

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 2007



Number 207 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 26-07-2010**

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

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
E-mail: ocean towage.sales@svitzer.com
www : www.svitzer-coess.com



Lamnalco Redwing seen at the stern of the Lamnalco Chough for fuel and fresh water

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore

PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS

DAMEN

ANCHOR & CHAIN FACTORY (AKF)

- Supply of marine anchor- and towing equipment
- Lloyd's approved testing house up to 2000 mt
- Repair and modification of anchors and anchor chain cables

P.O. Box 22
3100 AA Schiedam
The Netherlands

phone +31 10 204 19 28 / 31
fax +31 10 234 02 00

akf@akfanchorchain.nl
www.akfanchorchain.nl

Member of the DAMEN SHIPYARDS GROUP



The 1282 TEU **MSC CHELSEA** seen in Rio Grande – Photo : **Marcelo Vieira** ©

Ex Names - CONCORDIA-04, HYUNDAI INCHON-95, CONCORDIA-95, NEDLLOYD SEOUL-95, RED SEA EUREKA-93, CONCORDIA-92, INCOTRANS PACIFIC-90, CONCORDIA-87, JSS LOS ANGELES-86, CONCORDIA-86, SCAN DUTCH CONCORDIA-85, CONCORDIA-83

Feature: Pipeline politics and the Bosphorus tanker question

The mammoth **Deepwater Horizon** oil spill in the US Gulf is the latest issue to focus attention on concerns about tanker shipping safety in the Bosphorus straits. About 75 million tonnes per annum (mta) of crude oil, or about 15 tanker-loads per day, are currently shipped southbound through the Bosphorus and the Turkish authorities are worried about the congested waterway's ability to cope with the continued growth in the volume of oil traffic. The Turkish environmental ministry met with 20 leading oil companies in Istanbul last month and, after expressing its unease about the oil pollution threat in the wake of Deepwater Horizon, unveiled its proposals for limits on the size of tankers transiting the Bosphorus, higher insurance fees and improved safety standards. It is intended that these measures would bridge the gap until planned alternative oil pipeline transportation routes are ready in three or four years. In the event there were no objections to the ministry's proposals from the oil company participants at the meeting.

The 1936 Montreux Convention governs the passage of ships through the Bosphorus and it allows free transit to all commercial vessels of all nations. The treaty was agreed long before the era of oil tankers and the appearance over the years of larger and larger vessels carrying quantities of oil from Russian, Ukrainian and Georgian loading ports through the Mediterranean/Black Sea choke point has necessitated the imposition of certain restrictions on tanker traffic. The switch of oil from tankers transiting the Bosphorus to trans-Turkey pipeline routes would benefit the country in several ways. Not only would the risk of an oil spill in the straits which separate the Asian and European parts of Turkey be reduced but also government coffers would be swelled by the transit fees paid by the pipeline operators on the volume of oil handled. Under the terms of the Montreux Convention Turkey is not permitted to charge vessels a fee for their passage through the Bosphorus although many Turkish companies depend for their livelihood on the services they provide to transit traffic. The most notable of the proposed oil pipeline projects is the Samsun-Ceyhan scheme. Russia has signed a memorandum of understanding with Turkey covering its participation in the new link and the intention is to build a 42-inch diameter, 550 km crude oil pipeline with a capacity of 60 mta from the Turkish ports of Samsun on the Black Sea to Ceyhan on the Mediterranean. Oil to be shipped through the line would be loaded on shuttle tankers in the Russian port of Novorossiysk and shipped across the Black Sea to Samsun. The USD 2.5 billion Samsun-Ceyhan line would have the potential to accommodate a large part of the crude oil traffic currently shipped through the Bosphorus, limiting tanker shipments to primarily those of clean petroleum products, chemicals and LPG. An alternative approach would be to limit the volume of crude oil that each oil company or trader is able to ship through the Bosphorus on tankers and to direct the rest of the oil through the Samsun-Ceyhan line. Tanker shipping in general would not be adversely affected to any great extent by the new pipeline. There would still be a need for a fleet of Black Sea shuttle vessels as well as tankers to load export cargoes at the Ceyhan pipeline terminus.

However, irrespective of the attractions of alternative pipeline routes to the busy tanker traffic for exports of Russian and Caspian Sea oil, oil transportation in the region is mired in the exigencies of energy politics. As is the case with a range of gas export pipeline projects proposed for the Caucasus, the planned oil pipelines and their potential routes are the subject of sensitive diplomatic manoeuvring amongst producer and candidate transit countries. Most Central Asian oil producers, who are also FSU states, would like to utilise export routes which bypass Russia in order to reinforce their status as independent states. This drive has spurred the construction of the Baku-Tbilisi-Ceyhan (BTC) link, currently the only trans-Turkey oil pipeline. This overland pipeline has provided Azerbaijan with an important alternative route for exporting its oil output to world markets. Commissioned in 2006, the USD 3.2 billion, 1,760 km TBC line has a capacity of 50 mta and throughput is currently running at 36 mta. Upon completion it required six months and 10 million barrels of crude oil to fill the entire length of the pipeline. If it were not for the availability of the overland Turkey part of the BTC pipeline, oil shipments through the Bosphorus would be almost one-half as large again as the current volume. Another trans-Turkey Central Asia pipeline project put forward in recent years is that from Kazakhstan. The scheme would have involved the construction of a new refinery at Ceyhan and part of the petroleum product output would have been utilised to supply Turkey's growing domestic needs. However, Kazakhstan has recently pulled the plug on the idea, citing the high pipeline and refinery construction costs and the current economic climate. One mooted Bosphorus bypass pipeline initiative that does not involve Turkey is the Bourgas-Alexandroupolis link. This project, which has been on the drawing board for many years, calls for the construction of a 285 km pipeline from the Bulgarian town of Bourgas on the Black Sea to Alexandroupolis on northeastern Greece's Aegean coast. It

would have a capacity of 35 mta and be used as part of an export route involving Russian and Kazakhstan crude oil loaded at Novorossiysk.

Russia, Bulgaria and Greece signalled a renewed commitment to the Bourgas-Alexandroupolis concept in 2007 when they signed a trilateral agreement resurrecting the scheme. More recently, however, the Bulgarian government has indicated that it has no enthusiasm for such a pipeline across its territory and mentioned the pollution threat, as highlighted by the Deepwater Horizon spill, as a determining factor. Elsewhere, Russia is hinting that even the planned Samsun-Ceyhan pipeline project may be in jeopardy. Although the presidents of both Russia and Turkey were extolling the merits of the Samsun-Ceyhan pipeline and highlighting their support for the project only six months ago, the latest statements from the Russian energy ministry warn that the Pacific export market may represent a better long-term bet for the country's oil and that resources might be better directed to the long-distance east-west oil pipelines Russia is now building. Whether directing more Russian oil in an easterly direction will leave enough volume to justify the construction of the Samsun-Ceyhan pipeline is a moot point. However, it is not likely that both the Samsun-Ceyhan and the Bourgas-Alexandroupolis pipelines can be economically justified.

Russia is now stating that the Samsun-Ceyhan line, if it does materialise, will not be in service until at least 2015. That leaves another five years of rather busy tanker traffic in the Bosphorus along with the likelihood of further restrictions governing the movement of such vessels. Another interesting outcome of the current Bosphorus shipping versus oil pipeline debate is that Deepwater Horizon and the threat of oil pollution are being used as both an excuse for not building new pipelines and a reason why tanker shipments through the straits need to be reduced.

*Editor's Note: **Mike Corkhill** is a technical journalist and consultant specialising in oil, gas and chemical transport, including tanker shipping and chemical logistics. A qualified Naval Architect, he has written books on LNG, LPG, chemical and product tankers and is currently the Editor of both LNG World Shipping and LPG World Shipping.*

Source: Feature, Bimco



The **HAM 601** seen at the Westerscheldt River enroute Blijbank.

Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/orifocus/> ©

Navy tensions over boat people

OVERWORKED Australian navy patrol boat crews have been told to brace for an election influx of eight to 12 illegal boats carrying between 300 and 800 passengers. The nation's fleet of interceptor vessels has been warned of ships in waters around Christmas Island and Ashmore Reef. This comes as Navy chiefs launched an urgent appeal for reservists to go to Darwin to relieve patrol boat crews.

Many of the sailors, and their families, are so fed up that they openly support Opposition policy to turn boats around and reinstate temporary protection visas. On any given day eight of the 10 Darwin-based Armidale Class patrol boats are at sea on boat people duty. "We will do it, but it will be a s*** fight," one sailor said. "There will be children overboard, sewing lips, jumping, fighting and we will need SAS and infantry with riot batons and shields to turn them back."



He said the Coalition would restore the \$58.1 million Labor cut from a security screening program at Australia's ports and airports and add another \$35 million. "You can trust the Coalition with border security. You can't trust Labor," Mr Abbott said. A spokesman for Home Affairs Minister Brendan O'Connor said both sides of politics regarded border protection as a key priority. "The Government has invested more than any previous Government in strengthening Australia's border security," he said. "Over the past two budgets, Federal Labor has committed more than \$1.8 billion to strengthen border and aviation security."

"We have invested in eight new patrol vessels with improved surveillance and response capability -- strengthening our Border Protection Command, which already has 18 vessels and 18 aircraft." The high level intelligence provided to sailors and passed to The Daily Telegraph this week is so detailed it includes the names of each smuggling venture, the identity of the people smuggler involved and that most passengers will be men aged between 17 and 45.

"We are getting intel on when they leave and expected to arrive, but Indonesia is not acting to stop them," a sailor said. Sailors have also been warned about a change of tactics by people smugglers, who are broadcasting fake distress calls just outside Australian waters to avoid severe penalties under the Migration Act. Commanders have been ordered to intercept any vessel outside Australian waters and ask the skipper where he is headed. The latest FRAG (fragmented operational order) issued to commanders at sea on Thursday told them how to deal with vessels outside Australia's 12-mile zone. "In the event you suspect the vessel to be a SIEV [suspected illegal entry vessel] you need the master to say that they require assistance to come to Australia," the orders said. "However, you are not authorised to lead their answer. Questions on the lines of 'Where are you going?' [and] 'Do you need assistance to get there?' should be appropriate."

In one case a patrol boat went to the aid of an Indonesian vessel in "distress" outside the 12 mile zone, took 70 asylum seekers off it, then provided it with fuel and watched it steam its way back to Indonesia. People smugglers are using global positioning systems to accurately calculate their position and staying outside the migration zone, before calling friends in Australia or dialling the emergency triple-0 number to request assistance as "stranded mariners" and not illegal vessels. This year alone 81 illegal boats have arrived carrying 3854 people, or an average of 48 passengers each. SIEV number 172 arrived this week, taking the total since July 2009 to 138 boats. **Source : Heraldsun.com.au**

Israel set to release three Turkish aid ships

Following a deadly raid by commandos, the Mavi Marmara, Defne and Gazze, were forced to anchor in Haifa by the Israeli military. Three Turkish boats seized by Israel in the wake of a May 31 raid are to be returned to the country following an official decision to release them as an apparently reconciliatory gesture, according to diplomatic sources. "We expect the process of the ships' return to be completed after technical preparations are finished within several days," Foreign Minister Ahmet Davutoğlu said during a visit to Vietnam, Anatolia news agency reported Friday.

Diplomatic sources in Ankara, however, said they were waiting for the announcement of the official decision from Israeli authorities in order to be able to send two tugboats to Israel. The country's armed forces chose to hold the ships until it had completed its own inquiry about the incident. Turkey and Israel have been negotiating on the

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 207

technical procedure involved in releasing the ships. "We are waiting for an official declaration by Israel to send the tugboats. There will be just technical crew on the towing boats," a Turkish diplomatic source told the Hürriyet Daily News and Economic Review. In the past, Israel has sought formal assurances from ship-owners that boats that arrived in similar circumstances would not return to the area with the same goal of breaking the Gaza blockade. Although the same procedures were requested in Turkey's case as well, Israel has decided not to negotiate with the Foundation for Humanitarian Relief, or İHH, the owner of the ships, which Israel deems "a terrorist organization."



Following a deadly raid by commandos on a flotilla carrying humanitarian aid to Gaza that left nine civilians dead, three ships with Turkish flags, the Mavi Marmara, Defne and Gazze, were forced to anchor in Haifa by the Israeli military.

"There is no precondition for releasing the ships either from Israel or from the Turkish side," Turkish diplomatic sources told Daily News. The decision to release the boats came just a day after Israel lifted an advisory warning its citizens against travel to Turkey, a move that was perceived as a goodwill message. Meanwhile, an Israeli women's

volleyball team will travel to Ankara for games in the European Women's Volleyball League as well. Turkey, Israel's closest Muslim ally in the region, recalled its ambassador and suspended joint military exercises after the May 31 raid. Ankara has demanded an apology and compensation for the victims, as well as an international investigation. Israel has resisted Turkish demands for a wider international investigation and a formal apology, insisting on its own inquiry into the incident. The country admitted errors in planning the high-seas seizure but justified the lethal force of its marines, saying they came under club, knife and gun attacks after rappelling down from helicopters. **Source :** **ANKARA - Hürriyet Daily News**



The **LADY NOLA** seen changing pilot at Vlissingen pilot station at the Westerscheldt River

Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/orifocus/> ©

Need Cheap & Secure Lay-up?

In our protected, private harbour just outside of Rotterdam, we offer premium and secure lay-up facilities for seagoing vessels, barges and pontoons as well as extensive services to manned or unmanned vessels in lay-up, all against affordable prices. Dutch Harbour is suitable for vessels up to 200 m in length and with a draft up to 5.50 m, while its 700 m floating jetties safeguard against any tidal influences. The harbour entrance is closed off by a floating security barrier and the surrounding harbour terrain is accessible only to owners and crew. Harbour access is monitored 24h by security cameras.

For additional information and rates, please contact

Dutch Harbour Lay-up Services

Harbour G950 • Griendweg 14, 's Gravendeel

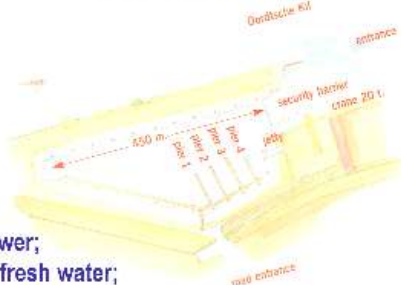
T: 085-8779114 • F: 085-8779115

E: info@dutchharbour.nl • W: www.dutchharbour.nl



Facilities:

- Closed, private harbour;
- Secure mooring & safe access;
- Camera surveillance;
- Free domestic garbage disposal;
- Free wireless internet.



Optional Services:

- 380V/220V shore power;
- Supply of MDO and fresh water;
- Crane services;
- Various alarm systems for cold lay-up.

Beluga set for newbuilding spree

Armed with a reported \$128 million capital injection from Oaktree Capital Management of the U.S., German heavy lift shipping specialist Beluga Shipping is set to go on a newbuilding spree.

According to the Weser Kurier, within the next few weeks, Beluga will place orders for four more heavy lift ships, two cable ships and two offshore supply vessels for large pipeline projects.

In addition, says the newspaper, Beluga's joint venture with construction firm Hochtief - Beluga Hochtief Offshore - is set to order four wind turbine installation vessels. **Source : MarineLog**



The **POSH BANGKA** seen anchored off Singapore Jurong - **Photo : Capt. Neil Johnston ©**

WIND AMBITION NAMED IN DENMARK

Text / Photo's : Bent Mikkelsen



In Denmark the Danish owned company C-bed held a naming ceremony for their latest purchase, the former Turkish ferry **Cesme**. It is now named **Wind Ambition** in a ceremony conducted by Mrs Carol Christensen, wife of Kurt Christensen, Grimsby. He is CEO of WIndpower Support, a British company connecting Siemens Windpower and C-bed. **Wind Ambition** is been refurbished by **Fredericia Skibsværft** (Soon to change name to Fayard), where the public facilities has been fitted to the new role as a floating hotel vessel for wind-turbine workers on offshore jobs. The recreation areas has been renewed. Also a lot of open office space has been provided for Siemens site-offices on the various wind-power stations at sea. Normally **Wind Ambition** will accommodate 140 workers in single cabins with full facilities include internet connection.

Wind Ambition will commence a timecharter for Siemens Windpower on August 1 and will be transferred to the West Coast of England for the first assignment. The hotel-vessel will be sailed by a crew of 36 including catering staff. Most of the crew are Estonian of origin and several from the isle of Saaremaa off the coast of Estonia.

*Godmother **Carol Christensen** flanked by her husband **Kurt** (with the red tie) and **Anders Østergaard**, Monjasa Trading on the right. On the left side is the ships Estonian Captain.*



Wind Ambition is a rather unique ship as it has been owned by most of the

larger ferry operator in Scandianvia. Originally built for Rederi Ragne AB for service on Sessan Lines route from Gothenburg to Kiel under the name **Prinsessan Birgitta**. The company Sessan Line was taken over by the competitor

Stena Line in 1982 when the ferry changed name to **Stena Scandinavia** and remained on the Kiel-service. In 1988 used on various routes and in 1989 changed name to **Tarak L** in a timecharter for Comonav trading from Marseilles to Marocco. In 1990 sold to Norway Line in Bergen and renamed **Venus** for service on the Bergen-Newcastle run. In 1992 the company was taken over by Color Line, and in August 1994 the ferry was taken by DFDS in a swap with **King of Scandinavia** (ex Dana Gloria) and became **King of Scandinavia**. The DFDS period ended in May 2002, when the ferry left Copenhagen for Mediterranean waters trading as **Cesme** under Turkish flag between Ancona, Italy, and Cesme, Turkey. So: Sessan Line, Stena Line, Norway Line, Color Line and DFDS! Originally delivered in April 1974 from Wärtsilä in Turku (#1214) for a sum of 92 million SEK.

BISSO MARINE PERFORMS HEAVY LIFT JOBS



BISSO MARINE, a premier provider of energy and maritime support services, successfully performed two heavy lift jobs involving a 200-ton vessel and a 560-ton hull. Using the **D/B CAPPY BISSO**, the crew launched a 200-ton crew boat from shore to the Harvey Canal. The project took place at **Midship Marine, Inc.**

In Moss Point, Miss., the **D/B CAPPY BISSO** lifted a 560-ton hull from the Pascagoula River and set it ashore at a fabrication yard. The crew had to ballast down the 700-ton derrick barge so it could squeeze under the 40-foot clearance of the nearby Interstate 10 bridge.



GESC takes Essar Shipping to SC over breach of contract

The Great Eastern Shipping Company (GESC) moved the Supreme Court (SC) alleging breach of contract by Essar Shipping. A bench headed by Justice RV Raveendran posted the matter for hearing on August 6. GESC has challenged the Bombay High Court's judgment that set aside the arbitral tribunal's award that directed the companies to apportion the liability equally for acting in an uncommercial manner.

The dispute arose out of a charter party agreement whereby Great Eastern had let out its vessel to Essar Shipping for up to 75 days and the latter was supposed to redeliver the vessel with the same quantity of fuel (bunkers). Although at the delivery time bunkers had only 195 metric tonne (mt) of fuel oil and 47.9 mt diesel oil, Essar had redelivered the vessel with 352 mt and 151.33 mt of fuel and diesel oil, respectively, the petition stated. After Essar withheld the admitted dues, the arbitral tribunal had held that Essar was in breach of redelivering the vessel with bunkers which were far in excess of commercially acceptable norms, it added. However, the single Bench of the HC had rejected Essar's plea which refused to pay its obligation, as awarded by the tribunal, on the ground that the IOC coastal price of bunkers at the time of delivery and redelivery was the same and GESC had not suffered. According to the petitioner, the division bench while ruling in favour of Essar had quashed the tribunal's award on the ground that it had given no express finding that redelivery with excess bunkers was in breach of the contract and, there was no question of GESC deducting any price other than the price in the contract. **Source: Financial Express**



The **VANESSA 12** seen entering the IJmuiden locks - **Photo : Joop Marechal ©**

Trafigura found guilty of exporting toxic waste

A Dutch court has found multinational company Trafigura guilty of illegally exporting toxic waste from the Dutch port of Amsterdam and concealing the nature of the cargo. In 2006, Trafigura transported waste which is alleged to have been involved in the injury of thousands of people in Ivory Coast. Trafigura denied any wrongdoing. The firm was fined 1m euros (£836,894) for its ship, the **Probo Koala**, transiting Amsterdam with its cargo. Trafigura employee Naeem Ahmed, who was involved in the ship's operation in Amsterdam, was fined 25,000 euros and the captain of the **Probo Koala**, 46-year-old Sergiy Chertov, was sentenced to a five-year suspended jail term. This is the first time Trafigura has faced criminal charges since the toxic waste scandal unfolded in Ivory Coast's commercial capital, Abidjan, in 2006.

Trafigura, an oil trading company, initially tried to clean up low-grade oil by tipping caustic soda into the hold of the **Probo Koala**. The company tried to unload the waste in Amsterdam for treatment, declaring it as "harmless slops". When the treatment company came back with a higher price for cleaning the waste, the cargo was shipped to Africa where it ended up in Abidjan to be handled at a much lower rate. Presiding Judge Frans Bauduin said "Trafigura - which by that time knew of the exact composition [of the waste] - should never have agreed to its processing at such a price". Trafigura said it was pleased to have been acquitted of the charge of forgery, but was "disappointed by the judges' ruling on the other two, which it believes to be incorrect".

A statement from Trafigura said: "Concerning the delivery of dangerous goods, it is important that the court has noted that there was limited risk to human health from these slops, and indeed no damage occurred in Amsterdam." Trafigura said it was considering an appeal. The firm also maintained that Mr Ahmed "did nothing wrong". Greenpeace, which brought this case, has welcomed the outcome, saying it was a warning to firms not to export waste to developing countries. In 2008, a court in Ivory Coast found two non-Trafigura employees guilty of illegally dumping the waste. A Nigerian national named Salomon Ugborugbo was sentenced to 20 years in jail. He was the head of an Abidjan firm, Tommy, which Trafigura said it contracted in good faith to handle the waste from the **Probo Koala**. Essoin Kouao, who worked as a shipping agent at the Port of Abidjan and had recommended Tommy to Trafigura, received a five-year prison term. In 2007 Trafigura paid \$160m (£104m) to the government of Ivory Coast without admitting liability. Trafigura also paid \$50m (£32m) in an out-of-court settlement to individuals in Ivory Coast who said they had been injured when the waste was spread on dumps around Abidjan. **Source: BBC News**

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !



Baltic index rises, but summer to remain low

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, rose 1.39 percent on Friday, marking the sixth consecutive session of growth. The index, which gauges the cost of shipping commodities including iron ore, cement, grain, coal and fertiliser, rose 25 points to 1,826 points. This week's gains follow a fall over 35 straight sessions -- the longest consecutive slide since 1995 -- on the back of a bearish market made up from slower iron ore activity, weaker coal imports into China, easing port congestion and the wrapping up of South America's grains export season. "After such a long fall in the Baltic, there is broad sentiment now that we have bottomed out,

and that is creating some buying appetite for physical delivery as well as financial interest to go long Baltic," one bank trader said. The Baltic's capesize index .BACI fell 0.58 percent on Friday to 1,708 points, an average drop of \$108 to \$12,755. But the exchange's panamax index .BPNI rose 3.28 percent to 2,362 points, or up an average of \$600 to \$18,997, while the supramax .BASI rose 1.28 percent to 1,745 index points, an increase of an average \$233 to \$18,250. Markets also reacted to bullish leading indicators from Germany, Europe's biggest economy. German business sentiment posted a record jump in July to reach its highest level in three years, according to the Munich-based Ifo think tank.

The reported rise was also the steepest jump of the index since reunification 20 years ago, and the euro reacted by jumping in value versus the dollar. "When you have such bullish data from Europe's biggest economy and the world's second-biggest exporter of industrial goods, shipping markets will of course feel encouraged," a London-based trader said. Despite the fact that a further collapse in the Baltic seems to have been avoided, market participants remained sceptical about strong rises during the summer. "Demand in Europe is weak because of the summer holiday season, but the market seems to have found support now, and once September becomes the front-month we could see some bigger increases," one freight trader said. Freight rates also remain low overall because, more broadly, the industry is still concerned over the pace of global economic recovery, given that about 90 percent of the world's traded goods by volume are transported by sea. Analysts said freight rates also were expected to be dampened this year due to the pace of new ships set to enter the market in 2010 and 2011, despite indications of some vessel cancellations and delays. **Source: Reuters**

Ships return to Gulf oil spill cleanup after storm fades

A major vessel charged with drilling a relief well to finally stop the BP oil spill arrived back at the Gulf of Mexico well site on Saturday after briefly evacuating due to a tropical storm. With blue skies reappearing over the Louisiana coast, officials raced to resume work to permanently "kill" the ruptured well which has spilled millions of gallons of oil into the sea since April in the most severe US environmental disaster ever.

The drill rig, Development Driller 3 (DD3), was among some 10 ships that evacuated the area ahead of Tropical Storm Bonnie. It was to begin reattaching to the well site immediately, according to the US official overseeing the spill response.

US Coast Guard Admiral Thad Allen said a first chance to seal the well for good could come in the next three to five days, as response crews quickly scaled operations back up. The storm was downgraded to a "disorganized area of low pressure" by midday Saturday, raising hopes that the evacuation would not significantly delay operations to seal the well.

A cap over the wellhead has shut in leaking oil since July 15. But officials and residents are desperate to permanently resolve the environmental disaster, more than three months after the April 20 explosion aboard the BP-leased Deepwater Horizon oil platform which killed 11 workers and sank the rig.

The International Energy Agency estimates that between 2.3 million and 4.5 million barrels of crude have gushed into the sea as a result of the leak. BP spokesman Bryan Ferguson said it would take around 21 hours to reconnect the DD3 to drilling operations some 5,000 feet (1,500 meters) beneath the sea surface. The rig is drilling the first of two relief wells that will be used to definitively plug the devastating spill.

BP and US officials currently plan two operations to kill the well. The first, a "static kill," involves pumping heavy drilling fluids known as mud through the blowout preventer valve system that sits on top of the well, and then injecting cement to seal it. The process is similar to a "top kill" attempt that failed in May, but officials say the cap now in place over the leak will make the operation easier and more likely to succeed.

However, BP and US responders have said the ultimate solution to the leak will be via the relief wells, which will intersect the original well. Using the same process as the static kill, drilling fluid, which is denser than oil, will be pumped via the relief well until the flow of crude is overcome, allowing the damaged well to be sealed with cement.

Before either can begin, the last section of the relief well must be secured with a 3,000-foot piece of steel pipe called a "casing run," which will be cemented in place. "You're probably into three to five days from now when they might be able to be in a position to have the casing pipe in place and we could probably start the static kill at that point. That is a very rough estimate," Allen said.

The spill, which has now washed up oil along the shorelines of all five US states on the Gulf Coast, has left residents facing economic and environmental disaster. But amid high anxiety over the storm and the evacuation of vessels that aimed to keep workers and equipment safe, some experts said the high waves kicked up by Bonnie might actually help dissolve some of the oil faster.

"We expect that Bonnie should help dissipate and weather the oil that's at the surface, it will spread the surface slick out and thereby lower concentrations," said Jane Lubchenco, who heads the National Oceanic and Atmospheric Administration (NOAA). The storm would "also cause more natural dispersion, again lowering the concentration and making it more available to natural bacteria that are in the water," she said.

Other experts argue that surface currents bolstered by high winds would likely shift the near-surface oil closer to the Gulf Coast and spread it over a larger area, and that a severe storm surge from the likes of a hurricane could send fouled water far up into the bayous, contaminating fragile spawning grounds for fish and shrimp.

In Larose, a Louisiana town near the Mississippi River delta, a shrimper named Barry who now does spill clean-up work for BP said Gulf Coast residents dodged a bullet when Bonnie fizzled. "If we can get lucky and just have Bonnies, we would fare a lot better," he told AFP. "A hurricane anything more than minimal size, even a big tropical storm, is going to be devastating to this entire area." **Source : Indiatimes**

Chemical error caused port pipeline blast, finds probe

Chinese authorities on Friday blamed a chemical used to remove sulphur from crude oil for a blast at a storage facility that caused a spill on the country's northeast coast. An investigation has found that a desulphurising chemical was mistakenly pumped into pipelines after a tanker had stopped unloading crude at the port city of Dalian last Friday, triggering the explosion, the State Administration of Work Safety said in a statement posted on its website.

The 0.9-meter-diameter oil pipeline exploded at 6 pm on July 16, triggering a smaller adjacent pipeline to also explode, the statement said. The explosion occurred as workers from the Shanghai-based QPRO Inspection and Technical Service continued to inject desulfurizer into the pipeline after the 300,000-ton tanker had finished unloading its oil at 1 pm.

Produced by the Tianjin-based Huishengda Petroleum Technology, the desulfurizer was strongly oxidizing, according to the statement. A subsidiary of the China National Petroleum Corporation, Asia's biggest oil and gas producer by volume, had authorized the two companies to conduct the operation.

The cause of China's largest reported oil spill was announced as environmentalists urged the government to do more to warn local residents of the potential danger, saying children are still playing on nearby beaches. Chinese authorities gave no update on Friday on the size of the oil spill, which had spread over at least 435 square kilometers of water after the blast.

The government has mobilized hundreds of fishing boats and other vessels to clean up the spill. The disaster has caused China to take a hard look at its ports, which are some of the busiest in the world.

Officials warned of a "severe threat" to sea life and water quality as China's latest environmental crisis spread off the shores of Dalian, once named China's most livable city. One cleanup worker drowned this week, his body coated in crude.

Workers reported using chopsticks and their bare hands to remove the gooey oil from the sea, while State media said 2,000 soldiers, 40 oil-skimming boats and hundreds of fishing boats were helping with the cleanup. Environmental group Greenpeace, which has a team at the scene, urged the government to warn residents on nearby coastlines of the dangers. "Greenpeace was surprised to see that the beaches have not been closed to visitors and lack any warning signs," Greenpeace China said in a statement on Friday evening. "As a result, locals and visitors, unaware of the extent of the oil spill, were playing in the water with their kids, risking exposure to petroleum."

The statement said fishermen without equipment were doing most of the cleanup work at one of Dalian's most popular beaches, Jinshitan. "They don't even have face masks, the most basic and necessary of precautions. They don't even know that they need to protect their skin from crude oil," said Zhong Yu, one of the Greenpeace workers.

"We strongly urge the government to send professional staff and safety equipment for the cleanup process," Zhong said in the group's statement. China Central Television reported that about 1,500 tons of oil has spilled, roughly amounting to 400,000 gallons, as compared with 94 million to 184 million gallons in the BP oil spill off the United States' coast. **Source : Xinhua – AP**

Silted sea mouth at Cuddalore Port puts fishermen in straits

The heavily silted sea mouth at the Cuddalore Port has become a death trap for fishermen, because many crafts are continually taking a pounding while entering and exiting at this point, inflicting huge losses.

On Friday morning, a trawler on its return from a fishing expedition, ran aground at Akkaraigori, not far away from the port. The bottom of the trawler and fishing net were badly damaged.

Fish catch worth Rs.10,000 fell into the sea because of the tossing of the trawler in the process. Local fishermen said that of late, such incidents had become quite common because of heavy silt deposit at the sea mouth.

M. Subramani, a local leader of fishermen, told The Hindu that in the last five years, not less than 10 boats, including motorised boats, trawlers and fibre boats were damaged. Last year, when a fibre-boat capsized, a 55-year-old fisherman, Kandiappan, drowned in the sea. The tragedy occurred quite close to the shore. In fact, coastal residents had staged a road roko to draw the attention of the authorities.

Mr. Subramani said fishermen had submitted several representations to Fisheries Minister K.P.P. Sami, the port authorities, the Fisheries Department and the Collector to deepen the sea mouth, but to no avail.

He pointed out that groynes erected on either side of the sea mouth after the 2004 tsunami remained far short of providing safe passage to boats. On an average, boat owners are spending Rs. 1 lakh to Rs. 2 lakh annually for repairing the boats that are damaged either by hitting the boulders in the groynes or running aground.

If the seaway is deep enough, the vessels would firmly stay on course and only when the siltation is building up would the vessels stagger because the propeller blades would take the beating. The fishermen said that if the siltation were to be arrested, the groynes should be extended to another 150 to 200 metres into the sea. Mr. Subramani also said that at the same time, dredging should be taken up.

Assistant Director of Fisheries Department R. Ilamparithi said that whenever such problems occurred, the fishermen used to bring it to his notice and he, in turn, would communicate it to the Commissioner of Fisheries Department. The official would take it up with the Maritime Board, the executing authority. **Source : The Hindu**

NAVY NEWS



An **MH-60S Sea Hawk** helicopter from the littoral combat ship **USS Freedom (LCS 1)** approaches the Republic of Singapore Navy multi-mission frigate **RSS Supreme (73)** during a maritime security exercise. **Freedom** and **Supreme** are participating in **Rim of the Pacific (RIMPAC) 2010** exercise, a biennial, multinational exercise designed to strengthen regional partnerships and improve multinational interoperability. **Photo : U.S. Navy**

Worldwide liquid cargo services 24 hours per day, 365 days per year!



Mariflex Pump Services B.V. Professionals in liquid cargo handling and transshipment.

Kon. Wilhelminahaven zz 22 3134 KG Vlaardingen (Port No 650) The Netherlands
www.mariflex.net tel (24 hrs) : +31 (0) 10 434 44 45 info@mariflex.net

First Lady Michelle Obama christens Northrop Grumman-built ship

First Lady Michelle Obama helped christen the newest national security cutter for the U.S. Coast Guard in Pascagoula, Miss. The Northrop Grumman-built **Stratton**, named after the late Dorothy C. Stratton, the first female commissioned officer in the Coast Guard, is the third cutter in the Legend class, all built by Northrop's Ingalls yard in Pascagoula.

The Associated Press reports that it took two swings for Obama to smash open the sparkling wine in the ceremony. Maybe it was because she was swinging left-handed? I'll leave that to the experts. The ceremony Friday just south of the Mississippi facility where the cutter was built drew about 3,000, the AP said.

In her speech (which can be seen in full below) Mrs. Obama heaped praise on **Stratton**, saying every American can be inspired by her example. "I stand in awe of her life," the First Lady said. **Stratton** joined up during World War II and eventually oversaw more than 10,000 enlisted women and 1,000 commissioned officers. She earned the Legion of Merit before leaving the Coast Guard in 1946 and died in 2006.

The ship will be delivered next summer and patrol waters off northern California on two-month missions. It will be able to deploy two helicopters and smaller boats. Obama also talked about how the region has been devastated by one disaster after another, the most recent of which being the BP oil leak. "We're all relieved that the leak appears to have been stopped for now. And today, I can share some more good news. About one-third of the federal waters in the Gulf that were closed to fishing -- more than 25,000 square miles -- have been reopened," she said.

"...I want you to know that the President, his administration, they are doing everything they can to get you all back fishing right here in Mississippi, too. And our Coast Guard, our country, we are going to stand with you as long as it takes to clean this up and to help this region recover," she said. The 418-foot cutter has a rear-launching ramp, capable of launching and retrieving two aft-stored boats while underway. Those vessels are used for intercepting suspect vessels or for rescuing swimmers.



Cutters' missions include drug interception, search and rescue and fishing regulation. The first ship of the class, the **Bertholf**, has been in service since Aug. 2008.

"Cutter **Stratton**...embodies our drive to constantly innovate and evolve our maritime capabilities and leverage technology to our greatest advantage. It also reflects our desire to create a more modern, agile and forward-leaning Coast Guard capable of handling a new era of national

security threats," said Janet Napolitano, Secretary of the Department of Homeland Security.

Northrop Grumman Shipbuilding is responsible for the construction and testing of the NSC's hull, mechanical, and electrical systems, while Lockheed Martin is building and integrating the command, control, communications, computers, intelligence, surveillance, and reconnaissance (C4ISR) capabilities onboard the cutters.

Northrop's national security cutter program has been beset by delays, ballooning costs and design flaws, contributing to lower shipbuilding margins for the Gulf Coast yards. That's part of the reason Northrop announced this month that it would consolidate operations in the Gulf Coast and explore strategic alternatives for its entire shipbuilding business that could include a sale of the unit to a private buyer or a spinoff.

Northrop Grumman Shipbuilding President Mike Petters told the Mississippi Press the shipyard is negotiating with the Coast Guard on the fourth cutter now and hopes to work through the contract for the following four vessels. "We learned a lot with the first two," Petters told the publication. "If we could get the program into serial production, we could drive out some costs. We're getting excited about building them." **Source : Daily Press**

France To Build Russia 2 Ships: Sarkozy

France will build at least two high-tech amphibious assault ships for the Russian navy, President Nicolas Sarkozy announced July 23, on a visit to a western shipyard.

Russia has been negotiating with France to buy up to four Mistral-class helicopter carriers, despite concerns among Paris' NATO allies over the transfer of western naval technology to their former Cold War foe. "With our Russian friends, you are going to build the two BPCs," Sarkozy told workers at the STX shipyard in Saint-Nazaire, referring to

the French abbreviation for the 21,300-ton vessels. "We're still negotiating the contract, but the decision to go ahead is certain," the president added.

Russian Prime Minister Vladimir Putin told AFP last month that Moscow would only go ahead with the deal if it includes a transfer of the technology that makes the Mistral one of the most powerful in the French fleet. He put the price tag of the vessel at around 300 million euros apiece (\$388 million), and said that it would be a good deal for French shipyards at a difficult economic time.

But some U.S. lawmakers and the governments of new NATO members on the Baltic fear that the added punch the Mistral would give Russia's naval forces will encourage the Kremlin to throw its weight around in its backyard

Source : Defensenews

2ND NEW SUBMARINE ARRIVES IN MALAYSIA



See the arrival of the latest new Malaysian submarine **KD TUN RAZAK TIBA** in Malaysia at :
http://www.youtube.com/watch?v=topcnwPBe_Q&feature=player_embedded

SHIPYARD NEWS

Maritime  **JOBS4U**

Search, Select and Find your **maritime** job

- worldwide jobs
- easy & fast
- per work field
- apply any time

www.maritimejobs4u.com



www.maritimejobs4u.com

New MSC flagship confirmed

MSC Cruises and STX France have announced the conclusion of the legal process that finalizes the order of a new 'Fantasia' class cruise ship (hull number U32), the 12th in the MSC Cruises fleet.



To be named **MSC Fantastica**, the 140,000gt newbuilding will become the flagship of the MSC fleet and have a 5,000 passenger capacity. STX France's St. Nazaire shipyard had already started working on the new vessel despite not signing the final contract on the LOI.

The process began earlier this year on 1 March with the signature of a Letter of Intent but, given the various legal and financial interlocutors involved, took some time to complete. An important factor in the success of the project was the financial

backing provided by French financial institutions, and especially by Coface, the French Export Credit Agency, making it possible for the vessel to be delivered as required by MSC Cruises by the end of spring 2012.

"We are very pleased that this important contract with MSC is now confirmed," said Jacques Hardelay, general manager of STX France, "and we look forward to continuing the longstanding relationship between the teams of MSC Cruises and STX France for the successful delivery of this magnificent vessel".

Pierfrancesco Vago, ceo of MSC Cruises, added: "We are delighted at the confirmation of this important investment, a sign of the success of our ambitious growth strategy, and we would like to thank all those who have made it possible. Together with STX France, we are now keen to focus our energies on further enhancing MSC Cruises' leading positioning within the world's cruise industry. **MSC Fantastica** will build on the success of the Fantasia prototype, appreciated by more and more guests as unique its class thanks to innovate features like the MSC Yacht Club, the ship within a ship offering unprecedented levels of privacy and personalized service."

Irving Shipbuilding buys repair yard for \$1

Irving Shipbuilding Inc. is purchasing the Shelburne Ship Repair yard from the Nova Scotia government for \$1.

Irving, which has leased the facility from the province since 1997, decided recently to exercise its option to buy the yard. The transaction will also see Irving take hold of an adjacent federal water lot. Nova Scotia Business Inc., the province's business development agency, is buying the water lot from the federal government - and will then turn around and sell the lot to Irving. Sarah Levy, a spokeswoman with NSBI, couldn't say how much Irving is paying for the water lot. The assessed value of the lot is \$68,000. The price of the shipyard, however, has been determined: \$1.

The lease agreement between Irving and the province included an option to purchase the site for \$1, provided the company met certain requirements along the way, mainly concerning employment levels at the site. According to Levy, the province is content to let the site go for a buck, so long as the repair yard continues to provide jobs in the rural area. "Our goal at NSBI is to have a functioning and sustainable shipyard business at that site. Irving is a great company to do that. They've been operating the shipyard for some time," she said. "The key here is to make sure that people are working there. Irving is willing to make renovations and make that happen." Irving was the only company to bid on the yard's lease in 1997. In early January of this year, the Nova Scotia government gave Irving an \$8.8-

million loan to upgrade the 50-year-old shipyard: \$6 million to rebuild the marine railway and \$2.8 million for wharf repairs.

The bulk of the loan, \$6.6 million, will be forgiven if Irving meets nine criteria, including a pledge to employ 68 workers, said Toby Koffman, a spokesman with Nova Scotia's Economic and Rural Development department. Irving spokeswoman Mary Keith confirmed the purchase of the water lot and Shelburne yard, which is currently not in operation. "Today, the company is undertaking significant investments in improving the wharf and the marine railway at the site. Given these investments to secure the long term future of the shipyard, an agreement to purchase makes good business sense," Keith said in a statement. According to Keith, work on the marine railway will be complete by year's end, while the wharf repairs will be finished by spring 2011. Currently, 27 employees are working on the Shelburne site. When operations resume, roughly 60 people will be employed at the site, said Keith. Located on the southern tip of Nova Scotia, the Shelburne yard is used by Irving for repairing small vessels. In January, company president Steve Durrell said the yard, when upgraded, will win contracts for larger vessels.

"This upgrade opens up markets we couldn't compete in before because we couldn't haul the ships out of the water," Durrell said at the time. The Opposition in Nova Scotia, however, criticized the loan. The Liberals accused Fisheries Minister Sterling Belliveau, who represents the Shelburne riding, of providing political rewards to his constituency. Leo Glavine, the Liberal finance critic, said the NDP was providing funds to the shipyard while refusing to continue a subsidy to the ferry in neighbouring Yarmouth, a riding held by a former Conservative cabinet minister. "It's business as usual," said Glavine. "The NDP is essentially using the Industrial Expansion Fund as a political slush fund - not much different than the way the Tories used it." Belliveau, however, defended the subsidy as a wise investment that will create jobs. **Source: nbbusinessjournal.canadaeast**

ROUTE, PORTS & SERVICES



Seamanship
Whatever the ship. Wherever delivered.

Redwise
GLOBAL SHIP DELIVERY & CREWING
info@redwise.nl

www.redwise.com

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered

Redwise
GLOBAL SHIP DELIVERY & CREWING
info@redwise.nl

CMA CGM Seeks New Investor Group

CMA CGM is seeking to put together a new investor group by a July 26 court deadline, according to Bloomberg News, which cited unidentified sources with direct knowledge of the matter. Butler Capital Partners, a Paris-based private-equity firm, is one of the remaining potential bidders after CMA CGM rejected offers by Qatari Holding, Qatar's sovereign wealth fund, and Colony Capital, U.S. private equity investor, according to three people, who declined to be identified because the discussions are confidential. CMA CGM is also in negotiations with a committee representing its 75 creditor banks about rescheduling payment on principal and interest on \$5.4 billion in debt it borrowed from them in the last few years to pay for the new ships it ordered.

Butler, which would provide about \$90 million, is talking to parties including CMA CGM agents and France's FSI sovereign-wealth fund to raise \$500 million, one of the people told Bloomberg. CMA CGM, which began talks with creditors in September, needs the reorganization to avoid insolvency after breaching covenants on most of its debt. The company, the world's third-largest container shipper, replaced Chief Executive Officer Jacques Saade in December with Philippe Soulie, while Saade remains chairman. Bloomberg said it is not clear whether CMA CGM will be able to

reach an agreement with investors before a hearing next week at the Paris court overseeing the reorganization, the people said. CMA CGM could also seek to extend the deadline. Under France's court-sponsored conciliation procedure, a company's failure to meet the deadline for an agreement with creditors makes it harder to raise new funds and leaves it vulnerable to insolvency if broken covenants are invoked. A recovery in global trade helped CMA CGM report an operating profit for the first quarter. The company had a net loss of \$1.43 billion in 2009.

Talks with Qatar Holding were at an advanced stage before they broke down this month over conditions imposed by the Qatari fund that could have enabled it to eventually take control of the company, the people said. Colony, which has withdrawn its bid, said yesterday that it could still be ready to invest alongside the Qatari fund. "We have always been and we remain 100 percent aligned with Qatar on this transaction," Owen Blicksilver, a U.S.-based spokesman for Colony, told Bloomberg. **Source: Journal of Commerce**



Above seen the **TIMOR CHALLENGER** enroute the slip after been laid up for 2 years in the port of IJmuiden, the former trawler is finally sold and will leave Wednesday from IJmuiden bound for Malta and from there to Somalia to escort vessels which are passing the pirate infested area

Photo : Marcel Coster ©



Ergonomical control chair for offshore applications

- DP (NAVIS)
- AUTOPILOT
- CONNING
- TOUCH SCREEN MENU
- SWITCHING OF VARIOUS FUNCTIONALITIES
 - Sensor menu
 - Switching menu
 - Screen menu

ALPHATRON
www.alphatronmarine.com
deepsea@alphatronmarine.com

CMA CGM extends FEMEX service in Europe

CMA CGM has introduced two new calls in Tilbury, UK (Southbound) and Lisbon, Portugal (Southbound and Northbound) on its French Europe Med EXPRESS (FEMEX) service linking North Europe to Greece and Turkey, with immediate effect.

These additional calls will provide:

- * Direct weekly connections from UK and Portugal to Greece and Turkey in response to the growing demand from English and Portuguese exporters

- * Comprehensive port coverage in North Europe, Portugal, Greece and Turkey

- * Significantly improved transit times between Portugal, the Middle East Gulf and Asia, with transshipment via the Malta hub, previously offered via Zeebrugge

- * Improved shipment opportunities between North Europe and Portugal via the Group's intra-European specialist subsidiary, MacAndrews

The new rotation for the FEMEX service will be: Göteborg > Helsingborg > Aarhus > Zeebrugge > Tilbury > Rotterdam > Lisbon > Malta > Piraeus > Istanbul Haydarpasa > Gebze > Istanbul Avcilar > Gemlik > Thessaloniki > Izmir Smyrna > Malta > Tanger Med > Lisboa > Zeebrugge > Göteborg. **Source: eyefortransport.com**

Port of Rotterdam to invest Eur 25 million in tank terminal

The Port of Rotterdam Authority (PoRA) will invest approximately € 25 million in the creation of a site of almost 5 hectares to accommodate the future expansion of Botlek Tank Terminal (BTT). The land will be gained by filling in the south western corner of the Botlek dock with some 600,000 m³ of sand. There will also be a quay wall of over 400 meters constructed and in addition, some jetties and small firms are replaced. If the environmental assessment procedure (MER) develops as scheduled, the filling in can start mid 2011 and the project will be finished mid 2013.

The filling in and the construction of the quay wall are contracted out 'design & construct'. Therefore the contractor decides where the sand comes from. However, in order to minimize environmental impact the PoRA will point at the possibility of using sand from projects elsewhere in the port. The quality of the sand and timing of availability are important factors in this respect. The additional projects are included in the total investment, but are contracted separately and according to a so called RAW form. The prequalification for both contracts will start soon and the allotment will take place in 2011.

BTT will realize approximately 350,000 m³ tank storage capacity on the new site. In the first phase, 200,000 m³ is being built at existing land adjacent to the water to be filled in. **Source: dredgingtoday**

Cargotec Q2 operating profit up to \$50.1 million

Finnish cargo-handling equipment maker Cargotec beat all forecasts with a jump in second-quarter operating profit and order intake, boosted by Asian demand, reported Reuters.

Cargotec said demand for handling equipment such as loader cranes and forklift trucks continued recovering in the quarter, although demand for container handling equipment in ports had showed only tentative signs of recovery.

"The results were good, surprisingly good. New orders and profitability in the marine segment was the biggest surprise," said FIM analyst Sanna Kaje.

Cargotec said April-June operating profit, excluding restructuring costs, leapt to \$50.1 million from \$4 million a year earlier. Order intake rose 55 percent to \$991.38 million while sales dropped some six percent to \$864 million.

Earnings were driven by the performance of the firm's marine unit, where operating profit rose 88 percent to \$59.18 million. **Source: cargonewsasia**

THE GOOD, THE BAD and THE UGLY

Newscippings reader **Tommy Bryceland** reports that they have / had some of Westminster Dredging/Boskalis finest vessels on the River Clyde for several weeks doing what they do best to keep the Clyde clear for ships and shipping.



The GOOD----- New to the fleet this year is the **SHOALWAY**.



The BAD----- **WD MICHEL**
she won't get much ploughing done at that speed :))

and **the UGLY**----the **NORMA**,
the Dutch have a reputation for classic beautiful
ships, HOWEVER, they must have had a few cans
of Amstel the night they designed this one ☺

Photo's / text
Tommy Bryceland, SCOTLAND ©



Seaway Heavy Lifting

Offshore installation

- Platform installations and removals
- Globally available
- 5000 mt crane capacity

Seaway Heavy Lifting



Albert Einsteinlaan 50, 2719 ER Zoetermeer
The Netherlands
e-mail : info@shl.nl



Above seen the **Coral Princess** sailing under Lion's Gate Bridge on departure Vancouver (24th July).

Photo : David Harbinson ©

Dubal sets import records through Jebel Ali Port

Largely boosted by the procurement of materials for Emal

The annual value and volume of strategic raw materials imported by Dubai Aluminium Company Limited (Dubal) through Jebel Ali Port reached record levels in 2009, boosted largely by the procurement of materials for Emirates Aluminium Company Limited PJSC (Emal), the high-tech green-field aluminium smelter development in Al Taweelah, Abu Dhabi, in which Dubal holds a 50 per cent share and where Phase I is currently in ramp-up stage.

Masoud Talib Al Ali, Vice-President of Supply, explains that under the terms of a Supply Service Agreement between the two companies, Dubal is currently responsible for sourcing, procuring and managing the logistics relating to the strategic raw materials required by Emal, all of which are imported.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 2017

"Emal Phase I has been under construction since 2007. The core smelter operation comprises 756 electrolytic reduction cells in two potlines, the construction of which demanded a large volume of materials for cell lining [cathode bars] and anode purposes, specifically calcined petroleum coke and liquid pitch. Then, energising of the first cells at Emal and the production of the first metal took place in December 2009, heralding the start of substantial import volumes of alumina.

"As governed by the agreement, we expect to import 650,000 metric tonnes of calcined petroleum coke, 150,000 metric tonnes of liquid pitch and 3.5 million metric tonnes of alumina every year on behalf of both Dubal and Emal, for the three-year period from 2010 to 2012."

These volumes are over and above the \$1 billion (Dh3.67 billion) in strategic raw materials imported each year by Dubal through Jebel Ali Port for use in the company's present 1,573-cell, eight potline smelter in Jebel Ali, which has an annual hot metal production capacity of 980,000 metric tonnes.

"Our Jebel Ali complex is home to one of the largest single-site aluminium smelters in the world and we procure a wide range of strategic raw materials from various sources around the globe so as to ensure uninterrupted supply for our operations," Al Ali said.

"Some 40 to 50 per cent of our total strategic raw material imports each year comprise alumina, the balance comprising calcined petroleum coke, liquid pitch, baked anodes, aluminium fluoride, potlining materials, process materials and refractory items," he said.

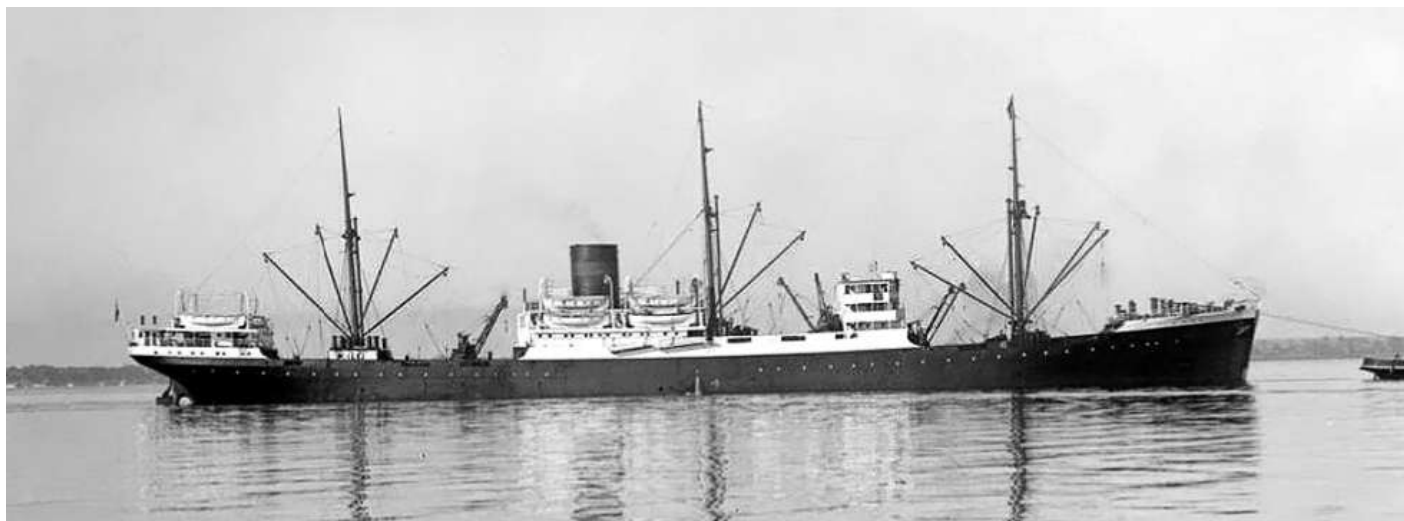
Al Ali contends that the combined imports of Dubal and Emal represent the highest volume of raw materials imported through a single site smelter. **Source : GulfNews**



Above seen the 33 years old still going strong **Morning Glory** as she passed on her way to Melbourne 24-7-2010.
Is she the oldest CC still operating?

Photo : Andrew Mackinnon (c)

OLDIE – FROM THE SHOEBOX



Above seen the 1931 built **TAJANDOEN**, (Photo : Coll **Gordy Ross**) the motor cargo vessel was built at Nederlandsche Scheepsbouw Mij NV, Amsterdam and owned by NV Stoomvaart Mij 'Nederland', Amsterdam, the vessel was attacked December 7th 1939 by the German U-boat **U-47** commanded by the famous **Günther Prien** (photo left : Coll **Piet Sinke**) in position 49.09N, 04.51W - Grid BF 2819 With on board a complement of 68 persons from which 6 died and 62 survived the attack. The **TAJANDOEN** was part of a convoy enroute from Amsterdam via Antwerp to Batavia with a general cargo, including cement, iron, steel and glass

At 05.24 hours on 7 Dec, 1939, the neutral **Tajandoen** (Master **J.B. Roederink**) was hit amidships by one torpedo from **U-47** and sank in flames after a heavy detonation, only a few minutes after the hit. Six crew members were lost. The U-boat had spotted the ship only four minutes before firing and misidentified the type as tanker. The master, 47 crew members and 14 passengers abandoned ship in the lifeboats and had to avoid burning fuel on the water surface.

The Belgian steam merchant **Louis Scheid** witnessed the attack and picked up the survivors, despite of the fear of her master of also being torpedoed. After the men were picked up, the ship immediately headed on full speed for the nearest land and by dusk she found herself off the Devon coast in heavy rainfall and a gale. **Louis Scheid** (6057 grt) struck a hidden rock near Warren Point in the early

hours of 8 December and was destroyed by the seas. The Salcombe lifeboat made several dangerous trips and rescued all survivors from both ships.

The information supplied may not be wholly correct, if you have further details please let Gordy know at gordy8@gmail.com

.... PHOTO OF THE DAY



Above seen the new ferry/cargo ship for the Malta service by Grimaldi of Italy with the name of **Eurocargo Genova**. The ship is seen at Laboratory Wharf, Malta on 19/7/10 on its second visit.

Photo : Anthony Vella ©

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>