

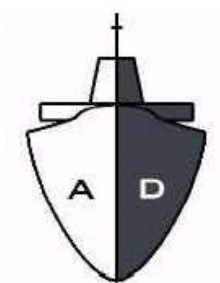
DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 208



Number 208 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 27-07-2010**

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

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Crew member aboard a US Coast Guard plane looks over the Discoverer Enterprise drillship at the site of the Deepwater Horizon oil disaster in the Gulf of Mexico off the Louisiana coast July 23, 2010. Two rigs stopped drilling relief wells intended to halt the leak for good and prepared to move out of the path of Tropical Storm Bonnie, which was projected to hit the spill area on July 24 with winds of 39 to 73 miles per hour.

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EVENTS, INCIDENTS & OPERATIONS



The **STAR** from Tallink docked in Helsinki - **Photo : Frank de Vries – Eurodam ©**

Please note , the photo on page 9 of the news no 2010 - 205 view of the MC 252 (Deepwater Horizon) location from the cockpit of a PHI S-92 helicopter "Photo : BP" is a fake photo. Meanwhile BP is accused for publishing a lot of fakes, especially for publishing that photo. You can proof the fake by viewing the left upper side of the photo. You will see a part of a tower through the top-window, this proves the helicopter was not even airborne, the view through the front-windows has been copied into the picture with a photo-shop program.

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Iran will react if ships inspected, says president Ahmadinejad

Iran will react swiftly if its commercial shipping or aviation are subjected to inspection, president Mahmoud Ahmadinejad said on Sunday. A UN security council resolution on June 9 imposed restrictions on Iranian shipping and other sectors to try to persuade Tehran to curb its nuclear enrichment activities. Under the latest sanctions, countries would have the authority to inspect cargo ships heading to or from Iran. "You should know whoever takes a decision against the Iranian nation, such as the so-called inspection of the Iranian ships or so-and-so towards its aircraft, will immediately receive Iran's reaction," told a conference in a speech broadcast live on radio.

Earlier this month, the European Union banned more planes operated by Iran Air from flying into the airspace of the 27-country bloc on safety grounds. It denied reports there was a ban on Iranian commercial airliners refuelling in Germany and Britain as a result of US sanctions. However, some oil companies have stopped jet fuel supplies to Iranian aircraft outside Iran.

Restating that the Islamic state did not seek hostility with any country, Ahmadinejad said, "We are in favour of friendship and logic." Iran, the world's fifth largest oil producer, has been the subject of four rounds of UN sanctions over its defiance to suspend its uranium enrichment activities. Iran says its nuclear programme is designed to produce electricity and sanctions will not bring about any change. **Source : DNA India**



The **ORANGE SUN** seen outward bound from Rotterdam – **Photo : Frits Janse ©**

UN ship detained by India reaches Karachi

United Nations' cargo vessel "**MV Aegean Glory**", which was earlier detained by Indian authorities at the Kolkata port, has reached Karachi dockyard. The Indian Navy, the Customs and the police at Kolkata's Diamond Harbour had detained the Liberian-registered ship on June 25 for not having relevant documents for military hardware and explosives onboard.

MV Aegean Glory was carrying decommissioned weaponry of Pakistani, Nepalese and Bangladeshi UN peacekeepers from a mission in Liberia, The News reports. After unloading the cargo of the Bangladesh contingent at Chittagong, the vessel headed towards Kolkata for unloading of the Nepalese cargo.

However, it came under investigation, after security agencies raised an alarm when discrepancies were found in the cargo lists provided by the ship's captain and clearing agent. The captain had revealed to Indian officials that the ship was carrying rocket launchers, sophisticated arms and ammunition and anti-aircraft guns, while the clearing agent had not mentioned 'military hardware' as one of the goods on board in his cargo list. The Indian authorities released the ship after 12 days on July 8. **Source : Newstrack India**



The **NIKI** (ex **MSC NIKITA**) seen at the Kaohsiung anchorage where the transport arrived recently, the transport departed again from Kaohsiung July 23rd under tow of the tug **SALVAGE CHAMPION** (below) bound for Xinhui (China) where the transport arrived July 26th Photo's : Ton Oortwijk – www.tow-services.nl ©



Lange nacht voor KNRM reddingstation Dordrecht

Om 23:55 uur werd KNRM Reddingstation Dordrecht gealarmeerd voor een vermissing van twee personen op een zodiac in de Brabantse Biesbos. Na contact met de Gemeenschappelijke MeldCentrale Zuid-Holland Zuid (GMC) zijn de

KBW 1910 van KNRM station Dordrecht Zuid en de **DRB-49** van KNRM station Dordrecht Noord uitgevaren richting het Gat van de Kleine Hil in de Brabantse Biesbos.

Ondertussen waren ook een boot van Rijkswaterstaat en de KLPD onderweg. De **KBW 1910** was snel ter plaatse en startte in overleg met de GMC, KLPD en Rijkswaterstaat een zoekactie in een alleen door de maan verlichte biesbos. De **DRB-49** was nog onderweg toen via de GMC opgeroepen werd voor een medische evacuatie aan boord van een cruiseschip ter hoogte van kilometerraai 975 op de Nieuwe Merwede. Vanaf de positie waar de DRB-49 zich bevond was dit nog een kwartier varen. Het bleek te gaan om een man van rond de 70 jaar uit Luxemburg met stoma met onderbuisklachten. De bemanning heeft de man van boord gehaald en naar KNRM station Dordrecht Zuid gebracht, hier is de man overgenomen door de ambulance en meegenomen naar het Albert Schweitzer Ziekenhuis in Dordrecht. Ondertussen was de **KBW 1910** vanuit het Gat van de Kleine Hil richting het Kooigat gevaren en door het Gat van de Sleek, richting de Amalia Hoeve in Keesjes Killeke gegaan, omdat ze hier zouden kunnen zijn volgens de melder. Hierna werd door de GMC doorgegeven dat de melder met een boot genaamd "**Atlantis**" in de Aakvlai zou liggen. De DRB-49 was ondertussen weer inzetbaar en is over de Amer richting de Aakvlai gaan varen, op dat moment kwam de melding binnen dat de KLPD boot de zodiac met drie personen had gevonden in het Spijkerboor tegenover de Aakvlai. De bemanning van **KBW 1910** assisteerde met het terugbrengen van de zodiac met dronken opvarenden naar de "**Atlantis**" waarbij de KLPD enkele dozen drank in beslag heeft genomen. De DRB-49 en de KBW 1910 werden om 01:45 uur bedankt voor de inzet en voeren beide terug naar hun botenhuisen.

Op de terugweg naar het reddingstation werd de hulp van de **KBW 1910** wederom ingeroepen. Ditmaal werd er opgeroepen door de GMC dat er via de meldkamer van Midden- en West- Brabant een melding binnenkwam, voor een medische evacuatie vanaf een motorkruiser in het Jepegat. Aan boord van dit jacht had een man tweedegraads brandwonden opgelopen aan beide voeten. Na controle door de ambulance- verpleegkundige is de man aan boord geholpen van de **KBW 1910** waarna koers werd gezet naar de jachthaven Vissershang bij Hank waar de ambulance klaar stond om de man naar het ziekenhuis in Breda te brengen. De **KBW 1910** kon na deze inzet terug naar het reddingstation waar de reddingboot weer uitrukgereed werd afgemeerd voor de volgende hulpverlening. De bemanningsleden konden om 05:00 uur eindelijk hun bed induiken en genieten van een korte nachtrust.



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Affects of Dry Index

Billions invested to buy the toxic assets created wealth and profits for the Wall Street and global market. Pumping of money was made in such forms as if a big hole in the earth is being covered up by dumping soil. Great activity and a brave heart to spend trillion dollars of funds to buy fake deals and useless paper converted assets. Central banks across the globe came up with zero interest rates. Thanks to God since if anything was below zero then they should have applied. Zero interest rates and free flow of funds pumped up the global market particularly the stock market pulled up the funds and made the Indian and emerging browsers to the regime of 2007. Great gamble played and all

activities of the culprits were covered up. This is really a fantastic system where if you kill thousand s of people across the world through financial weapons no one will punish you. Great going.

The World Stock Markets gained from US to China with small volumes of financial crisis earthquakes starting from Dubai to the latest one with Europe. We might have to wait and watch for some more countries to come out with similar tremors. Apart from the stock market the god blessed speculators who made their recoveries the world economic is still running very slow and very fragile for another round of dip. Now I am sorry to acclaim that IMF and World Banks are now very old and needs to have an eye operation to look into the real picture rather than simply increasing the forecast of world economy recovery. Global trade is slowing up after the debacle of Europe. Trade is not slowing up by plummeting. Exports are also on the verge of death. Exports across the world have taken a hit and the biggest shocks will come from China and US. China was over heated so slowdown was eminent. But the global trade shrank more than 60%. Proof of the pudding is in the Baltic Dry Index. Where the index proceeded to drop by more than 90% in the next six months. The index in question is called the "Baltic Dry Index," or BDI, and it once again merits a closer look: After peaking in May, the BDI has fallen for 35 straight days. So two points get clear that slow down have started way long back and the fall is continuous. A question which comes in the mind is that is IMF and World Bank taking these aspects in mind while generating outlook numbers.

If we check the index in 2008 we find a signal of global collapse was being displayed when the index was below by 90% at that point of time. The importance of the index is that it reflects the international trade in commodities because it measures seaborne freight rates, the cost of shipping bulk goods such as iron ore, coal and grains by sea. In simple words more ships travelling more business happening if less it's the sign of slowdown. This time the number reflects and size of vessels being booked suggest that the fall in prices to transport seaborne freight and, correspondingly, the BDI, reflects weakening demand. If we look historic numbers of the index we will find clear positive correlation with the stock market and global economic outlook. In May of 2008 BDI hit its record high ever, 11,700 points, beginning its steep slope in mid-July. In Dec.5, 2008 it slumped to 663 pts, the Baltic Dry Index record low. In November, 2009 BDI gained 4661pts. As of July low. In November, 2009 BDI gained 4661pts. As of July 1st, Baltic Dry Freight Index settled at 2351 points, 55 points down from June 30th Slowdown of demand reflects that manufacturing activity is not happening although we get the data of consumer sales etc. We should understand that good keeps in inventory is being consumed that have no connection with manufacturing. The real investments happen in manufacturing which increases the demand of consumption. Stock market is riding on the horse of speculators but there ride will last till the time they quit their portfolios. Once that happens the sell of and slow down trigger will be released.

Even if we ignore the index reading we still land up with some more hardcore analysis. China is slowing down and no immediate reasons are backing up that China will run as it ran in 2009.US is yet to come out and stand independently on its recovery foot. Europe is out of the battle due its frozen economic status for the next 3 years. So, global sales and consumption is now stagnant. The only country left is India and that's too dependent on FIIs flow of currency .If business slows down in FIIs countries flow funds will get reduced and some pull back of funds will be made from Indian browsers. The speculators who are seating on the sides and think that India is out of the trouble of slowdown of Balti Dry Index needs to have an operation of their speculative eyes. **Source: Istockanalyst**

US, South Korea begin joint naval exercises

A US aircraft carrier led joint military exercises with South Korea Sunday as a show of force against North Korea, which they accuse of sinking a navy ship in March. The **USS George Washington**, several guided-missile destroyers from both navies and more than 200 aircraft were enlisted for the four days of manoeuvres that include 8,000 personnel from the two allies.

'Some ships from the US 7th Fleet, including a nuclear-powered submarine, are set to join them in the East Sea,' an official told Yonhap news agency on the condition of anonymity. Planned drills included artillery, anti-submarine charges and air-to-air refuelling, an official at the South's Joint Chiefs of Staff said. 'As an exercise to prevent attacks like the sinking of the **Cheonan**, we will drop sea mines and anti-submarine bombs during Tuesday's drill,' the official said.

A Seoul-led investigation concluded in May that a torpedo from the North had sunk the **Cheonan** warship in the Yellow Sea March 26. Forty-six sailors were killed. On Saturday, Pyongyang threatened to start 'a retaliatory sacred war' in response to the drills.

'The more desperately the US imperialists brandish their nukes and the more zealously their lackeys follow them, the more rapidly the DPRK's nuclear deterrence will be bolstered up along the orbit of self-defence,' the North's National Defence Commission said.

The joint exercises, formally announced Wednesday while US Secretary of State Hillary Rodham Clinton and Defence Secretary Robert Gates were in Seoul, are meant to deter North Korea's 'aggressive' behaviour, officials said. The US Navy is capable of defending itself and 'clearly it would be very unwise for North Korea to challenge these forces', a US State Department spokesman said. **Source : Sify**



The **FREDYRYK CHOPIN** seen moored in Amsterdam – **Photo : Kees Torn ©**

80 more hazardous cylinders were found in Mumbai Port Trust premises: NDRF

The National Disaster Response Force (NDRF), which is undertaking neutralisation of chlorine gas from cylinders at Mumbai Port Trust (MPT) following the gas leakage incident, said 80 more hazardous gas cylinders were found in the MPT premises in south Mumbai.

Among the 136 cylinders lying uncleared in the MPT since 13 years -- one of which leaked on July 14 in which over 120 fell sick after inhaling the gas -- not only six but nearly 100 cylinders contained chlorine gas, the NDRF said.

Earlier, MPT had claimed that among the 136 containers, only six cylinders contained gas and one of them had leaked.

"MPT officials told us that there are another 80 more cylinders, with small quantity of hazardous gas, inside the premises. Initially they said there were 136 cylinders and only six of them contained chlorine gas. And one of the six leaked last week," Shahbuddin Ahmed, assistant commandant of NDRF, told PTI.

"But now they say there are 80 more containers which were found in two different locations in the MPT premises," he added. This was revealed by MPT to the NDRF in a meeting held recently between them. "In the 100 gas cylinders lot, we have degassed over 85 containers. It would take another few days to neutralise remaining 15," he said. Later, they would take the neutralisation work of the newly found 80 cylinders, Ahmed added.

The NDRF is using lorry tankers with full of mixture of solution of lime, water and sodium hydroxide (caustic soda) to neutralise the gas containers. Meanwhile, an enquiry report by the MPT into the chlorine gas leakage incident is expected to be ready by next week, officials said. They said that the consignment of 136 cylinders had been imported by Mumbai-based Agro Gases Pvt Ltd. Police had registered an FIR in the case against unidentified persons under the relevant section of the IPC and Environment **Source : DNA India**



The Wellard operated Livestock carrier **Ocean Shearer** seen berthed in Freemantle

Photo : Richard Palmer ©

Broken bulk carrier leaves Australian waters

A bulk carrier that broke down about 60 nautical miles off Cairns in far north Queensland has left Australian waters.

The **Ocean Emperor** was transporting coal from the Hay Point terminal near Mackay to Japan when it broke down.

Authorities were concerned the ship may drift onto the Great Barrier Reef and placed an intervention order on the ship. Australian Maritime Safety Authority spokeswoman Tracy Jiggins says the ship was repaired and escorted out of Australian waters by a tug boat.

"We wanted to ensure that it didn't have another break down because it had had a series of break downs," she said. "But that tug escorted the vessel and it's now on its way to Singapore **Source : ABC News**

CASUALTY REPORTING



Woman dies as gangway comes off while boarding 'MSC Splendida' in Genova

A 65 year-old Spanish woman fell to her death while boarding the cruise ship **MSC Splendida** while berthed at the port of Genoa in Italy. The woman plunged a height of 12 metres when the gangway leading to the luxury cruise ship apparently gave way, throwing her into the sea.

Police said the woman fell into the sea between the quay and the ship's starboard side and drowned, while crew members jumped in a bid to save her.

Another man, thought to be the woman's husband also fell off the gangway, and landed on the concrete quay, suffering serious head and leg injuries. He is reported to be in a critical condition in Genova's main hospital.

On board the cruise ship that will be in Malta on Tuesday, are 120 Maltese. A good number of them were reportedly out on an excursion to Porto Fino at the time of the incident. All Maltese are ok and were not affected by the incident.

Source : Maltatoday

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NAVY NEWS

Changes in Northern Fleet command

As Deputy Commander of the Northern Fleet becomes Commander of the Black Sea Fleet, several internal changes are taking place in the Northern Fleet's commanding structures. After the Northern Fleet's Chief of Staff Vice-Admiral Vladimir Korolev was appointed Commander of the Black Sea Fleet earlier this month, there have been some changes in the commanding structure at the fleet's headquarters in Severomorsk, RIA Novosti reports.

Rear Admiral Andrey Volozhinsky is appointed new Chief of Staff and Deputy Commander of the Northern Fleet. Volozhinsky, 50 has many years of experience from the Northern Fleet's submarine forces and comes from the position of Commander of the Northern Fleet's submarine forces, which were established as one unit in February 2011. Rear Admiral Igor Mukhametshin takes over the position of Commander of the submarines forces.

Also other Northern Fleet units have had changes in commanding structures. Source : BarentsObserver

VALDIVOSTOK NAVY DAYS



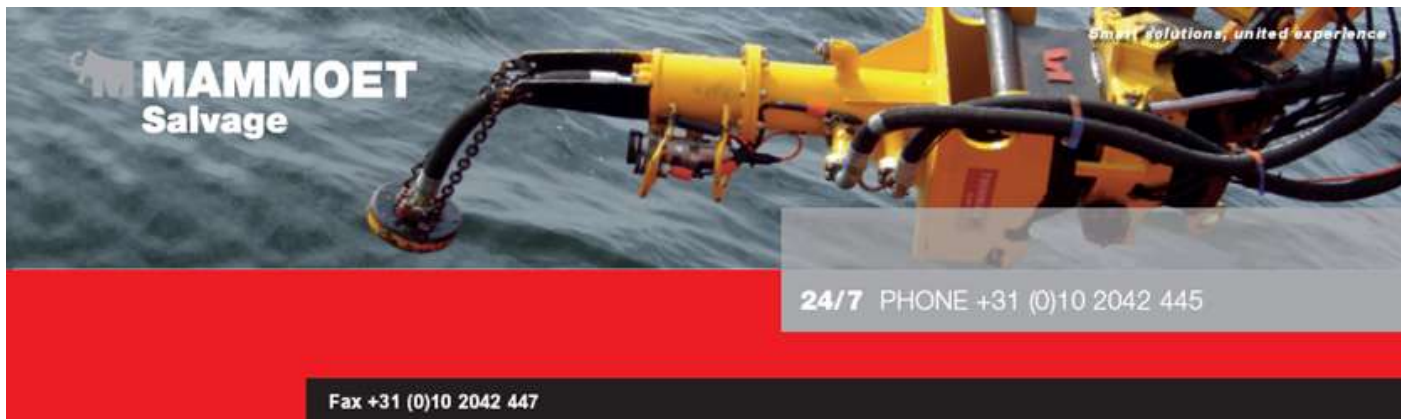
Last Sunday in Vladivostok the navy days were held, herewith some photos of the event



Two ship squads of the U.S. and Japanese navies have entered last week the Russian Pacific Fleet's main base in Vladivostok to participate in Russia's Navy Day ceremonies and in the follow-up joint rescue exercises.

Residents of the Russian Primorye Region will have a rare opportunity to come aboard a U.S. mine trawler and frigate and a Japanese frigate and destroyer. The visit will last till July 27 and is aimed at cementing military cooperation in Asia and the Pacific, the Russian fleet's press service said in a statement.





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USCGC Stratton (WMSL-752) is the name of the third 127mtr **Legend-class** cutter of the United States Coast Guard. It is the first "white hull" cutter named after a woman since the 1980s (the **USCGC Harriet Lane** was launched in 1984). **Stratton** is named for Coast Guard Captain Dorothy C. Stratton (1899 – 2006). Stratton served as director of the SPARS, the Coast Guard Women's Reserve during World War II. Construction began in 2008 by Northrop Grumman's Ship System Ingalls Shipyard in Pascagoula, Mississippi. The keel was laid on July 20, 2009. As mentioned last week in the newsclippings the cutter's sponsor is Michelle Obama, who is the first First Lady to sponsor a Coast Guard cutter.

Malaysian Maritime Force Receives First AW139 Helicopter

The Malaysian Maritime Enforcement Agency (MMEA) has received its first AW139 medium twin-engine helicopter from AgustaWestland. The new AW139 will undergo maritime operations including search and rescue, coastal patrol and law enforcement around Malaysia's extensive coastline.

Equipment of the new AW139 includes a FLIR, NVG compatible cockpit and a four-axis automatic flight control system with SAR modes. AW139 is a new-generation medium twin-turbine helicopter designed with inherent multirole capability and flexibility of operation. With a maximum range of 1,061km, the helicopter has an endurance capacity of more than five hours with a maximum cruising speed of 165kt. MMEA is expected to receive an additional two helicopters in 2011. **Source : naval-technology**

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Mitsubishi Heavy to end cargo shipbuilding in Kobe

Mitsubishi Heavy Industries Ltd. will stop producing commercial vessels at its Kobe Shipyard & Machinery Works in June 2012, shifting production to two other shipyards in Nagasaki and Shimonoseki, Yamaguchi Prefecture. Announcing the move Wednesday, MHI officials said the company faced tough price competition from rivals in South Korea and China amid a slowing market hard hit by the global financial crisis. The Kobe shipyard will specialize in constructing submarines ordered by the Defense Ministry and deep-submergence research vehicles, according to the officials.

Established in 1905, the Kobe shipyard has been one of the company's key shipbuilding and machinery plants. Of the shipyard's fiscal 2009 sales of 360 billion yen (\$4.1 billion), nuclear power plants and related products accounted for more than 70 percent. Construction of cargo ships generated 35 billion yen. After June 2012, container ships and car and truck carriers will be built in the Nagasaki and Shimonoseki shipyards. Capable of handling large vessels, the Nagasaki shipyard, with many skilled designers and engineers, will also focus on production of fuel-efficient "eco ships." The Shimonoseki shipyard has so far mainly produced ferries and patrol ships. A glut in global supply led to a drop in orders. MHI received cargo ship construction orders worth 150 billion yen in fiscal 2009, about half the level of a year earlier.

According to the Shipbuilders' Association of Japan, the number of container ships built globally soared from 154 in 2000 to 428 in 2008. Price competition is intensifying as China and South Korea have sharply expanded production capacities in recent years. Buoyed by cheap labor costs, China leapfrogged Japan in its share of global shipbuilding orders in 2006 and South Korea in 2009. In 2009, China had a global share of 45.3 percent against 22.9 percent for Japan. In 2003, China's share was only 14.4 percent. Especially for the midsize cargo vessels the Kobe shipyard mainly builds, the company is no match for Chinese and South Korean rivals in terms of price, according to the officials.

Source: The Asahi Shimbun

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: SeaTradeAsia-Online**

Keppel reports slight increase in net profit

Singapore's Keppel Corporation has announced unaudited results for the first half ended June 30, 2010, including an improved net profit up 11 percent to S\$669 million (US\$487 million) compared to 1H 2009's S\$603 million.

"I am happy to report that for the first half of this year, Keppel Corporation has again turned in a better performance than the same period last year," said Mr Choo Chiau Beng, Chief Executive Officer, in a written statement. "Our net profit for the first half has increased 11 percent from last year to S\$669 million, while our annualised ROE remains above 20 percent. Economic Value-Added increased from S\$452 million to S\$493 million. We will be paying out an interim distribution of 16 cents per share." **Source : Baird Maritime**



The **SEA VICTOR**, IMO 9477024, seen on July 25th, 2010, on Kiel-Canal transit. - **Photo : Michael Brakhage ©**

Yangzijiang Shipbuilding approved to issue TDRs

Singapore-listed Yangzijiang Shipbuilding Holdings Ltd, a shipbuilder based in China, on Monday said that it has secured approvals from the Taiwan Stock Exchange and the Taiwan Central Bank to issue Taiwan Depositary Receipts in the island, sources reported. The TDR offering plan is still subject to approvals from the Taiwan Executive Yuan, Taiwan's Securities and Futures Bureau and the Singapore Exchange.

In a statement filed with the Singapore Exchange, Yangzijiang Shipbuilding said that it plans to issue 120 million TDRs, which are equivalent to 100 million common shares and 20 million shares of private placement. Upon the completion of the offering, Yangzijiang Shipbuilding is likely to become the first mainland-background firm that is listed on the Taiwan Stock Exchange. TDRs refer to depositary receipts that are issued in Taiwan by overseas listed companies, including Taiwanese-owned firms listed abroad. The main purpose of TDR is to make easy for companies to raise funds in Taiwan. Since last year, the warm reception to TDR has underscored its tremendous potential, which will play an important role in the development of Taiwan into a regional fund-raising center.

The shipbuilder has won orders of building ten new ships worth US\$234.2 million in total during the three-month period ended Jun. 30, said the statement. On May 24, SinoPac Securities, the leading underwriter of the deal,

announced that Yangzijiang Shipbuilding plans to raise US\$100 million from a TDR offering in the second half of this year. Located in Jiangyin, Jiangsu Province, Yangzijiang Shipbuilding produces a range of commercial vessels, container ships, bulk carriers and multipurpose cargo vessels. **Source: chinaknowledge**

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The **BELUGA ENDURANCE** seen in Rio Grande – **Photo : Marcelo Vieira (c)**

Japanese Keihin, Hanshin harbour areas may be upgraded to hubs

The Japanese Keihin and Hanshin port areas have been tipped as international freight shipment hubs whose facilities and services will be improved as part of efforts to regain the nation's position as Asia's primary shipping hub, reported the Daily Yomuri.

The Land, Infrastructure, Transport and Tourism Ministry will decide in early August which harbour areas it will designate as strategic hubs for international shipments of freight containers, narrowing the list of candidates from four domestic port areas to one or two, ministry sources said. The ministry intends to grant favourable financing to the chosen harbour areas. However, transforming a domestic harbour area into an Asian hub will require ensuring the volume of cargo collected into the area for shipment from Japan is enough to encourage foreign shipping firms to

include the port area in the routes used by large freighters. With this in mind, some observers said it would be difficult to achieve the ministry's goal just by renovating domestic harbour facilities.

The proposed areas include the Keihin harbour area, which comprises Tokyo, Kawasaki and Yokohama ports. This area handles the largest quantity of ship cargo in the nation. Other possibilities are the second-ranked Hanshin area comprising Osaka and Kobe ports; the Isewan Bay area comprising Nagoya and Yokkaichi ports and which is located near a concentration of automakers and other manufacturers; and the northern Kyushu port area comprising Hakata and Kitakyushu ports. Keihin and Hanshin areas are seen as the prime candidates. **Source: CargoNewsAsia**

STRABAG to build port facility in Abu Dhabi

Ed Züblin AG, a subsidiary of European construction group STRABAG SE, has secured a contract from the emirate of Abu Dhabi to build Khalifa Port. The new port facility located approximately 60km from Abu Dhabi will replace the existing Mina Zayed port in the centre of Abu Dhabi by the year 2012. The total investment required amounts to approximately €220 million. STRABAG subsidiary Ed Züblin's share amounts to about €105 million. The contract includes the development and construction of buildings for one part of the new port. This section of the port connects the mainland with the container terminal, which is in progress, and has a length of 4 km. It contains the entire infrastructure necessary for the port's operation.

Ed Züblin will build 25 buildings for this section, such as the five-story control building, several small administration buildings, a hospital, a fire station, several warehouses and the entire infrastructure. The total floor space amounts to approx. 86,000 m². The contract is being carried out by a consortium with a local partner (Al Jaber Transport & General Contracting LLC), with Ed Züblin assuming the role of lead consortium partner. Construction began in July 2010 and is scheduled for completion in August 2012. Hans Peter Haselsteiner, CEO of STRABAG SE, is pleased with the new project: "Only recently we won the contract to expand the Takreer Refinery in Abu Dhabi. I see the new project as a further sign that we are gaining a foothold in the region." **Source : Dredging News Online**



NEDLLOYD MEMORIES

Newclippings reader **James Kumar**, **T&T Bisso Salvage representative** in Malaysia, reported that he read the recent article about **NEDLLOYD FRANKLIN/STRAAT FRANKLIN** drawing (water colour) by **Hans Breeman** really brought him great memories of his NEDLLOYD and Royal InterOcean Line (RIL) days. It brings him memories of his wonderful days employed with NEDLLOYD for 23+ years. Many many thanks !

During James NEDLLOYD days, often in ship's bar (during beer time, usually 1700 hrs) the Masters used to speak about such vessels and RIL. Many thanks Piet, it was like a short re-visit of NEDLLOYD a great shipping company with good working culture and grooming unmatched by other shipping companies globally. Keep the news alive & going.



Met 4000 man personeel en een vloot van meer dan 500 schepen verleent SVITZER wereldwijd haar diensten aan de maritieme wereld. SVITZER is onderdeel van A.P. Moller-Maersk. De activiteiten van SVITZER bestaan uit berging-, zeesleepvaart, haven- en terminal sleepdiensten.

Vanuit ons kantoor in Hoofddorp voeren wij het management van de onder Nederlandse vlag varende **LONDON**, **ROTTERDAM** en **SINGAPORE**, die wereldwijd worden ingezet als zeesleper.

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From the bridge of MV Deltagracht (12)

One week in Vavouto, New Caledonia

By Els Kroon



Exploring New Caledonia was not what I thought it would be. Our space in the port of Vavouto was limited to the quay and about 20 meters beyond. Port officers in a white container made sure we didn't go one step further on the construction site, because of safety reasons. I must admit that it might be dangerous to stroll through a forest of working cranes, trucks, loaders, excavators, cherry pickers and containers. Piles of stones were constantly moved by noisy power- shovels creating a sturdy seawall. At the same place workers were putting up a stainless steel fence, all wearing helmets, life jackets, safety glasses, safety gloves, long sleeves and steel capped shoes.



We were all convicted to our living space on the ship and only got a glimpse of the island from the bridge deck. Fortunately the shipping agent was

able to show me around the plant in his car. Around the corner beyond the port it was also buzzing with activity. As far as the eye can see the site was filled with bulldozers and cranes in many colors. There were bridges under construction, and a great deal of excavation had been done for the construction of the roads. Christoph showed me the base camp, which is supposed to accommodate 2500 workers, and the road leading to the top of the mountain, on which the nickel mining takes place. The mining site however is not accessible for me.



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Dutch workers from **Sarens Group**, a Belgian company specialized in transport and handling of heavy goods and cranes, provided me with more information. The mining takes place in the Koniambo massif. It contains the world's largest untouched high graded nickel supply. The French Société Minière de Sud Pacifique (51%) and the local Xstrata

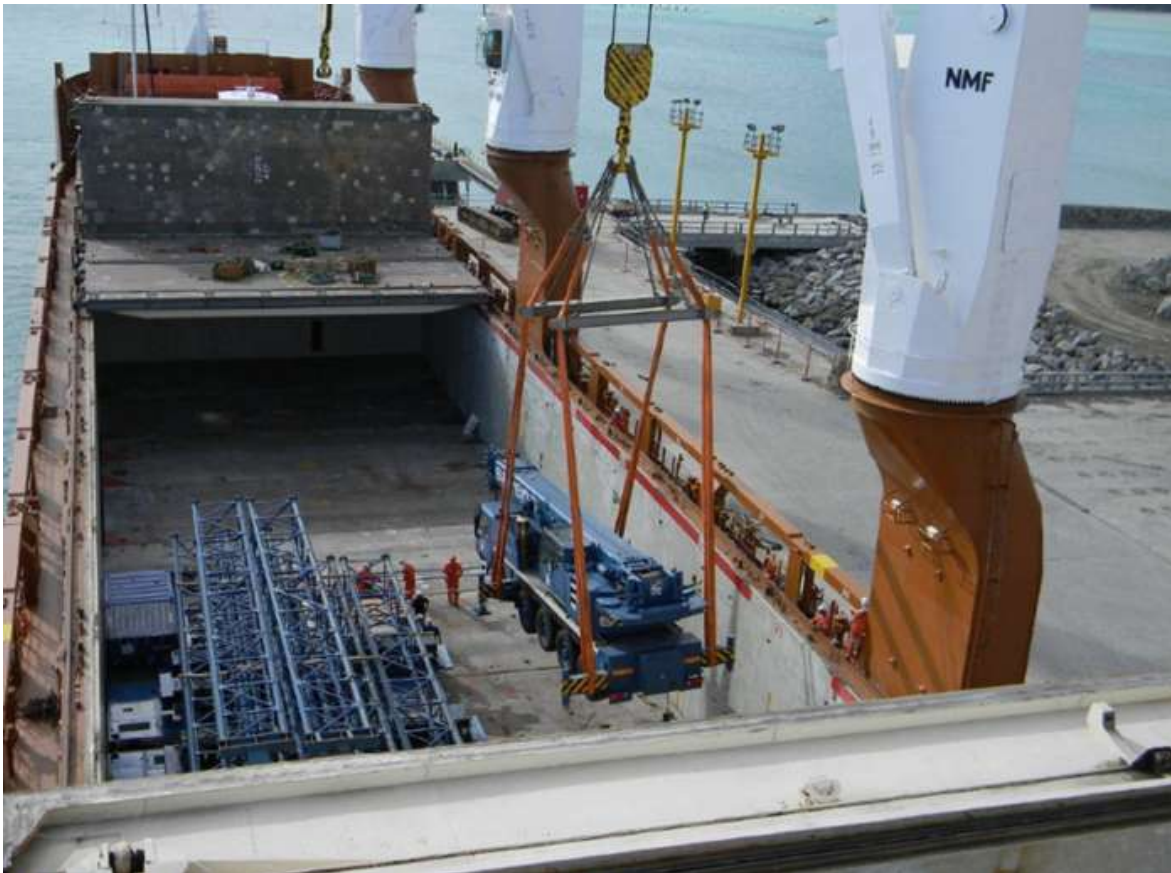
Nickel (49%) started a joint venture to set up a pyrometallurgical nickel foundry. The project management for the construction of this foundry is assigned to the joint venture Hatch/Technip in which Sarens takes part for the execution of special transports, lifting and jacking operations, for a period of two years.



Links **Fabian Heezen** en rechts **Popko Boomsma**, twee Nederlanders in dienst bij het Belgische **Sarens**

Spliethoff's **Deltagracht** was hired to bring 2638 tons of heavy materials, once again a significant photo opportunity. After exactly one week a French pilot guided us through the second largest barrier reef in the world, a **UNESCO World Heritage** site.

We are heading for Port Alma, north of Gladstone in Queensland, Australia. Whether I'll ever be back or not, the Koniambo mountains will never be the same. They will be gone in a couple of decennia in favour of our "nickels and dimes" and our nickel-cadmium batteries.



Boskalis completes US\$450 million inaugural US private placement

Dutch dredging contractor Royal Boskalis Westminster NV has successfully closed an inaugural US\$450 million US Private Placement Notes programme with 26 institutional investors in the US and UK. The significantly oversubscribed programme consisted of three tranches with maturities of 7, 10 and 12 years and was issued in both US Dollars and Sterling. The US dollar and Sterling proceeds have been swapped into Euros, for a total amount of €354 million. The weighted average annual interest rate is 4.76 per cent.

The proceeds of the private placement, together with available cash, will be used to fully repay the existing bridge facility of €400 million, whose purpose was to partly finance the acquisition of SMIT Internationale NV. With this programme, in addition to a three and five year bank facility of €650 million, which was signed in March 2010, Boskalis will continue to have a solid balance sheet with ample headroom to accommodate further growth.

Barclays Capital and RBS acted as bookrunners and placing agents, with Rabobank and Fortis Bank Nederland as co-agent. **Source : Dredging News Online**



Above seen a multicat Chinese Style, **Jin Xin 9** bringing the fore runner for connecting **HANMU 318** to floating pipeline on Yingkiao channel widening and deepening project.

Photo : Supervisors - HANMU 318 (c)

Riga Port's timber and containers volumes up in H1

In Jan-June, the Freeport of Riga handled 1,960 ships, or 2.5% more from the same period in 2009, Baltic Course reports citing the Port Authority press release. Half-year freight traffic volume via Port of Riga dropped nearly 1.5% to 14.57 million tons. There were 25% and 16% more calls in six straight months of dry cargo carriers and box-ships respectively. The number of vessels in container lines boosted by 39.2%, while tankers and bulkers calls reduced.

Dry and liquid bulk cargoes dropped in H1 by 10.5% and 10.1% respectively, while general cargoes jumped 60.8% to 2,985.70 tons versus 1,857.00 tons a year earlier.

Six-month containerized goods volume passing through Riga port soared to 1.2 million tons, hitting the Port's high. The record growth in the containerized cargoes was possible thanks to several container operators, including Unifeeder (+34%) and MSC (+24%). In January-June 83.9% of the total containers volume was handled by Baltic Container Terminal Ltd. H1 container traffic via the region increased by 31.6%. The Riga Port boosted its containers throughput by 45%, the Authority report said. **Source : baltic-course**



Above seen the 2nd vessel of North Sea Tanker Management, the **Global Moon** anchored off Ulsan (S. Korea) ,
Photo : via Capt. D. van Wolferen - North Sea Tanker Management

Dredging project approved

Five thousand hectares of coastal land will be protected as part of a state approval of a key dredging project to facilitate Queensland's emerging LNG industry and other future port facilities. Minister for Infrastructure and Planning Stirling Hinchliffe welcomed Coordinator-General Colin Jensen's conditional approval of the Western Basin Dredging and Disposal (WBDD) project in Gladstone, following rigorous environmental assessment.

The project will now go to the Federal Government for consideration under the Environmental Protection and Biodiversity Conservation Act (EPBC). "The environmental offset package includes the protection of 5000 hectares of coastal land currently within the Gladstone Port Corporation's (GPC's) strategic port land at Port Alma," Mr Hinchliffe said.

"GPC will also be required to contribute \$5 million to support Fisheries Queensland initiatives for fish habitat research, rehabilitation and enhancement. "The Port Alma offset site, east of Balaclava Island, comprises extensive areas of mangrove communities and intertidal wetlands and represents valuable fish habitat including nursery areas for dugongs, dolphins and turtles.

"GPC's \$5 million funding contribution is intended to be staged over five years and will be directed to a range of projects aimed at enhancing marine fish habitat resources in the region. "GPC will be required to prepare a flora and fauna management plan and include additional measures for shorebirds and marine megafauna consisting of funding and/or in-kind contributions to the value of at least \$2 million."

The GPC proposes to undertake the WBDD Project to provide access to the existing and proposed Gladstone Western Basin Port (Port Curtis, from Auckland Point to The Narrows) facilities. The dredging of the Western Basin will occur in stages and the rate of development will be controlled by the demands of industry locating in the Gladstone region and requiring access to port facilities.

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"The project, if approved at a Commonwealth level, will service the emerging LNG industry in the Gladstone region and other future port expansions," Mr Hinchliffe said. "The Coordinator-General has been thorough in assessing potential environmental impacts and has put in place offset measures and 132 strict conditions, including the creation of environmental and dredge long-term plans to be developed by GPC. "If this project goes ahead, it will pave the way for the creation of thousands of jobs in the LNG industry, both construction and ongoing operational positions."

The GPC plans to deepen and widen existing channels and swing basins, as well as create new channels, swing basins and berth pockets. Dredged spoil material will be placed into a reclamation area of approximately 235 hectares to the north of the proposed Fisherman's Landing Port Expansion project.

The Fisherman's Landing project, also being undertaken by the GPC, was approved to proceed by the Coordinator-General in May 2010, and will cater for immediate GPC needs including a site for the LNG Limited project. The capital cost of construction of the reclamation for the project is estimated at \$343 million, with construction expected to take 12 to 18 months. The cost of capital dredging has been estimated at \$656 million.

A total workforce of 225 is expected during the peak dredging period, while the construction of the reclamation area is expected to require a workforce of 30 to 40.

Mr Jensen said keys issues for the project included:

- o impacts on marine ecology, in particular seagrasses, marine megafauna (particularly dugongs and green turtles) and migratory shorebirds
- o management of acid sulfate soils during dredging and its placement in the reclamation
- o management of dredging operations informed by monitoring water quality and turbidity from dredging and its relationship to seagrass health and marine megafauna inhabitation
- o detailed assessment of alternative opportunities for offshore and/or onshore disposal of dredge spoil
- o details of the reclamation area construction schedule, particularly with reference to the Fisherman's Landing Port Extension project
- o offsets for the loss of marine habitat and access for commercial and recreational fishing

"I consider that the EIS process for the WBDD Project has addressed the environmental, social and economic impacts of the project and the measures I require will avoid, minimise, mitigate or offset the impacts to meet the requirements of the Queensland Government," Mr Jensen said. "I am satisfied that careful management of the key dredging, construction, reclamation and operational activities should ensure that potential environmental impacts will be minimised or avoided.

"An indicative list of offset projects for GPC to oversee includes creation of additional fish habitats, rehabilitation works, implement marine plant management plans and enhanced management of declared fish habitat areas. "This offset has been determined to acquit the requirements for impacts to marine fish habitat for not only this project but also the Wiggins Island Coal Terminal and the Fisherman's Landing Port Expansion.

"I consider that further extension to the agreed offset package is necessary to address the likely environmental impacts. "Another condition is that, prior to the completion of stage 1 of the project, GPC shall contribute funding and/or works to the value of \$1 million towards new or upgraded recreational boating infrastructure within the Gladstone region. "A further \$0.5 million will be paid at the completion of stages 2 and 3.

"GPC must mitigate all reasonable financial losses to existing commercial fishing operators attributable to the maritime development, to cover temporary and permanent loss of access to fishing areas and marine fish habitat. "GPC must also meet all reasonable costs associated with the investigation, negotiation and administration of any compensation package," Mr Jensen said. **Source : The Observer**



The TSHD **UTRECHT** seen encountering bad weather in the Barents Sea enroute to Murmansk

Photo : Crew Utrecht ©

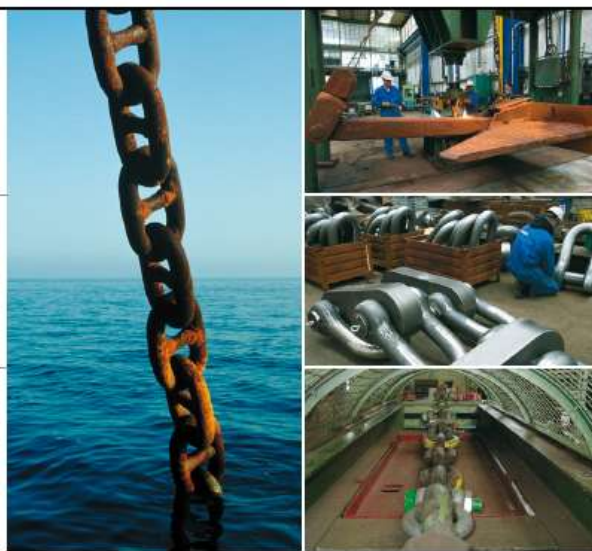
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Port congestion a worldwide problem

South Africa is not alone when it comes to port delays. UK-based IFW reports that feeder operators are considering introducing congestion surcharges in response to delays at some of Northern Europe's busiest container terminals.

Lines serving Rotterdam are considering introducing a surcharge from August.1 due to delays of up to 36 hours, while Maersk Line has introduced a surcharge for all import containers at the "severely congested" Indian port of Nhava Sheva, according to IFW. **Source : cargoinfo.co.za**

Dredging work to restrict Port of Nassau entrance



THE entrance channel to the Port of Nassau will be restricted to a single-lane passage once dredging work resumes to widen the entrance, said Port Controller, Commander Patrick McNeil. Widening the western entrance is the final exercise to be completed in the harbour improvement project.

It was expected to begin today, but may have been delayed due to the threatening weather system. Commander McNeil told The Tribune yesterday that he was watching the weather to determine the earliest time the work could start. Last year, the work was stalled due to the approaching winter months.

"The problem with winter is you have an ocean surge that comes that won't allow the dredger to work efficiently. They have to be in a certain sea state to be able to work. The dredging company had a commitment in Jamaica so they decided to fulfil that commitment (and then return) to finish the small portion of the widening of the entrance," said Commander McNeil. Ships are not expected to be affected by the work, although they will have to observe the single-lane restriction until approximately July 31 "to ensure safe passage" between the cutter suction dredger, **URSA**, and the eastern breakwater.

To allow ships passage, the dredger will have to stop work and allow for a 500-feet wide lane, according to a statement issued by the Port Department. "It is important that only after the **URSA** captain/dredge master on watch has approved passage of **URSA** on the VHF radio (channel 16 or 77) vessels should sail past the dredger. **URSA** mariners are advised to obey one hour notice before passage. Failure to do so could result in unforeseen unacceptable incidents involving vessel, dredger and its crew," stated the notice.

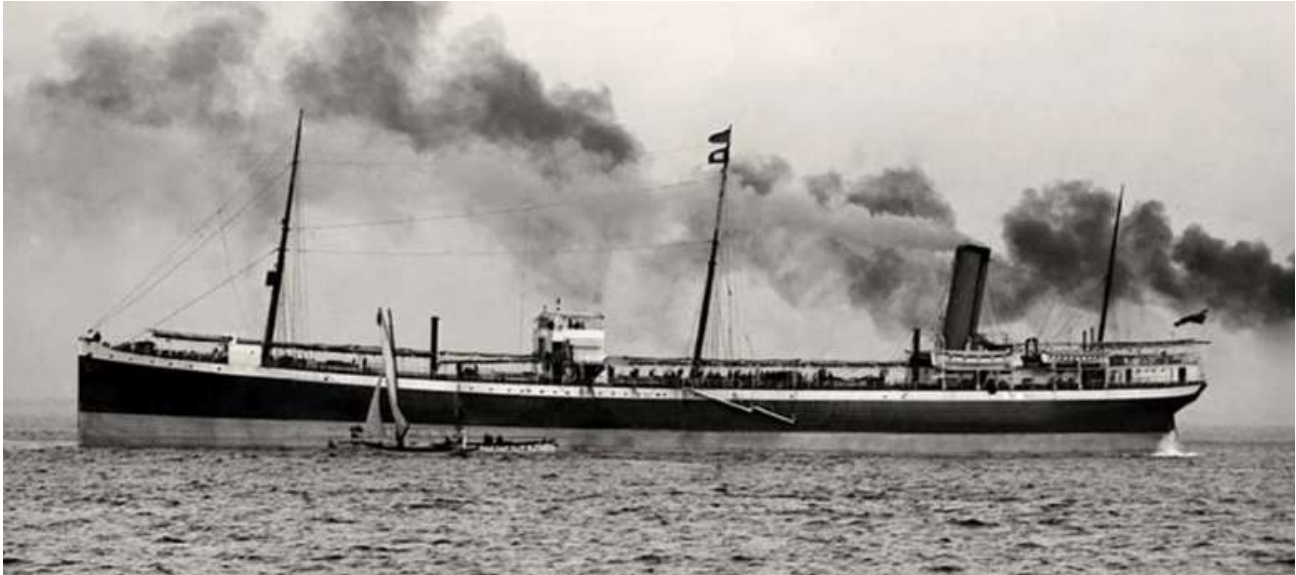
Some boat captains on Potter's Cay Dock were unaware of the work scheduled to take place. The owner of a mailboat said he knew it was supposed to happen at some point, but he did not receive notification that it was to begin today.



The **OASIS of the SEAS** seen outward bound from Nassau (Bahamas) – Photo : Crew **URSA**

A manager of a private marina was in the same position. Both men agreed, however, that the work would not cause any problems for boaters, because it was standard procedure to have radio communication with Nassau Harbour Control for permission to enter and exit the harbour. The marina manager said the work would mainly impact large vessels, as smaller vessels could use the eastern entrance to the harbour. **Source : The Tribune**

OLDIE – FROM THE SHOEBOX



Hi folks, here's some for you to find...Gordy have just spent a while looking for it, Gordy did see the information before but he is getting frustrated because he just cant find it. Gordy is throwing it out to you guys to see what you come up with. Her name is the "**EUCLEPTA**"...he thought it was an Aussie or an New Zealand vessel but not to sure.

If you recognise the vessel or have more information please contact Gordy at : gordy8@gmail.com

Photo : Gordy Ross ©

.... PHOTO OF THE DAY



Above seen the 2009 built ULCC **ATHENIAN VICTORY** passing her sistership **ATHENIAN SUCCESS** both loaded and 333 m long offshore Malta on Friday 23rd July 2010.

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

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