

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 206



Number 206 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 25-07-2010**

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

stevedoring & warehousing		<p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS</p> <p>ISPS CERTIFIED</p>	
SHORECRANES UP TO 208 M / TONS			
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**The 183 mtr STEALTH ARGENTINA seen in Rio Grande, the 50.326 DWT tanker is built in 2009 at the Guangzhou Wenchong Shipyard Co., Ltd., in Guangzhou/China
Photo : Marcelo Vieira (c)**

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EVENTS, INCIDENTS & OPERATIONS



The **FUNCHAL** seen at the river Tyne – Photo : Kevin Blair ©

Packed rally protests drilling moratorium

BOEMRE Director Michael Bromwich, the official responsible for implementing the administration's drilling moratorium, has put Lafayette, La. on the list of places where he will be leading a series of public meetings to collect information and views about deepwater drilling safety reforms, blowout containment, and oil spill response. He may be in for a lively reception.

About 11,000 people packed the "Rally for Economic Survival" held yesterday at Lafayette's Cajundome, to protest the drilling moratorium. Though the rally was largely ignored by national media, the embedded video on this page gives an indication of its size and mood. A highlight of the event was a speech by Louisiana Governor Bobby Jindal. Governor Jindal said, "I want us to send a clear message to Washington, D.C. today - our people don't want a BP check, our people don't want an unemployment check, our people want this arbitrary moratorium to end so they can go back to work."

The Governor told the stories of three people to highlight the devastating impact the Administration's moratorium is having on Louisianians. First, the Governor recognized Lori Davis and her company Rig-Chem - a family-owned

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chemical manufacturing and distribution company that has served the energy industry for over 30 years. Rig-Chem is a small business whose deepwater drilling clients accounted for over 70 percent of their business.

Governor Jindal said, "Through hard work, Rig-Chem was able to become a competitor in this market and they finally thought they had reached security in their company. Then the moratorium hit. Now, Lori says she has all but forgotten plans for expansion and remodeling. She says they are not even a thought anymore. Her employees are scared, she says, because they do not know what tomorrow may bring.

"Initially, the company went into what they referred to as 'Hurricane Mode,' thinking that they would be able to quickly bounce back as they had done time and again when storms hit in the past. But Lori realized they were working with the wrong mentality. She said, 'When you know what you're having to face you can fight those battles, but now we are fighting the battle against the government, against people that are supposed to help and protect us in difficult times.'

"Lori says Rig-Chem has had no debt and has never been dependent on anyone else to support itself. Due to the moratorium and the company's uncertainty, Lori has gone to the bank to establish a line of credit in hopes to ensure the future of her company. Lori said she will never forget the day she watched boatloads of equipment coming in from offshore recently - after they had likely demobilized a rig. She said 'It's a helpless feeling watching all that come back in when you know there is nothing you've done to cause this, or nothing you can do to change it but keep talking about it and hope that people understand.'"

Rig-Chem is now working to change its focus by creating more international business opportunities. The company is having to consider sending employees overseas instead of keeping jobs here in Louisiana. The Governor said, "Having our small, family-run companies relocate jobs abroad in a national recession is the exact opposite of the strategies we should see coming out of Washington." Second, the Governor profiled Cory Kief who is the president of Offshore Towing, Inc., a consortium of four companies in Larose that move drilling rigs in shallow water. Although Offshore Towing does operate in shallow water, they are being affected by the "de facto moratorium" there by which the federal government has reduced shallow-water permits almost to a grinding halt.

Governor Jindal said, "Cory told us about mass confusion with the federal government's regulators. He said he is unable to plan because there is too much uncertainty in the permitting process. He said he had only heard of one new drill permit being issued for shallow water drilling since the moratorium and that he's already had to lay off one employee and fears for the future. He said 'Right now it's a short term problem, but if they don't resolve the issues in short order it's going to be a long term problem. Which means having to tie up equipment and send people home. We are looking at that every day.'

Third and finally, the Governor recognized Dwayne Rebstock who is the CEO of Allport Services. In October 2007, Allport opened its doors as a logistics brokerage company in Port Fourchon. On March 1 of this year, the company debuted its new Multi Service Dock Facility. The new facility boasted 600 feet of waterfront property and 11 acres of area overall. This multi-service dock facility would support drilling and production in the Gulf. Soon after its expansion, Allport signed a major client, indicating a rising interest in the new facility. Then, the moratorium was issued just weeks later and Rebstock's first major client backed out - on the exact date the moratorium was enacted.

Governor Jindal said, "Allport is now working spot jobs because as Dwayne puts it, 'no major company will make a move, we're all just waiting to see what the President will do.' To make ends meet, Allport has converted part of its yard into housing for BP workers to stay afloat, but despite their efforts - they're still losing money. As a result of the moratorium, Dwayne has laid off some of his management staff and labor force and he doesn't expect them to stop layoffs until the moratorium is lifted. He's also enacted a 10 percent pay cut across the board for all of his employees. Dwayne fears he will ultimately have to close his doors as a direct impact of the moratorium. He has been in continued contact with the major client he lost and Dwayne says if the moratorium would cease to exist they would come back to Allport and operations would start up immediately." On the issue of the latest suspension of deepwater drilling announced by Interior Secretary Ken Salazar, Governor Jindal noted that the first deepwater drilling moratorium the Administration issued was called 'arbitrary and capricious' and was overturned by a federal judge.

"This second suspension of deepwater drilling issued on July 12 is a clear sign that the Administration is unwilling to follow the advice of their own scientists and instead insists on crippling our energy industry, our coastal communities, and killing jobs," said the Governor. "They have already lost twice in court, but instead of listening to these legal rulings they are trying to game the system by initiating a second moratorium and then asking the court to abandon their move to block the first moratorium. The ultimate effect of this second moratorium is the same as the first - to shut down drilling operations in the Gulf. We must stand up and fight against this, just as we did the first time around.

"The folks in Washington just don't seem to understand that you can't just turn a switch on and off with these rigs. When they leave our coast to produce oil in other parts of the country or the world, the jobs that support them go too. Instead of an arbitrary moratorium, the Administration should listen to their own experts, and if they won't listen to their own experts, I want them to listen to all the voices of the people here with us today." **Source : MarineLog**



Tat Hong's 817 with **Demag CC4000** seen loading piling hammer in Nippon Steel Batam yard
Photo : Leen Janse ©

Transocean Employees Become Focus of BP Investigators

Transocean Ltd. employees onboard the **Deepwater Horizon** drilling rig when it exploded in the Gulf of Mexico have become the focus of a U.S. government probe into the cause of the fatal disaster. Stephen Bertone, chief engineer on the rig, and Mike Williams, chief engineer technician, were designated as parties of interest yesterday by a joint U.S. Coast Guard-Interior Department investigative panel. That boosted to five the number of Transocean workers who could face criminal charges stemming from the accident that killed 11 people.

No one from BP Plc, which leased the **Deepwater Horizon** to drill the Macondo well, or from other companies involved in the work has been named a party of interest, according to the panel's website. Transocean, the largest offshore oil driller, may be held liable because under maritime law the vessel owner has ultimate responsibility for the safety of those onboard, said Paul Sterbcow, an attorney representing Williams. Transocean "cannot delegate that duty to anybody else," Sterbcow said in a telephone interview before his client was named. "The law prevents it and the facts prevent it." If Transocean employees are found to have taken steps that led to the explosion, deaths and

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spill, they may face criminal charges, regardless of whether they were following orders from their client, BP, said Jane Barrett, who spent 20 years prosecuting environmental crimes at both the federal and state levels.

Sterbcow said that even if the joint panel finds that BP advocated unsafe drilling practices or a questionable well design, Transocean employees may be faulted for acquiescing. He later declined to comment on Williams. Other parties of interest named by the panel include James Harrell, who as offshore installation manager was the highest-ranking Transocean drilling official on the rig; Captain Curt Kuchta, who escaped from the burning vessel by jumping from the deck 100 feet (30 meters) above the sea; and Douglas Brown, the chief mechanic, according to the panel's website. The panel began a third round of hearings this week in Kenner, Louisiana, near the New Orleans airport. Today's hearing was canceled after four Transocean employees declined to testify, said Coast Guard Captain Hung Nguyen, co-chairman of the proceedings.

Guy Cantwell, a spokesman for Switzerland-based Transocean, declined to comment on the details of the investigation. Imprisonment, Fines Under federal rules, anyone designated a party of interest could face criminal charges if the investigative panel concludes crimes were committed, Kyle Schonekas, an attorney representing Kuchta, said in a July 19 interview. The rig workers may face imprisonment and fines under an array of federal statutes that includes the Clean Water Act, the Migratory Bird Treaty Act and the Seaman's Manslaughter Law, said Barrett, who now runs the Environmental Law Clinic at the University of Maryland.

Transocean fell \$1.01, or 2.1 percent, to \$47.99 at 1:36 p.m. in New York Stock Exchange composite trading. The shares have dropped 48 percent since the disaster. Pat Fanning, a lawyer representing Harrell, said it's too soon to determine which individuals or companies may shoulder most or all of the blame. The six-member panel, composed of equal numbers of Coast Guard officers and Interior Department regulators, appears to be divided about which element of rig operations to concentrate on, Fanning said in an interview in the lobby of the hotel hosting the proceedings.

'Marine Safety' Focus "The Coast Guard guys are very focused on marine safety because they see it as a case of you're the master of the vessel, so you're responsible," Fanning said. The Interior Department representatives are more interested in questions about the design of the well and drilling practices, he said. Fanning said investigators' focus eventually will turn to BP's well design and the manner in which the company directed Transocean and other contractors to execute the drilling program. The Macondo well, about 40 miles off the Louisiana shore in 5,000 feet of water, was months behind schedule and millions of dollars over budget when the rig exploded.

"It's becoming pretty clear as the testimony goes on that the rig was under BP's control and BP was giving the orders," Fanning said. So far, the highest-ranking onboard BP managers who were overseeing the well when it exploded haven't answered questions from the panel. Robert Kaluza, a BP well-site leader who was on temporary assignment to the project, has refused to appear, citing his Constitutional right against self incrimination. Donald Vidrine, a well manager of equal rank, declined to testify yesterday, citing undisclosed health reasons.

Nine corporate entities have been designated as parties of interest by the panel. They are BP and its partners in the well, Anadarko Petroleum Corp. and Mitsui Oil Exploration Co., which is 70 percent owned by Japan's Mitsui & Co.; Transocean; Halliburton Co.; Cameron International Corp.; Weatherford International Ltd.; M-I Swaco; and Dril-Quip Inc. Cameron International and Mitsui Oil are among those that received letters on May 5 from the Justice Department telling them to preserve documents related to the oil spill.

The letters told the companies they need to take steps to preserve "potentially relevant information" related to the [Deepwater Horizon](#) accident. The Justice Department provided the letters in response to a Freedom of Information Act request.

Cameron, based in Houston, made the blowout preventer, a stack of valves that's meant to shut off the flow of oil and gas during a pressure surge, or blowout. Rhonda Barnat, an outside spokeswoman for Cameron, declined to comment. The letter to Mitsui was sent in care of Moex USA, a subsidiary of Mitsui Oil Exploration. Mitsui & Co. owns a majority stake in Moex, which holds a 10 percent stake in the well. Naoki Ishii, the assistant secretary of Moex USA, said in a May 10 letter to the Justice Department that "we had already made arrangements to preserve possibly relevant materials, including paper and electronic documents." Ronald Sepulvado, the BP well-site leader for whom Kaluza was standing in when the disaster unfolded, told the panel yesterday that Transocean's offshore installation manager, or OIM, had the authority to veto any drilling operations he deemed unsafe. Asked yesterday by Hariklia Karis, a Kirkland

& Ellis LLP attorney representing BP, "where the buck stops" on the rig with regard to safety, Sepulvado responded, "It stops with the OIM." A fourth round of hearings is scheduled for Aug. 23-27 in Houston. **Source : Bloomberg**



Above seen of the 1994 built ferry **TRANSRUSSIA** leaving Valletta on Saturday 17th July, 2010 bound to Germany. She entered for the last time as **EUROFERRY SICILIA** on Thursday 15th July where she was renamed as **TRANSRUSSIA** and back to Finnlines routes.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)



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Ill-fated ship sinks at Port Dickson

The 700-tonne Taiwanese fishing vessel **Jiang Sheng 18**, which was badly damaged in a fire 15 nautical miles off here last Thursday, sank after it was towed to the port. The vessel sank last Saturday following bad weather. The ship had earlier been towed to the port to prevent it from becoming a hazard to other ships passing through the straits. The 60m vessel caught fire following engine problems while on its way to Singapore from Mauritius.

Marine Department head Mohd Zamani Mohd Ramli said the vessel's owners would arrive from Singapore today to see if they could salvage the ship. "We have given them time to float whatever remains of the vessel. We want to remove the wreck as soon as possible so that it would not cause danger to other boats or vessels," he said.



The eight crew members who abandoned ship when the fire got out of control were saved by a passing cruise ship [Star Virgo](#). Zamani said the area where the vessel sank had been marked to warn other ships and boats of the present danger.

"We have placed a buoy in the area to warn passing traffic. "The area is also lit up at night as an additional safety measure," he said. Port Dickson Fishermen's Association committee member Sulaiman Buyong wanted the authorities to clean up the area as there was a strong fuel odour where the vessel sank.

"We are worried this would affect our catch," he said. Sulaiman also urged the authorities to remove the wreck

soon as many fishermen and ferry services from Indonesia frequently used the route. "We are particularly worried during low tide. Our boats can be damaged if we were to collide with the mast of the vessel," he said. **Source : The Star**



Chinese tug seen in Yan Tai – **Photo : Tim de Klerk ©**

Indian cabotage laws set to be relaxed

Indian cabotage laws are likely to be relaxed in order for a brand new port to take on Colombo as the leading transshipment hub in the region, Seatrade Asia Week reveals in Issue 16 of the new title out today. Vallaparadam is being touted by Indian officials as a potentially huge game changer in how boxes are moved in and out of India, though many local lines are unhappy with any potential change in cabotage laws. Also inside the weekly regional e-newspaper are exclusive reports on how China is coping with the huge oil spill off Dalian, who the likely culprits of the pipeline explosion in the northeastern city are, as well as a review of the sudden swell in containership orders. Seatrade Asia Week editor Marcus Hand charts the rise and fall of Vietnam's state shipbuilding firm in this week's feature. Seatrade Asia Week comes out 50 times a year, with exclusive reports from an experienced, dedicated network of journalists across the region and is priced at just \$300 a year. **Source : Seatrade Asia**



The **SMIT SEINE** and **FAIRPLAY 21** seen assisting the **GSF ARCTIC III** enroute from Rotterdam-Europoort to Botlek - **Photo : Marijn van Hoorn (c)**



The **EIDE FIGHTER** seen at the Westerscheldt river – **Photo : Henk de Winde ©**

Malaysia Can Become One Of World's Key Deepwater Oil, Gas Hubs, Says Muhyiddin

If done right, Malaysia can become a key deepwater oil and gas hub globally after Houston, Rio De Janeiro and Aberdeen, said Deputy Prime Minister Tan Sri Muhyiddin Yassin on Thursday. He said clearly, the era of easy oil is over and the exploration and production of oil and gas will move increasingly into deeper waters, presenting new challenges as well as opportunities. "Engineering and support services demand for this water access in the Asia Pacific, particularly in the South China Sea, which has been growing strongly over the past two to three years. "Malaysia needs to be nimble in responding to this factor's new requirements," he said at the Signing Ceremony of a memorandum of understanding (MoU) between Asia Supply Base Sdn Bhd (ASB) and Labuan Shipyard and Engineering Sdn Bhd (LSE) here.

However, Muhyiddin reminded that the window of opportunity was not perpetual and hence, capacity and capability are of the essence if not paramount for Malaysia to leverage on and build existing oil and gas assets. He said ASB and LSE in Labuan were both opportunely and strategically located on the doorstep of oil and gas activities, being about 200 nautical miles to the nearest oil and gas fields off East Malaysia. ASB is a one-stop centralised logistic support centre tailored to the requirements of oil and gas exploration, development and production activities. LSE meanwhile, has a proven track record in oil and gas engineering and fabrication, ship-building, ship-repair and construction of power barges.

The MoU between ASB, a wholly-owned entity of the Sabah government, and LSE witnessed by Muhyiddin, is aimed at turning Labuan into a hub for oil and gas as a positive economic contribution to Sabah. Through the MoU, ASB and LSE are to offer their capabilities and facilities as established players in their respective fields, namely logistics and engineering fabrication, while positioning themselves to actively participate in the development of the oil and gas industry in Sabah. According to Muhyiddin, location alone would not make a successful oil and gas regional hub, saying that today, oil and gas players demanded an efficient one-stop shop with fully integrated services of facilities, warehouses, workshops as well as ship maintenance and fabrication yards. "For example, our worthy oil and gas hub competitors in Singapore have benefited tremendously from a central biographical location and connectivity.

"More importantly, they have successfully leveraged on the comprehensive oil and gas ecosystem in place, encompassing the whole spectrum of operators, specialised equipment manufacturers, service providers and offshore engineering companies," he highlighted.

Meanwhile, Muhyiddin said Sabah in particular, had shown strong potential in the oil and gas business where recent oil and gas discoveries in the Dumusut / Kakap, Malikai, Jangas, Ubah Crest, Pisangan and Kamunsu deep water fields off the state's shores were currently being developed and are expected to commence production between 2011 and 2015. He said the Kikeh deepwater field, the country's first deepwater offshore development, in fact had already begun production in August 2007. "This sizeable ultra deepwater blocks offshore, coupled with the Kebabangan cluster gas fields, the completion of the Sabah Oil and Gas Terminal (SOGT) and the Sarawak-Sabah pipeline project, would position Labuan and Sabah as one of the leading oil and gas hubs in the country and possibly in the region," he added. Muhyiddin said to stay ahead in the global marine and offshore arena, the Labuan marine and offshore industry, also needed to continually improve the competitive edge. He said a cost-competitive and efficient pro-business environment, with strong infrastructure and a comprehensive supporting industry, would be critical success factors to bring in investors. "While cost and efficiency are very important short to medium term success factors, the long term key for Labuan to be a successful oil and gas hub, is the creation of a sustainable pipeline of highly skilled and productive workforce grounded on a strong engineering foundation," he explained. **Source: Bernama**

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The **MINERVA LIBRA** seen departing from Rotterdam Botlek – Photo : Marijn van Hoorn ©

Just 53 single-hull tankers still active in the global fleet

With most of the remaining single-hull tankers heading for conversion works as the mandatory curtain falls in less than six months, it seems that it's only a matter of months, maybe even weeks before the single-hull tanker vessel is a thing of the past. According to a recent report from London-based shipbroker Gibson, the arrival of this month of the latest two VLCCs for drybulk conversion in China reduced the number of 'available' single-hull VLCCs to a mere 53, which equates to just 10% of the existing tanker fleet. According to the report, "a similar picture exists for the Suezmaxes with 20 single-hull units remaining representing just 5% of the trading fleet. Our own analysis shows just 33 single-hull VLCCs are still actively trading, with the vast majority of these in the MEG-East trade. Slowly but surely the 'screw' is tightening on the single-hulls and recent events in the US Gulf may prompt further sanctions against these vessels. Even the US, with their more liberal approach to the phase-out (OPA-90), has just one single-hull VLCC remaining under US flag and even this 1987 built vessel is currently laid-up. In addition to this, a number of units which were originally purchased for offshore projects are also in lay-up awaiting developments in the oil sector" Gibson noted.

Meanwhile, a total of nine (9) VLCCs and six (6) Suezmax single-hulls are presently employed in semi-permanent oil market storage commitments off Malaysia and are extremely unlikely to re-enter the tanker market due to age and their prolonged absence from the sector. Of course there is no phase-out stipulations relating to hulls used in storage projects, so there is no reason why these tankers cannot remain in place after the phase-out. Temporary floating storage employment by oil companies/traders also seems to have eluded single-hulls, with our records showing just one Suezmax currently employed.

"With 14 single-hull VLCCs currently under conversion to drybulk in China and another due to be redelivered this month as a double-hull conversion, these have been excluded from this analysis. The lack of market opportunities for the singles will only intensify with 33 VLCC newbuildings and 31 Suezmaxes scheduled to be delivered over the remainder of the year. Thus, we are on the verge of writing off the larger single-hulls as they are well on their way to being confined to history. After this, what's next on the agenda: older double-hulls?" the report concludes.

On the hiring market front, Fearnley's noted that "once again, charterers seeking to fix VLCCs east of Suez were spoilt for choice and this resulted in rate levels for eastern destinations declining. With a dearth of activity due to many August stems not as yet having been allotted and with a market clearly over-supplied with transportation, it appears unlikely that rates will move upwards. The picture looked potentially more promising for VLCCs trading in the Atlantic where an improvement in Suezmax rates could have a positive spinoff effect for VLCCs. Suezmaxes in both WAF and in the BseaMed saw interesting rate improvements during the last week as activity in these markets picked up. With a rush to fix end July positions, improvements were the order of the day for Aframax markets in the N.Sea/Primorsk area as well as in the Med but the eventual appearance of August stems could place a damper on things. The Aframax

market in the Caribbeans seems to have bottomed out and rates could improve in the coming week" concluded Fearnley's. **Source :** Nikos Roussanoglou, Hellenic Shipping News Worldwide

NITC refutes alleged charter

NITC has flatly denied reports in the press that a 74,000dwt products tanker that her owner refused to allow to sail From Turkey to Iran to discharge her cargo, m/v Lia, was on charter to NITC. "We deny Chartering of (the) 74000 dwt product carrier and also deny that the indicated charter as claimed... has been part of a term supply contract with NITC," said Commercial Director H. Seyedan. NITC last week launched a new English-language website, www.nitc-tankers.com , in a bid to promote greater transparency about the company and staunch a spate of what it called "inaccurate and misleading" stories about it appearing in the press. **Source :** Seatrade Asia

NAVY NEWS



The Royal Navy Type 42 destroyer **D 95 MANCHESTER** seen arriving in Willemstad (Curacao)

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

New navy ship forced to use one engine

The navy's new offshore patrol vessel **HMNZS Otago** could happily finish its familiarisation voyage around New Zealand on one engine, says its skipper after it had gearbox problems soon after it left Auckland.

The starboard engine was shut down off the East Cape of the North Island after a lubricating pump in the starboard gearbox caused problems and led to a reduction in gearbox oil pressure. The 85-metre ship continued to Dunedin on one engine and an expert from the company which supplied the gearbox was due in the city today to sort out the problem.

The ship's commanding officer, Lieutenant Commander Simon Rooke, said even with one engine the ship performed magnificently although the conditions were relatively calm. He said the starboard engine was shut down as a precaution to prevent damage when an alarm went off. The gearbox would be repaired under warranty.

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Above seen the **HMNZS Otago** making its maiden voyage into the Otago Harbour on the 22nd of July 2010.

Photo : Ross Walker ©

Lt Cdr Rooke said **Otago** and her sister ship **Wellington**, were designed for New Zealand conditions and performed magnificently. Both ships were designed to sail to the Southern Ocean and had ice protection. Lt Cdr Rooke said **Otago** would not head farther south than Bluff on its current voyage but one of the two offshore patrol vessels may head south around New Year to support the Department of Conservation in the sub Antarctic islands.

Both **Otago** and **Wellington** had engine problems earlier this year when they left the shipbuilder's yard in Melbourne. This problems were all repaired under warranty. The ship's company is due to march through the streets of Dunedin tomorrow in a charter parade. **Otago** sails for Bluff on Tuesday Source : 3News.co.nz



The RFA **WAVE RULER** seen arriving in Willemstad (Curacao)

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

S. Korean Navy ship in Colombo on friendly visit

The Naval Ship “**Wang Geon**,” which arrived from the Republic of Korea, docked at the Port of Colombo on a goodwill visit yesterday, navy spokesman Captain Athula Senerath said.

On her arrival, she was ceremonially welcomed by the Sri Lanka Navy. Over 100 South Korean citizens residing in Colombo were also present to greet the ship. “**Wang Geon**”, a destroyer belonging to the South Korean Navy, is 149 meters long. The ship complement consists of 42 officers and 264 sailors.

“**Wang Geon**” is scheduled to remain in Sri Lanka until July 24 and the crew of this ship is to participate in a series of programmes organized by the Sri Lankan Navy to enhance the strong bonds between the two Navies during her stay.

Source : Daily Mirror.lk



Above seen the **GLENN MARCO**, one of the units of the **Glenn Defense Marine Asia** fleet in Singapore

Photo : Piet Sinke ©

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Hong Kong North West Express takes delivery of two Damen Fast Ferries

Hong Kong North West Express Limited has just taken delivery of two Damen Fast Ferries 3810 for its new service between Hong Kong and Macau.

The fledgling Hong Kong firm is due to start up its first-ever service by the end of the year. Hong Kong North West Express chose the **Damen Fast Ferry 3810** because it has very economical fuel consumption, in combination with a fast speed, says Damen Regional Sales Director, Henk van Herwijnen.

This vessel offers half the fuel consumption of other passenger vessels travelling between Hong Kong and Macau, he stresses. "Although most of these ferries travel at around 40-45 knots, they also burn terrific amounts of fuel. The Damen Fast Ferry operates at around 33 knots but it can still do the journey in less than an hour, making the vessel a very economical option."

Hong Kong North West Express operates from the Tuen Mun pier in the New Territories so it is not limited by the speed restrictions like operators using the other main piers.



Damen's philosophy of standardised building proved itself in this case because the speed of delivery was a major factor in the decision to choose the Dutch group. Once ordered, the **Damen Fast Ferry 3810** can be delivered in just three months.

The Hong Kong ferries took a little longer because they were outfitted in the new company's corporate colours, both interior and exterior. The contract was signed in March 2010 and delivery took place on June 18. Damen's captain and engineers are currently in Hong Kong training the crew of the new Fast Ferries.

The vessels, which have a capacity for 300 passengers, were entirely built in Asia, adds Mr van Herwijnen. "The fact that the ferries could be built in the region made them more attractive to the customer." Afai Shipyard in China built the aluminium hulls and superstructure and the vessels were outfitted and finished in Damen Singapore. Sea trials took place in Singapore and Hong Kong.

Damen Shipyards group and the new ferry operator had not worked together before but Hong Kong North West Express was familiar with the Dutch firm from other Damen-built vessels operating in Hong Kong.

The new company contacted Damen Shipyards because it knew that we offered a very good after-sales and spare parts service, says Mr van Herwijnen. "The customer told us, buying a vessel is one thing but finding a reliable service partner is more difficult."

Mr van Herwijnen says certainly there is a trend in the market for operators to consider other factors, not just speed alone. "Around 10 years ago most operators were only interested in going as fast as they could but now more customers are choosing more economic vessels." There is still a huge amount of investment going on in Macau, new hotels and casinos, and this does appear to be giving the market a boost, he says.



Austal USA lays keel of JHSV-1

Just over six months after the official opening of its new Module Manufacturing Facility (MMF), Austal USA hosted a keel-laying ceremony today at its shipyard in Mobile, Alabama, to mark the erection of the first modules on the U.S. Department of Defense's next generation multi-use platform, the Joint High Speed Vessel (JHSV), a 10-ship program potentially worth over \$1.6 billion.

Keel Laying is the formal recognition of the start of the ship's module erection process. July 22nd, the keel laying symbolically recognized the joining of modular components and the ceremonial beginning of the Spearhead (JHSV 1) for the U.S. Army vessel.

The name represents a major feature of the regimental insignia of the Transportation Corps. **Spearhead** will be a 103 m aluminum catamaran capable of reaching speeds in excess of 35 knots fully loaded. It is the first of a class of 10 vessels to be operated by both the U.S. Army and Navy.

Austal USA is the prime contractor, responsible for designing and constructing the vessel.

General Dynamics Advanced Information Systems is the platform mission systems engineering agent responsible for the design, integration and test of the ship's mission systems, including internal and external communications, electronic navigation, and aviation and armament systems.

The ceremony was attended by officials from the Army and Navy, the State of Alabama, and City and County of Mobile. Chief Warrant Officer Four Kenneth M. Wahlman, U.S. Army, Retired, authenticated the keel-laying event by welding his initials into the hull section with the assistance of Austal Fabricator, Kelvin Watkins. **Source : MarineLog**

Cosco Dalian books \$500 million drillship order

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China's Cosco Dalian Shipyard has been awarded a \$500 million turn-key EPC (Engineering, Procurement and Construction) contract by Dalian Deepwater Development Ltd to build an advanced and versatile DP3 deepwater drillship.

This unique vessel, with a hull size of 291 m by 50 m, is designed to drill wells in international oilfields with high efficiency and safety in harsh environments and at ultra-deep water depths up to 10,000 ft (3,050 m) and drilling depths exceeding 30,000 ft (9,150 m).

The vessel will have a separate production moon-pool and Cosco Dalian claims that its variable deck-load capacity, deck space and cargo storage capacity will be the highest of any drillship ever built. The drillship will be upgradeable for enhanced well intervention capabilities, extended well testing and early field production with 1 million barrels of crude oil storage capacity.

The hull of the vessel and certain equipment were originally built and installed by Cosco Dalian under a contract with Norwegian OTC listed MPF Corp. Ltd., which went bankrupt in 2008. MPF had hoped to build a fleet of Multi Purpose Floaters, combining drilling and production, storage and offloading (FDP SO) for ultradeep waters. Cosco Dalian acquired the hull and equipment in an asset sale conducted as part of the MPF insolvency process.

Cosco Dalian's contract with Dalian Deepwater Development Ltd became effective on July 20, 2010 and the vessel is expected to be delivered to the buyer in the third quarter of 2012. **Source : MarineLog**



The **RPA 15** seen completely stripped during her life-extension refit at the **De Haas Shipyard** in Maassluis

Photo : Marijn van Hoorn ©

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

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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 of 2009 sales. **Source : Reuters / Business Malaya Insight**

ROUTE, PORTS & SERVICES



In Terneuzen the tug 1992 built **HOLLAND** is renamed in **OLLAN** and will depart soon to Kaliningrad
Photo : Adri van de Wege ©



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TATA NYK Shipping JV expands fleet

TATA NYK Shipping Pte Ltd a 50/50 joint venture between TATA Steel and Japan's NYK Line has expanded its fleet size from one ship in 2007 to 2011. Only one of these vessels is owned by the company while the others have been acquired on charter. The reports said that the vessels are of different types such as Supramax 45,000 DWT to 60,000 DWT, Panamax 65,000 DWT to 80,000 DWT and Capesize 150,000 DWT and above adding diversity in terms of cargo carrying capacity. The company which is primarily engaged in transportation of dry bulk and break bulk cargoes including coal, iron ore, bauxite and steel products mainly for the TATA Group posted 52 % growth in cargo throughput in 2009 to 2010 to 6.79 million tonnes up from 4.48 million tonnes in 2008 to 2009. Consequently the revenue earning was up 40 % to INR 352 crore. According to TATA Steel's annual report for 2009 to 2010 however the company suffered a net loss of INR 3 crore during the year under review as compared to a net profit of INR 1 crore in 2008 to 2009. **Source: steelguru.com**



The **MARIA G** seen arriving in Willemstad (Curacao)

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

STX Pan Ocean wins 120 bln won shipping contract

STX Pan Ocean Co., South Korea's biggest bulk-shipping line, said Thursday that it has won a 120 billion won (US\$99 million) contract to transport coal for a state-run utility firm. Under the deal with Korea South-East Power Co., STX Pan Ocean will transport a total of 10 million tons of coal for 10 years starting next month. Shares of STX Pan Ocean were trading at 12,250 won on the Seoul bourse as of 9:47 a.m., up 0.41 percent. **Source:** tradingmarkets.com



The **CELEBRITY ECLIPSE** seen upon arrival in Rotterdam, turning with the vessels stern into the Waalhaven prior moving stern first towards the Rotterdam Cruise Terminal - **Photo : Tom Koornhof (c)**

Port of Long Beach Plans \$3 billion Expansion

To stay competitive, the Port is planning more than \$3 billion in upgrades, including a new container terminal, improvements for an existing terminal, redevelopment and consolidation of two older terminals, the replacement of an obsolete bridge and upgraded rail infrastructure.

Topping the Port's development achievements in 2009 was the go-ahead in April for the Middle Harbor Project — a model for our Port of the Future. The long-planned \$1 billion project will redevelop two existing older terminals into a more efficient and environmentally friendly operation. The Middle Harbor redevelopment project will create a facility capable of handling twice as much cargo (up to 3.3 million TEUs a year) while cutting air pollution in half from current levels. This will be possible because ships will use shore power, and the facility will feature a greatly expanded rail

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yard, clean cargohandling equipment and other advanced technologies under the Port's Green Port Policy and Clean Air Action Plan initiatives. Construction is set to begin in late 2010.

An \$800 million project for International Transportation Service (ITS) is now underway at Pier G to improve facilities, clean the air and support thousands of jobs. Ocean carrier "K" Line and its subsidiary, ITS, now have a second deep-water berth so that newer, larger, cleaner vessels can dock there. The new berth provides shore power, allowing ships to plug into electricity at berth and shut down their diesel engines, cutting air pollution to zero. The "K" Line vessel Long Beach Bridge was the first ship in the Port of Long Beach to plug into shore power. The first phase of the 10-year project was completed in late 2008, making way for the kickoff of new construction in 2009.



In 2009, the Port moved forward with plans to develop vacant property at Pier S into a modern, state-of-the-art shipping facility. The \$650 million Pier S terminal development project calls for a new 160-acre facility on an area of Terminal Island that was formerly an oil field. The project also proposes improvements to the Back Channel waterway to increase navigational safety. The soil has been cleaned up at Port expense, and now it is paved and ready for construction. The Notice of Preparation "scoping" meetings to gather initial public input on the project are complete, and the Port is finalizing the draft Environmental Impact Report for release in 2010.

The Port of Long Beach is proposing a \$1.1 billion project to replace the aging, obsolete Gerald Desmond Bridge with a new six-lane cable-stayed bridge to ease congestion and improve safety. This is important both for truckers and commuters on the bridge and the ships and people working below it. The Gerald Desmond Bridge is of national significance. Roughly 15 percent of the goods coming into this country move across it. In 2009, the Port prepared the draft Environmental Impact Report for release in early 2010 with hearings scheduled to allow the public to comment on the report. Funding for the new bridge would come from a mix of Port funds, state bonds and federal funds. **Source : Dredging Today**

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The **CELEBRITY ECLIPSE** seen departing from Rotterdam - Photo : Cees de Bijl ©

Port of Otago files application for NZ\$100 million dredging project

Port Strategy magazine says Port Otago in New Zealand has filed a resource consent application to deepen and widen its harbour channel, dispose of dredging spoil and extend wharves and berths. The expected cost of the project is NZ\$100 million (US\$70.7 million). The aim of the project is to prepare the port to receive larger, next-generation of containerships. Source : Dredging News Online



Van Oord's **JAN BLANKEN** seen operating in Rio de Janeiro
Photo : Jaap van den Heuvel ©

CMA CGM Takes Delivery of Second Mega-Ship

Second of a series of eight large container ships built in South Korea

CMA CGM took delivery Thursday in South Korea of the **CMA CGM Amerigo Vespucci**, the second of a series of eight large container ships named after the great explorers. The ship, which has a nominal capacity of 13,830 20-foot equivalent container units, is the sister ship of the **CMA CGM Christophe Colomb**, which became the flagship of the French carrier's container fleet when it was delivered at a South Korean shipyard last November.

The **CMA CGM Amerigo Vespucci**, which was also in South Korea built by Daewoo Shipbuilding and Marine Engineering, is 1,198 feet long, 168 feet wide and has a 51 foot draft.

Like the **Christophe Colomb**, the **Amerigo Vespucci** is equipped with a combination of features designed to protect the environment, including:

- an electronically controlled engine that enables the ship to steam at slow speeds, reducing oil and fuel consumption;
- a double hull that protects bunker tanks, in compliance with the MARPOL 12A regulation which will come into effect in August 2010;
- a fast oil recovery system that enables bunker fuel to be rapidly recovered at any time, thus limiting the environmental consequences should there be a spill at sea.

The ship's superstructure is in the front, which provides better visibility from the bridge and more room for containers.

The ship will be deployed on the French Asia Line service linking Asia to North Europe.

The vessel will join the FAL 5 service on July 31 on the following rotation: Ningbo, Shanghai, Yantian, Tanjung Pelepas, Port Klang, Le Havre, Hamburg, Rotterdam, Zeebrugge, Port Klang, Singapore and back to Ningbo.

Source : The Journal of Commerce Online



The **MARIPERLA** seen arriving in Rotterdam-Europoort – Photo : Remco Ophof ©

NOSTAG 10



The barge **NOSTAG 10** was built in 2008 and converted in Germany to a multi-purpose barge. She has a six-point mooring system with constant tension and accommodation for 40 pax (plus additional accommodation modules on deck upon charterer's request). She is classed under Germanischer Lloyd and is sailing with the German flag. The barge is especially equipped for subsea cabling works but can serve any other purpose, such as an accommodation vessel or as diving platform. In December 2010, the vessel will be equipped with a thruster system for an even better and easier handling during infield wind farm cabling

Photo : Torsten Andritter-Witt ©

The barge's task record has shown impressive results with the ahead-of-time installation of a 53 km long power cable from shore to the

German island Helgoland or the inner grid cable works at the wind farm "**Rødsand II**" in Denmark with up to 2 cable strings per day. She just received a raised forecastle to withstand even harsher conditions and increase the towing efficiency.

See also : <http://www.windfarmbase.com/>



The **MSC HIGHNESS** seen outward bound from Antwerp – Photo : Henk de Winde (c)

Sale of mv Enterprise to optimize Dockwise fleet

Dockwise Ltd. announces the sale of type IV vessel MV **Enterprise** to optimize the composition of the company's fleet with an increasing focus on premium cargoes. MV **Enterprise** has been sold to an undisclosed buyer and will be delivered to the buyer end of July 2010.

The divestment of this type IV vessel followed from a cost-revenue analysis of the vessels' operation in market segments with a relatively low contribution. For that same reason type IV vessels **Dock Express 10** and **12** were sold by Dockwise in 2009. Furthermore with **MV Enterprise** having completed almost 30 years of service, maintenance to meet Dockwise's offshore equipment standards would require additional investment in Life Time Extension. The sale of the vessel is in line with plans previously outlined to enhance the focus of the organization on premium projects requiring the differentiated service potential of type I, II and III vessels. **MV Enterprise** will upon delivery to the buyer be transformed into a floating power plant.

The Q2 2010 figures, to be announced on 12 August 2010, will include a (non-cash) loss of USD 6 million in order to set back the carrying amount of the **MV Enterprise** as at 30 June 2010. Dockwise will receive USD 2 million from buyer which will be used for repayment on debt. André Goedée, Chief Executive Officer, Dockwise Ltd, said: "Dockwise intends to maintain market leadership in the heavy marine transport business and to expand value-added transport services, including engineering, installation and project management. These areas of work require types I, II and III vessels which create the highest value. This divestment optimizes the composition of the Dockwise fleet and increases focus on the premium end of the business."

BLACK MARLIN FIRST VYBORG FLOAT-OVER



Above seen the **BLACK MARLIN** during the first Vyborg float over

After nearly two years of engineering, procurement, and project preparations, Dockwise has completed the first of two float-overs for the Vyborg Project in Korea. The Vyborg Project with total revenues of approximately US\$100 million is big in scope. It involves moving two 15 000t semisubmersible hulls and two topsides that weigh approximately 19 000 tons each. These pieces were constructed in locations more than 27 000km apart and the Dockwise vessel Black Marlin was used to successfully load one of the two topsides for transport to the float-over location Korea, to be joined with a hull that was transported from Vyborg, Russia to Korea by the **Talisman**. It was Dockwise's scope to design and install the pre-laid anchor spread, hook the hull to this spread and ballast the hull to its mating draft. This part involved the use of 5 tugs, 2 anchor handlers, 1 workboat, 2 anchor barges, 1 test barge, a crane barge, 3 launch boats and guard boats.

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An especially innovative feature is the floating float-over aspect of this project. This float-over was completed without a fixed structure. Instead, a floating structure was anchored down and ballasted down to keep it in place while Dockwise performed the float-over operation. After the **Black Marlin** docked into the hull, which was ballasted down to 27m draft, ballasting operations were then underway in order to lock the leg mating units and align the hull columns and the topside. Next steps included welding the columns to the topside under a partial load transfer, after which they released the load from the leg mating units and began ballast operations to transfer the full load of the topside onto the hull columns. On July 10, the **Black Marlin** was retracted from the completed rig and de-ballasting operations were completed in the following few days. The second topside and hull will be completed using the same process later this autumn.



Above seen the 1993 built BHS flag LPG/C **GOLDEN MILLER** alongside the 2004 built LPG/C **CLIPPER SKY** during ship to ship (STS) operation offshore Malta on Monday 19th July, 2010.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)



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The **SAFMARINE ILLOVO** seen at the Noordzee canal near Amsterdam - Photo : Kasper Kools (c)

Offshore Solutions wins GDF Suez 'Grand Prix De L'innovation' award

Offshore Solutions BV (OSBV), the developer of the Offshore Access System, is celebrating winning an award for the concept. OSBV, together with GDF SUEZ E&P Nederland BV, has been awarded the **GDF SUEZ Grand Prix de L'innovation**, in the category of 'Field Operations'.

High vessel operability and 100 per cent OAS availability has resulted in significant cost savings on the annual maintenance expenditure on the GDF SUEZ Southern North Sea Assets. The Grand Prix de L'innovation is awarded to companies that have demonstrated innovation, cost efficient solutions and a strong HSE performance, as well as bringing value to the GDF SUEZ Group.

OSBV's General Manager, Ian Sadler, said: "This award is a testament to Offshore Access System being a game changing technology. Not only is it one of the safest and most efficient options for accessing offshore installations, but it is also cost effective."

The OAS is mounted onboard the GDF SUEZ E&P Nederland chartered vessel **REM Mermaid**, a multi-purpose supply vessel, equipped with a class two dynamic positioning system.

In operation since February 2009 the OAS has achieved over 1,000 operational connections and transferred more than 10,000 personnel, without any LTIs.

Jan Treffers, Managing Director GDF SUEZ E&P Nederland BV, said: "We are proud to have won the Grand Prix in the Field Operations Category of the GDF SUEZ 2010 Innovations Trophies, which is considered a barometer for innovation within the Group. OAS is not new, but the way in which we apply it has proved to be successful and innovative."

Source : Offshore Shipping Online



The **HELLESPONT DRIVE** seen moored in Cape Town – Photo : Aad Noorland ©

Montreal Port Lockout Ends

The Port of Montreal, shut down since Monday morning by an employer lockout of longshoremen, was scheduled to reopen for work at 8 a.m. yesterday (Saturday) following a compromise agreement reached Thursday evening.

The union for the 850-plus longshore workers agreed to stop their no-overtime and work-to-rule stances, and the employers agreed to withdraw their refusal to guarantee job security and pay for 107 of the workers identified in the expired 2005 employer-union labor contract.

The two sides had met in morning and afternoon sessions with a federal mediator. The agreement still must be approved by a general assembly called for Friday morning, but union spokesman Sebastien Goulet told The Journal of Commerce there was no doubt it would be ratified.

In an interview, Gilles Corriveau, a spokesman for the Montreal branch of the Maritime Employers Association, said the two sides agreed "there will be no pressure tactics by either side." The agreement, he said, will last until a mid-October target date for the Syndicat des débardeurs, local 375 of the Canadian Union of Public Employees and the MEA to reach a new labor contract. The previous contract signed in 2005 expired at the end of 2008.

Corriveau said each side had agreed to withdraw "pressure tactics" during contract talks that will resume Monday morning, aided by a federal negotiator. Goulet said details of Thursday's agreement would be disclosed after union members voted on them, but he agreed there had been "compromise on both sides." The standout issue between them is the job security and pay guarantee program for the 107 workers, Corriveau said. He said both parties agree that the program itself is worth keeping to ensure loading and unloading of ships round-the-clock, but the MEA wants to cut the numbers radically.

The program currently costs the employers about C\$12 million (US\$11.6 million) a year, Corriveau said. The union countered by offering to cut the current overall 850- to 900-strong longshore work force by 50, through attrition.

The MEA on July 9 stopped adhering to clauses of the old contract that provided job security and guaranteed pay for 107 of the longshore work force, The union responded with its own pressure tactics, banning overtime work and starting a work-to-rule slowdown.

The port was all but shut down, although the grain terminal, owned by the Montreal Port Authority, continued loading operations. Container vessels were diverted, mainly to Halifax, including the Mediterranean Shipping Co. vessels **MSC Alyssa** and **MSC Aniello** that had been due to arrive in Montreal between July 19 and 22. Source : **The Journal of Commerce**



The **OVERSEAS CATHY** seen outward bound at the Westerscheldt River bound for Estonia
Photo : Ralf Kroon (c)

BOURBON Confirms the Sale of 16 Supramax Bulk Carriers for US \$545 Million to Genco Shipping and Trading Ltd

"In connection with our new BOURBON 2015 strategy, which will make the group the world leader in offshore marine services with a fleet of 600 vessels by 2015, we announced that the US\$ 2 billion investment program would be financed by asset sales in the amount of 500 million euros, mainly in 2010," says Jacques de Chateaufvieux, BOURBON Chairman & Chief Executive Officer. "This sale of 16 bulk carriers for US\$ 545 million to US group Genco Shipping and Trading Ltd is a major contribution to our financing plan."

The sale of 16 vessels, the principle of which was announced on June 25, 2010, was contingent on whether Genco Shipping and Trading Ltd could obtain financing and on whether the vessels could successfully pass inspection. Those two conditions have now been met so it is now possible to go through with the June 25 agreement and the parties have now agreed to proceed to implement the sale of the individual vessels in accordance with a schedule being finalized. Particularly, the two bulk carriers, which are under construction, will be sold as soon as they leave the shipyard - in late 2010 for one and sometime in the first half of 2011 for the other. Until delivery, BOURBON continues to make payments to the shipyard.



The **BOURBON LIBERTY 120** seen moored in Singapore – Photo : Piet Sinke ©

In accordance with accounting standard IFRS 5, an impairment related to the coming sale of those 16 bulk carriers will be booked when the accounts are closed for the first half of 2010. Over that same period, the Bulk Division sold three other bulk carriers, thus generating capital gains. Overall operating income (EBIT) for the first half of 2010 will show a negative effect of 16.5 million dollars for the sales of those 19 bulk carriers.

After this disposal program, the Group's Bulk Division will own directly one 28,000 ton cement carrier, which is under a long-term charter. As freight operator, to date our subsidiary Setaf Saget has operated an average of 10 to 12 chartered bulk carriers. Source : Bourbon



The **ZHEN HUA 24** seen arriving in the port of Zeebrugge – Photo : Henk Claeys ©

MOL closes in on Mipo products

Japan's Mitsui O.S.K. Lines is close to sealing a deal with Hyundai Mipo Dockyard of Korea for three 46,000 dwt product carriers for delivery in 2013. The unexpected move to order this ship type outside of Japan is down to the pricey Japanese yen. The ships will replace three chartered in ships. **Source : Seatrade Asia**

1st oil tanker berths at Dalian port since pipe blast

An oil tanker berthed at northeast China's Dalian Xingang Harbor Thursday for the first time since an oil pipe explosion at the harbor six days ago. The "**Changhang Fengcai**" left a temporary anchorage at 7:37 am and berthed at the Xingang Harbor at 9:48 am.

The tanker, belonging to China Changjiang National Shipping Cooperation, is scheduled to take on 35,000 tons of oil at Xingang Harbor, but the loading operation is yet to begin. On Tuesday, harbor authorities lifted a partial ban on maritime traffic at Dalian. But local officials said oil shipments from Dalian would not be restored immediately.

Two crude pipelines exploded in Xingang Port late on Friday after a 300,000-ton tanker had unloaded its oil. The tanker left the harbor safely. **Source : ChinaDaily**



The **MSC Splendida** seen from the bridge of **HMS. St Albans**, in Valletta harbour, Malta, on 21-07-2010.

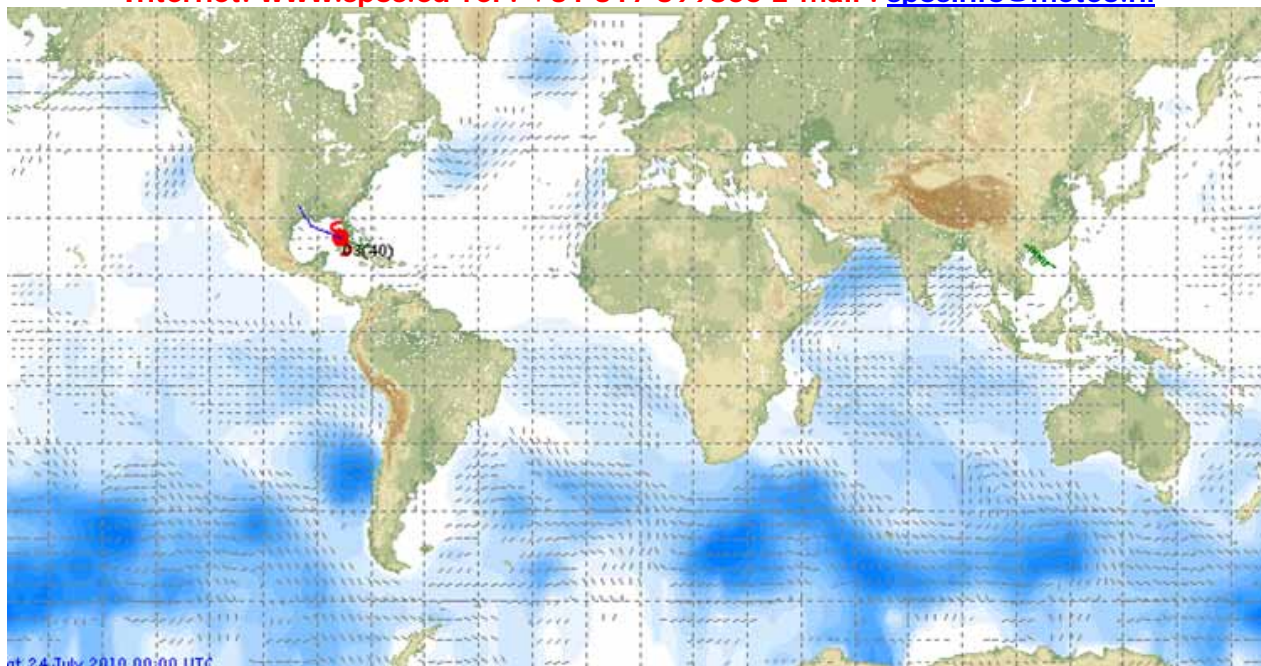
Photo : Gejtu Spiteri (c)

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.... PHOTO OF THE DAY



The **JASCON 2** seen operating at the coast off Escravos / Warri in Nigeria

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