sherpa** was released last weekend after having been on hire for almost two months. "It was a pleasure working with both 'green vessels'. Please bring our thanks to the masters and crew of both vessels for the good service and professional attitude. Looking forward to work with you again." said **Michiel Goedkoop**, Operations Manager **Balder**, Heerema Marine Contractors.

In the meantime **Fairmount Alpine** and **Fairmount Sherpa** are underway to their next commitment. Ready to serve the next Client with that much pride, dedication and service as always!

## Aegean Marine Petroleum Network Inc. Takes Delivery of Bunkering Tanker Newbuilding



Aegean Marine Petroleum Network Inc. announced that it has taken delivery of the **Karpathos**, a 6,270 dwt double-hull bunkering tanker newbuild from Qingdao Hyundai Shipyard in China. The vessel is expected to be deployed to the Company's market in Greece.

E. Nikolas Tavlarios, President, commented, "With the delivery of the Karpathos, Aegean Marine has once again enhanced its ability to capitalize on the strong demand for modern tonnage and strengthen its leading industry brand. Despite the challenging economic environment, we continue to execute our well-capitalized growth strategy as we have consistently done since going public in December 2006. Based on management's ongoing success in expanding the Company's double-hull bunkering fleet, combined with the recent acquisitions of Verbeke Bunkering N.V. and the Shell Las Palmas terminal, we expect to significantly increase our market share for the global supply of marine fuel and drive future performance." With the delivery of the **Karpathos**, the Company plans to redeploy the **Aegean X**, a 1982-built 6,400 dwt double-hull bunkering tanker, to its market located in West Africa.. Source: PR Newswire.

## South Africa coal port workers end wage strike

Some striking workers at South Africa's Richards Bay Coal Terminal (RBCT) resumed work on Wednesday after accepting a 9.5 percent wage rise offer by RBCT, a company official said. About one fifth of the 500-strong workforce at RBCT, the country's main export terminal for coal, went on strike last week after earlier rejecting the company's offer. The workers were demanding a 10 percent pay rise. "The strike is over ...the workers are back to work as of this morning and the terminal operations remained unaffected," RBCT spokeswoman Zama Luthuli said.

Africa biggest economy has been hit by a wave of industrial actions as well as threats of strikes that have led to above inflation settlements, stoking inflation fears. South Africa's inflation rate slowed to 4.6 percent in May. The transport sector was disrupted in May after workers at state-owned logistics group Transnet downed tools for three weeks in a work stoppage that cost Africa's biggest economy billions of rand in losses. At the time, RBCT said South Africa was unlikely to reach its target of exporting 65 million tonnes of coal this year due to the strike that crippled rail and ports.

RBCT commissioned this year an expanded terminal to be able to handle up to 91 million tonnes of coal, but constraints on the rail line to the port are likely to cap exports at under 70 million tonnes for some years to come, analysts have said. The port processed just over 61 million tonnes last year and in the first six months of this year the terminal shipped just under 28 million tonnes of coal, RBCT's data showed. Stocks at the end of June stood at 2.96 million tonnes. Producers who export coal to Europe and Asia through RBCT include Anglo American's thermal coal unit, Xstrata, Optimum Coal, and South African diversified miners Exxaro and African Rainbow Minerals.

Source : reuters.com

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## Kandla Port to clear tanker congestion

In order to ease the prevailing congestion of liquid cargo tankers at Kandla Port the Port Trust has taken certain decisions in line with the consensus arrived at during the recent discussions with the trade on the berthing policy for oil tankers at the Port. According to a KPT circular liquid cargo will be divided into two categories Edible oil palm oils, vegetable oil, palm fatty acids etc. and Non edible liquids including castor oil, POL, chemicals, crude oil etc.

Reports added that of the five oil jetties available other than the IOC Jetty No 6 a maximum two tankers of the first category ie edible oil tankers, at a time will be berthed subject to them being senior to second category tankers.

Reports also said that two jetties will be allocated to the second category ie non edible liquid tankers and the 5th jetty in the absence of IFFCO/coastal tanker will be allocated to the senior most vessel irrespective of the category of tankers. These changes have come into force with immediate effect and will remain valid till further notification the circular stressed. **Source: Eximin.net**

## **APL to launch additional transpacific peak season loop**

SINGAPORE's Neptune Orient Lines' container shipping arm, APL, will launch an additional transpacific peak season service - the P1A - to start at the Shenzhen terminals of Yantian, Chiwan then head for to Busan before crossing to Seattle, Oakland, and putting into Hong Kong on its return to Yantian, reports Paris-based Alphaliner.

The six-week service will concentrate on the Busan-Seattle eastbound headhaul and with the sailing of the 4,256-TEU **APL Shanghai**, 2,141-TEU **Eric G Gibson**, 3,534-TEU **APL Minneapolis** and the 3,534-TEU **APL Sydney**. Since May, APL has deployed a peak season service linking China and Korea to California, the PS-5, part of the New World Alliance offering. But the P1A is independently operated by APL and is expected to run until October, said Alphaliner.

APL was the only carrier to launch a transpacific peak season service in 2009, deploying six 3,300-4,700 TEU ships, and ran it from August to November. That service called at Kaohsiung, Shenzhen-Chiwan, Guangzhou-Nansha, Fuzhou, Shanghai, Los Angeles, Oakland and back Kaohsiung. **Source : Schednet**

## **Grimaldi's Coraggio to Stena**

**The oldest 'blue ship' bare boat chartered to the Scandinavian Group**

Grimaldi Holding has bareboat chartered the 26,000 GT ro-pax Coraggio (loa 200 meters) to Stena Line for 12+ months as of September to enter service on an undisclosed trade among Scandinavia, Great Britain and mainland Europe. *(Rumours are going around that the ferry will be used at the route Hoek van Holland <> Killingholm)* Although the charter fee was not revealed, current prices verge around 15,000 euros a day, well down from the 25,000 two years ago.



The **CORAGGIO** seen in Malta - **Photo : Anthony S. Chetcuti (c)**

The agreement with Stena further postpones Grimaldi's comeback to a direct involvement in trades.

**Coraggio** - first in the series of the 8 so-called 'blue ships' ordered by Aldo Grimaldi from the Marina di Carrara-based shipyard Nuovi Cantieri Apuania (NCA) - has sailed back earlier to NCA for the already planned refitting works, by which she will increase her passenger capacity (currently 500) and restaurant areas. It seems that Stena also requested some changes to the ship's interiors in order to better comply with port standards in Northern Europe. **Coraggio**, which has 7 decks and 4 garages for total 2,500 linear meters, was recently returned from charter by Genoa-based Grandi Navi Veloci (GNV), together with sistership **Forza**, which is still awaiting her deployment.

Source : [ship2shore.it](http://ship2shore.it)

## **Sri Lanka removed from marine Joint Cargo Watch List**

Sri Lanka has been removed from the Lloyd's Joint Cargo Watch (JCW) List for marine war and marine strikes, one year after the successful conclusion of the decades-long terrorist insurgency in the Indian Ocean island. The Sri Lankan Government welcomed the development, which sees Sri Lanka's removal from the Marine War and Marine Strikes JCW List of Lloyd's Market Association's Joint Cargo Committee, as yet another indication of a post-war return to normality for the country.

A Sri Lankan Government spokesman said: "Sri Lanka's post-war economic revival will be greatly boosted by the increased business confidence, reduction of the cost of imports, removal of insurance surcharge, and motivation for more shipping lines to call at Sri Lanka Ports, which the de-listing of Sri Lanka from war and marine risks will bring."

The removal of Sri Lanka from its previous high level of 2.6 on marine war risk and marine strikes risk comes in the wake of a Lloyd's Market Association Joint Cargo Committee Review Meeting held in London at the beginning of July.

Source : [Seatrade Asia](http://Seatrade Asia)

## **Cautious optimism from Wärtsilä**

**Wärtsilä Corporation** has issued its interim report for January to June 2010, in which it notes that the markets are recovering, but the situation continues to prove difficult and the restructuring programme continues.

In the marine sector, new vessel ordering activity continued to recover with about 100 ships being ordered per month. This is a clear improvement compared to 2009 when only some 400 vessels were ordered during the whole year. Contracting activity was strong in the bulk carrier segment with competitive new building prices, improved financing availability, and healthier earnings levels making investments attractive. The company says that last years' renegotiations and cancellations of vessel orders left the current vessel orderbooks at levels where the imbalance between fleet capacity and demand will be lower than earlier expectations. Activity in the offshore segment continued to be strong, and recovery in specialised tonnage continues.

Wärtsilä's share of the medium speed marine main engine market increased from 35% (at the end of the previous quarter) to 37%. The market share in low speed engines increased to 15% from 11%. In auxiliary engines, Wärtsilä's share remained at 1%. Due to the very low contracting volumes, Wärtsilä considers market shares to still be very sensitive to individual orders.

The service sector remains strong overall. But the company warns that pressure remains to reduce maintenance costs through postponing overhauls and focusing only on essential repairs.

Ordering activity for ship power showed clear signs of a pick-up and the order intake totalled €213 million , 215% above the corresponding period for the previous year, including some significant new contracts in South America. During the quarter Wärtsilä Ship Power registered 14% of its orders in the merchant segment and 57% in the offshore segment. Orders from the naval segment represented 6%, cruise and ferry segment 8%, specialist vessels segment 11% and ship design represented 3% of Ship Power's total order intake. Compared to the first quarter of 2010, order intake grew by 136% (from €90 million during the first quarter of 2010). For January-June 2010, ship power order intake was €303 million, an increase of 56% from the corresponding period in 2009.



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At the end of the review period Wärtsilä's total order book stood at €4,315 million, a decrease of 26%. The Ship Power order book stood at €2,157 million, 40% down. During January-June 2010, cancellations of €162 million materialised and were deducted from the order book. In the marine industry, attractive new building prices, healthy earnings levels, and a more balanced vessel orderbook have led to a pick-up in market activity in all main vessel segments and this development is expected to continue throughout the year. For Wärtsilä, the most interesting developments are in specialised tonnage and in the offshore area.

Even though markets have bottomed out, Wärtsilä feels that the prevailing conditions will maintain ordering volumes at lower levels than during the previous peak years. Competition and price pressure among shipbuilding suppliers will remain intense. Wärtsilä expects Ship Power's order intake to clearly improve compared to 2009.

Although the risks have decreased substantially, the main risks within Ship Power remain the slippage of shipyard delivery schedules, as well as the risk of cancellation of existing orders.

Ole Johansson, president and CEO, said: "The second quarter of 2010 was strong for Wärtsilä in terms of ordering activity and it confirms clear signs of improvement in our operating environment. The recovery in the global economy is reflected in the contracting activity of the shipping industry where activity has clearly picked up during this year. The Power Plant markets have continued to be active and we closed several large contracts during the period. With the Services markets continuing to be stable, and following through restructuring measures to improve our efficiency and competitiveness globally, we reiterate our prospects for 2010." **Source : The Motorship**



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## Work set to begin for cruise ship terminal

Dredging work to remove underwater sediment to build Nanaimo's new \$22-million cruise ship terminal will begin in September, with the aim to complete that part of the project by early November, according to Bernie Dumas, executive director of the Nanaimo Port Authority.

It is estimated about 15,000 cubic metres of sediment will have to be dredged, put on barges and taken elsewhere for disposal. Dumas said Vancouver Pile and Driving Construction has been selected to complete the marine phase of the project, and the company will also begin "cleaning up" the old pilings at the construction site, located at the Assembly Wharf lands downtown.

The controversial cruise ship terminal project is under a tight construction timeline in order to receive government funding that is earmarked for the project, or the money could be lost. The construction timeline was threatened in June when the Snuneymuxw First Nation raised environmental concerns with the project, but the band decided to work with the NPA to address their issues. "The various components (for the marine side of the project) are already being constructed and will start to arrive in late November," Dumas said. "The largest piece will be the pontoon which

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is 350 feet by 50 feet." As for the land portion of the project, Dumas said Herold Engineering has been appointed to handle the upgrade to services, development of a public road access and the construction of the new building.

He said the local firm David Poiron Architect Inc. and Ben Checkwitch have been chosen to design the building. "Work will commence on the land portion of the project in early August with work on the foundations, and construction of the building itself will begin in September, for completion by February 2011," Dumas said. **Source : Nanaimo dailynews**



HAL's **RYNDAM** seen moored in Huatulco (Mexico) – **Photo : Joop Terpstra (c)**

## Tirrenia puts two ships for sale

**Conventional ferry Domiziana and fast speed craft Pacinotti will be dismissed**

Last 1st July the Italian public ferry company Tirrenia has notified through a circular letter all Italian shipbrokers that two ships of subsidiary Adriatica di Navigazione are for sale: the ferry **Domiziana** and the single-hull high-speed craft **Pacinotti**. **Domiziana** (loa 148 and width 23 meters) was built in 1979 at the former Italcantieri shipyard in Castellamare di Stabia (Naples), and restructured in 1988. Her Lounges deck and the reception on the main deck have been recently refitted to comply with the safety standards. She has a 1,020 linear meters garage and 568 beds, and can carry up to 2,280 passengers at maximum speed of 19 knots. Her estimated price is about 5 million euros.

HSC **Pacinotti** (loa 47 and width 7.6 meters) was built in 1992 at the Rodriquez shipyard in Messina (Sicily) and can carry up to 400 passengers at a maximum speed of 34 knots. Her price should be around 2 million euros. Tirrenia's move is obscure but could be in accordance with the casting off plan for its fleet before the privatisation. However, the brokers' job looks quite demanding, as they have been granted less than two weeks for finding prospect buyers.

**Source** ship2shore.it

## Mozambique and Botswana sign MoU on new deepwater port and railway

The governments of Mozambique and Botswana signed a memorandum of understanding on Friday (16 July) to develop a deep water port at Techobanine point, in Mozambique's southernmost district of Matutuine. Besides building a port that can receive bulk mineral ships, oil tankers and passenger vessels, the project also involves a new 1,100 kilometre railway linking Techobanine to Botswana, and passing through Zimbabwe. The document was signed, in Techobanine itself, by Mozambican Transport Minister Paulo Zucula, and his Botswanan counterpart, Frank Ramsden.

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Speaking during the presentation of the project, Adelino Mesquita, the Chief Executive Officer of Mozambique's port and rail company, CFM, said that the budget for studies and for the construction of the port and railway is estimated at around seven billion US dollars. The preparatory phase, including the mobilisation of finance, should be completed by the end of 2011, and the first phase of construction will take place between 2012 and 2015. Mozambican Transport Minister Paulo Zucula told the ceremony that the memorandum of understanding marks the rebirth of a dream for a deep water port in Matutuine that dates from the 1960s. The original site indicated for such a port was Dobela Point, but it has been shifted to Techobanine largely for environmental reasons. "This memorandum of understanding has been long awaited, given its importance in relaunching the foundations for a common strategic vision for the Techobanine Point project, in order to meet the challenges of the transport sector and the expansion of the regional market", said Zucula.

For his part, Ramsden declared that the memorandum marks an important stage in strengthening the relations of cooperation between the two countries. "As a country of the hinterland, Botswana needs exits to the sea in neighbouring countries, to facilitate its imports and exports", he said. "With this port we shall encourage trade and tourism between our peoples." Botswana believes a new port and railway will dramatically reduce the time taken to move its imports and exports. According to Taolo Sebonego, the chairperson of the Botswana rail company, with the country's current dependence on South African ports, it takes up to 22 days for merchandise to arrive, be unloaded and reach its destination. He expected the new port and railway to reduce this period to an average of just six days. The Executive Secretary of the Southern African Development Community (SADC), Tomas Salomao, stressed that SADC will give its full support "because we believe this project is important for the region". SADC would also encourage other member states, such as South Africa (which is just 30 kilometres from Techbanine) and Swaziland, to participate in the initiative.

The Mozambican and Botswanan governments believe that private finance will be forthcoming, since the port and railway can be leased out to private management. But when AIM asked Zucula what would happen if the private sector failed to provide the money, he replied "if there is no interest from private business, then there will be no problem in arranging public investment, because the project justifies this." The main cargo expected to use the new port is coal from Botswana. The country has an estimated 212 billion tonnes of coal reserves. Using Techobanine would free Botswana from dependence on the South African ports of Durban and Richard Bay which, apart from congestion problems, give priority to South African exports. **Source : [ports.co.za](http://ports.co.za)**

## Nuovi Cantieri Apuania's saver is Onorato?

**Moby is considering an investment plan involving the construction of 6 new ferries**

Vincenzo Onorato's Moby is rumoured to order 6 small to medium-sized ferries, worth at least 150 to 200 million euros, at Marina di Carrara-based shipyard Nuovi Cantieri Apuania (NCA), thus finalising negotiations that were halted when the floatation of Moby at the Milan Stock Exchange was mothballed last June.



The **MOBY WONDER** seen departing from Leghorn (Livorno) – **Photo : Piet Sinke (c)**



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To win the order, NCA has to face strong competition of Korean shipyards Daewoo Shipbuilding (which already built **Moby Wonder** and **Moby Freedom**) and Hyundai Mipo Dockyard (specialised in ro-ros and ro-paxes and currently building some ships of the Naples-based Grimaldi Group). Instead the Castellammare di Stabia shipyard of Fincantieri, which recently delivered ro-pax Cruise Olympia, looks quite a feeblor competitor.



The **MOBY BABY** seen departing from Portoferraio (Elba) in July 2005 – Photo : Piet Sinke (c)

The new ships would rejuvenate Moby's fleet operating on the short but very profitable trades between Corsica (Bonifacio) and Sardinia (Santa Teresa di Gallura) and between mainland Tuscany (Piombino) and the Elba island (Portoferraio and Cavo), because all ferries currently sailing on these trades were built from 1966 to 1981.

Since it is widely known that Onorato is interested in the forthcoming privatisation of the public ferry company Tirrenia's subsidiary, Toremar, a business plan with 6 new ships would greatly improve the winning chances for his bid.

On the other side, for NCA such an order could mean salvation. In fact, even if it appears that negotiations are going on with some foreign companies, the shipyard will deliver next October the last ship for Grimaldi Holding and, besides some possible refitting works, its orderbook is sourly empty. Source :[ship2shore.it](http://ship2shore.it)

## Wilhelmsen Ships Service supports maintenance products changeover for DEME Group Belgium

Belgian company DEME Group, which operates a fleet of over 80 dredging vessels, another 200 auxiliary vessels and specialised equipment, has appointed Wilhelmsen Ships Services as specialized supplier for maintenance products and technical gases globally. Wilhelmsen Ships Service has started the contract work attending to the gradual changeover of gases. The company is converting larger vessels first and then will move onto other units, barges and land based workshops.

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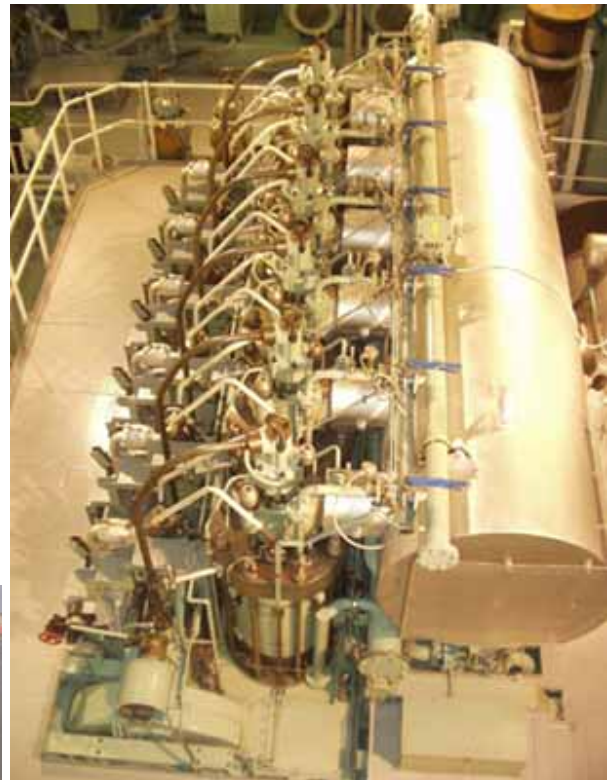
In addition to supplying gas to vessels, Wilhelmsen Ships Service hosted a training session in Antwerp on cylinder safety and handling, covering the topics DEME had highlighted as most important for their people and business as well as introducing DEME to the stock range and the practical setup.

Future sessions will also be made available for personnel in the field handling the cylinders. DEME Group welcomed the training initiative and acknowledged Wilhelmsen Ships Service as a responsible partner to solve their high-end repair and maintenance needs. **Source: Wilhelmsen Ships Service**

# OLDIE – FROM THE SHOEBOX IVER PROSPERITY



The former Vroon tanker "**IVER PROSPERITY**" in the Port of Amsterdam (IMO 9219276) on 19 February 2004. She was built in 2001 in Korea for Vroon BV in Holland.



She was under registration of Marshall Islands with Majuro as homeport.



In Amsterdam she was discharging a load of nafta. The ship was in a very good condition and especially clean in the engine room. Navigating throughout the world, she was sold to Broström in December 2005 following namechange in "**BRO PROVIDER**".

**Photo's : Capt. Frank Haalmeijer ©**

## .... PHOTO OF THE DAY ....



The **MOBY FREEDOM** seen moored in Genoa (Italy) – Photo : Piet Sinke (c)

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