

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 209



Number 209 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 28-07-2010**

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



WindFarmBase
c/o OPUS MARINE GmbH
Alter Wandrahm 15 | D-20457 Hamburg | Germany
Tel. +49 40 22 63 203 0
Fax +49 40 22 63 203 99
www.windfarmbase.com



**AVRA's tug
COMPASS seen at
Maas pilot station
with destination the
Yangtze Harbour
with a loaded barge**

**Photo :
Marijn van Hoorn ©**

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

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



HAL's **WESTERDAM** seen arriving in Rotterdam from Cape Town - Photo : Nico Ouwehand ©

Model of dredger D'Artagnan handed over to Panama Canal Authority

On 24 July 2010 a scale model of the ocean-going rock cutter dredger **D'Artagnan** was handed over to the Panama Canal Authority by Alain Bernard, the CEO of DEME, the company that owns the vessel.

The scale model will be permanently exhibited at the Miraflores Locks Visitor Centre on the Pacific side of the Panama Canal. With a total installed power of 28,000kW **D'Artagnan** is one of the most powerful ocean-going rock cutter suction dredgers in the world. The vessel was commissioned to DEME in the last quarter of 2005 and has been employed since on numerous projects since. **D'Artagnan** will also play a key role in the widening and deepening of the Panama Canal, DEME's Dredging international having recently been awarded key contracts for the massive project.

A contract for the widening and deepening of the Pacific entrance to the canal was awarded to Dredging International in April 2008. A substantial part of the work has been executed by, among others, DEME's self-propelled cutter dredger **Vlaanderen XIX**, the trailing suction hopper dredger **Breydel**, and the rock drilling and blasting vessel **007**.

D'Artagnan will start work in the canal later this year and remain at work there on the widening and deepening the northern reaches of the Gatun Lake channel on the Atlantic side of the canal, a project which will require another 5 million m3 of material to be dredged. Source : **Dredging News Online**



The **MAHANUWARA** seen anchored off Singapore last weekend – Photo : Piet Sinke ©

Foreign ships threaten to boycott Saudi ports

Owners of foreign ships have threatened to boycott Saudi ports and use other Gulf ports if the current crisis in unloading cargo at Dammam's King Abdul Aziz Port continues unabated. The ship owners said some ships have had to wait up to three weeks, and in some cases an entire month, to unload cargo, something they say is resulting in huge costs. They, along with shipping agents and businessmen, have called on Minister of Transport Jabara Al-Seraisy, who is also chairman of the General Ports Authority, to intervene and resolve the crisis, Al-Riyadh newspaper reported on Saturday.

The ship owners are blaming companies engaged in unloading sea cargo for the current stalemate. Most companies at the port are facing labor shortage and have been unable to deal with the sudden increase in workload due to the summer and upcoming Ramadan. Abdullah Al-Hamad, deputy director of the port, has set up a working team to follow up on the situation and resolve the crisis. "The committee has already held several rounds of talks with ship owners and unloading company representatives. A solution for the problem is expected to be reached shortly," said one source at the port. A group of traders and customs clearance offices had recently threatened legal action against Saudi Railways Organization (SRO) for delayed container shipments from Dammam to Riyadh. They revealed plans to file a complaint with the Court of Grievances seeking compensation from SRO for losses they incurred due to its failure to promptly process containers stuck at Dammam port. **Source: Arab News**



In preparations of the National Day in Singapore which will be held August 9th, above is seen a Chinook helicopter of the Singapore Airforce flying with the national flag over the ships at the Eastern Anchorage. **Photo : Piet Sinke ©**

China Dalian oil spill cleaned 9 days after accident

Nearly 8,000 workers and hundreds of fishing boats have managed to clean up the oil spill off the major northern Chinese port Dalian, nine days after a pipeline blast leaked 1,500 tonnes of heavy crude into the sea. "By 6 p.m. yesterday, the oil spill has been all removed and the slick has basically been cleaned...the contamination has not spread to international waters or the Bohai Sea," the official Dalian Daily cited government officials as saying on Monday.

Around the same time Dalian reopened two berths at its Xingang oil terminal, each able to dock 150,000 dead weight tonnage tankers and 80,000 dwt vessels, Dalian Port Co, which owns part of the facilities, said on Sunday. The authorities had mobilised 800 fishing boats together with specialist clean-up vessels, using dispersants, absorbents and oil-eating bacteria to clean up the more than 180 square kilometre slick. By Monday morning, the 150,000-tonnage No.1 was receiving a crude tanker, after some of the refined fuel berths reopened since mid-last week, a Dalian-based shipping official told Reuters. But the main crude terminal, able to receive 300,000-tonne very large crude carriers, remained shut, after an explosion on July 16 ripped two main crude pipelines and a nearby crude depot, which industry officials estimated would take weeks to repair. Its closure had forced state oil firm PetroChina, which operates most of the storage facilities at Xingang port, to temporarily cut refinery production and divert crude cargoes.

Source: uk.reuters.com



Above seen the tug **RED DOLPHIN** towing the **JB 114** into the port of Zeebrugge, on the left is seen the **MOL COSMOS** and on the right the **ZHEN HUA 24**, the **JB 114** is working for Belwind at the Bligh Bank
Photo : Capt. Hans A. de Roo - Belwind Offshore Rep on board JB114 ©

Maersk bans disinfectant suspected in Charlotte Maersk fire

Denmark's shipping giant Maersk has announced an immediate ban on shipping the disinfectant calcium hypochlorite, suspected in the fire off Port Klang aboard the 8,194-TEU **Charlotte Maersk** two weeks ago, reported London's Containerisation International.

Calcium hypochlorite is used as sanitiser in outdoor swimming pools or as a drinking water disinfectant, says Wikipedia, adding that it is "best kept in a cool dry place away from any organic material. It is known to undergo self heating and rapid decomposition accompanied by the release of toxic chlorine gas". Maersk has advised Chinese and Hong Kong shippers that containers loaded with the chemical would be refused shipment, in a decision that it said was a precautionary move to "ensure a safe voyage for our vessels", but noted that already loaded consignments would be delivered. The fire-stricken vessel berthed in Tanjung Palepas to discharge cargo. The ship and its cargo are subject to General Average declaration, a principle in maritime law allowing cargo to be jettisoned or destroyed and expenses incurred in an emergency and the loss shared by all parties with a financial interest in the voyage. **Source: schednet**

BP sells assets to Apache

BP has begun the widely-anticipated asset sales to pay for its liabilities for the Gulf of Mexico oil spill by signing deals with Apache. Apache Corporation is to acquire BP assets onshore in the US, Canada and Egypt worth a total of US \$7 Bn the Anglo-American oil giant declared.

"The decision to make these divestments follows the announcement made by BP last month that it was increasing its target for divestments to \$10 billion," BP stated. "The proceeds of the sales will be used by BP to increase the cash available to the group." Apache – which acquired the UK North Sea Forties field from BP in 2003 – is acquiring BP

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 209

onshore assets in the Permian Basin in Texas, in southeast New Mexico, BP's Western Canadian upstream gas assets, plus others in the Western Desert, and the East Badr El-din exploration areas in Egypt.

"Over the last two months the Board has considered BP's options for generating the cash necessary to meet the obligations likely to arise from the Gulf of Mexico oil spill," explained BP chairman Carl-Henric Svanberg, who signalled more sales will follow.

He went on: "BP has an extremely strong asset base which is diversified geographically as well as by asset class. The board believes that there are opportunities to divest assets which are strategically more valuable to other parties than they are to BP. Today's announcement is the first such transaction and meets the value and strategic criteria of both parties." Tony Hayward, BP's chief executive said the company has achieved an "excellent price" for properties which are worth more to others than to BP. "This is a good first step which underlines our ability and determination to get maximum value for everything we sell," the BP chief declared. Apache chief executive Steve Farris said: "This transaction provides a sustainable growth platform for Apache's onshore North America operations as well as strategic infrastructure and exploration potential in Egypt." **Source : offshore 247**



The **TOISA PALADIN** seen offshore Miri (Sarawak) – **Photo : Capt. Jelle de Vries ©**



TURBONED
WORLDWIDE TURBOCHARGER SERVICE AND PARTS

We care, that's why we try harder

TEL: +31 78 620 52 52
SERVICE@TURBONED.NL

Asian tourists ready for the North Pole



Photo's : Beau Bisso ©



The Russian nuclear icebreaker **"50 years of Victory"** this weekend headed for the North Pole for this season's second Arctic cruise. Aboard the vessel are 130 tourists, many of them from countries in Asia. - In earlier years the passenger mostly came from Europe and USA, but now more and more tourists from Thailand, China, India and Korea take the trip to the North Pole, says Natalya Chesnokova from Atomflot, the operator of the nuclear icebreaker fleet to RIA Novosti.

The trip from Murmansk to the North Pole and back will take 12 days. The route depends on the ice conditions in the area, says Chesnokova. A trip to the North Pole with a Russian nuclear powered icebreaker costs almost 20 000 USD.

"50 years of Victory" will be taking one more trip to the North Pole this summer, starting from Murmansk on August 5.

Also the Norwegian company Hurtigruten have more and more Asian, and first of all Chinese, customers. On a recent exclusive, climate-focused trip to the Svalbard Archipelago, more than half of the tickets – at a price of 16 000 USD each – were sold to Chinese, NRK reports. **Source : BarentsObserver**

Oil spill at Port of Brisbane

A small oil spill at the Port of Brisbane has been mopped up by authorities. Heavy fuel oil was spotted near the moored bulk carrier Johannes Wulff at the coal berths at the mouth of the Brisbane River at 9.45am (AEST) Friday. Two clean-up vessels from the port's pollution response team were sent immediately and were joined by five full-response vessels from Maritime Safety Queensland a short time later. "All the oil has now been cleaned," a spokesman for Maritime Safety Queensland told AAP.

But the agency's general manager, Patrick Quirk, said a light oily sheen may still be visible on the river for several hours. "This is expected to be broken up by natural water action and does not pose a risk to the environment," Mr Quirk said in a statement. All major shipping was stopped by the harbourmaster for the duration of the clean-up and normal operations resumed at 2pm. "This is good result for our marine pollution response team, who have had extensive experience in these types of clean-up operations," Mr Quirk said. Investigators have now boarded the ship and are taking oil samples to further identify its source. They will also investigate the scale of the spill. The Australian Maritime Safety Authority has ordered the boat not to leave port. **Source: aap.com.au**



The **ALEXANDROS M** seen in Rio Grande – **Photo : Marcelo Vieira ©**

Gulf spill response gets back on track

The response to BP's blown out Macondo well is getting back on track after a tropical storm threat forced suspension of operations and evacuation of vessels. **Development Driller II** and **Development Driller III** have returned to the well site and are making preparations to resume drilling the relief wells. Before suspending operations, **Development Driller III** had drilled the first relief well to a depth of 17,864 feet below the Gulf surface and **Development Driller II** had drilled the second relief well to a depth of 15,963 feet below the surface.

In a briefing yesterday National Incident Commander Thad Allen said preparations were being made to move on with the static kill and the bottom kill of the well. "**Q4000** is inspecting the yellow pad, that is the control device that's placed subsea to operate the hydraulics," he said. "They replaced the valve on that and they plan to install it later on today and then they will begin preparations for the static kill operations.

"The **Geco Topaz**, which is the seismic research vessel, is back in the field. They completed a pass [Sunday] morning and detected no anomalies and this is consistent with our decision to leave the capping stack on in the absence of any indication there are problems with well integrity. And we will attempt to have the **Geco Topaz** make more passes tomorrow. "And this is an opportune time to do this because while we're bringing the vessels back in it is quiet and not as crowded and doesn't present a problem with simultaneous operations. The stack pressure has gone above 6,900 PSI and currently stands at 6,904 PSI. "And the temperature has been steady around 40 degrees Fahrenheit. Again, these are both indicators of a - and consistent with a well that has integrity." **Source : MarineLog**

KOOPMANSDANK IN ACTIE

Zondag op maandag nacht werden de bemanningen van de KNRM reddingstations Neeltje Jans, Stellendam buiten en Hoek van Holland om 02.40 uur gealarmeerd voor een vaartuig dat water maakte, de **KOOPMANSDANK** voer om 03.00 uur uit vanaf Neeltje Jans. Het bleek dat de **GO 22** in aanvaring was gekomen met de onder de vlag van Kingstown varende 75 m lange **JANINE** die voor anker lag zuid van de eurogeul.



Door deze aanvaring was er een lek ontstaan in de machinekamer van de **JANINE**, omstreeks 03.30 uur was de **KOOPMANSDANK** ter plaatse 1 minuut achter de **ANTOINETTE** van het KNRM station Stellendam, hierop van beide boten de pompen over gezet met bemanning en begonnen met pompen.

Foto : Henk van der Heijden ©

Na verloop van tijd werd het sein gegeven dat de bb zijde redelijk droog was maar dat er in de machinekamer nog steeds water stroomde, omstreeks 06.15 uur kwamen de eerste bergers ten tonele

waarop om 07.00 uur de **KOOPMANSDANK** werd bedankt voor hun inzet en om 07.30 uur werd de **ANTOINETTE** ook bedankt. De **ANTOINETTE** was gedurende deze actie OSC (*on scene commander*) en had 6 van de 7 bemanningsleden van de **JANINE** aan boord, de kapitein was achter gebleven op zijn schip. Voor zover bekend heeft **MULTRASHIP** uit Terneuzen de berging gekregen van de **JANINE**. Om 11.00 uur is de **KOOPMANSDANK** nog terug gekeerd naar de **JANINE** om wat pompen e.d. over te brengen, door de aanvaring en het binnen stromende water had de **JANINE** constant een slagzij over SB van 15 graden, het schip was ledig zonder ballast, ook de **RPA 16** en de **P 3** waren ter plaatse op de plaats van het ongeval. Source : Luuk Scheers - opstapper **KOOPMANSDANK**



Boven de **MULTRATUG 18** en **MULTRATUG 9** onderweg met de **JANINE**



MULTRASHIP
TOWAGE & SALVAGE

www.multraship.com +31 (0) 115 645 000

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

NAVY NEWS



The aircraft carrier **USS George Washington (CVN 73)** departs Busan, Republic of Korea. The Republic of Korea and the United States started to conduct the combined alliance maritime and air readiness exercise "Invincible Spirit" in the seas east of the Korean peninsula from July 25-28, 2010. This is the first in a series of joint military exercises that will occur over the coming months in the East and West Seas. **Photo : US Navy ©**

LOOKING FOR AFFORDABLE TV AT SEA?

- Fully Automated, All-in-one
- High Quality Antennas, dish from 28cm up to 1.2m
- Built-in GPS
- Unsurpassed Dynamic Tracking
- DVB Signal Identification
- Built-in Auto Skew Angle Control System (Larger Antenna's Only)
- Embedded HD module and TriSat function
- User-friendly Operation
- Tune in Your Favorite HDTV Channels

deepsea@alphatronmarine.com

www.alphatronmarine.com



7 US warships on fiscal 2011 inactive ship list

Three frigates, three amphibious ships and one attack sub are among the US Navy and Military Sealift Command ships scheduled to leave the fleet over the next year, according to a new message that spells out the names and dates for the Navy's next inactivations. The message, dated Wednesday and signed by Vice Adm. John Blake, the Navy's top requirements officer, details the fates of some familiar names, but leaves the door open for at least one major one: the amphibious assault ship [Nassau](#).

Although the Navy has scheduled to decommission [Nassau](#) on March 31, 2011, Blake's message includes this note: "Service life extension is currently under review. Stakeholders will be advised ... of any decision to extend the ship's service life." Congressional lawmakers have called on the Navy to keep its ships around for as long as possible, and went so far as to mandate in this year's defense bill that the [Nassau](#) and its sibling, [Peleliu](#), must stay in commission at least until the arrival of their replacement America-class [gators](#). That bill has not yet become law, so Blake's note seems to indicate the Navy is reserving its options on [Nassau](#) in case it must rehabilitate the ship to last until the commissioning of the America, now set for 2012. In addition to seven Navy warships, the list includes the fate of four MSC support ships. They appear here, with their scheduled inactivation dates and current fates:

Frigates

- [Hawes](#): Dec. 10, 2010 — "Will be utilized as a logistic support asset primarily for remaining ships in the FFG 7 class."
- [Jarrett](#): May 27, 2011 — Set aside for foreign military sale.
- [Doyle](#): July 29, 2011 — Set aside for foreign military sale.

Amphibious transport docks

- [Dubuque](#): April 29, 2011 — Will be kept in a reserve status.
- [Cleveland](#): Sept. 30, 2011 — Will be kept in a reserve status.

Amphibious assault ships

- [Nassau](#): March 31, 2011 — Commanders are evaluating a life-extension program, and if it's decommissioned, the ship will be kept in a reserve status.

Fast attack submarines

- [Memphis](#): March 14, 2011 — Will be dismantled.

Transport tankers

- [Samuel L. Cobb](#): Oct. 30, 2010 — Will be transferred to the U.S. Maritime Administration.
- [Richard G. Matthiesen](#): March 31, 2011 — Will be transferred to MARAD.

Ammunition ships

- [Kiska](#): Jan. 14, 2011 — Will be dismantled.
- [Shasta](#): Sept. 30, 2011 — Will be dismantled



Above seen 2 Lurssen built **IJHTIHAD** class units for the Royal Brunei Navy onboard Combi-lift's **PANGANI** off Malta en route from Germany to Brunei. **Photo : Anthony Chetcuti ©**

Three new ships, three submarines to join Russian Black Sea Fleet - Navy commander



Three patrol boats of a new project and three submarines of 636 project will be laid up at Russian shipyards for the Black Sea Fleet before the end of 2010, Russian Navy Commander Admiral Vladimir Vysotsky said. "They [the ships] will be included in the Black Sea Fleet," Vysotsky said. "The three submarines of the 636 project have already been laid, and they will be included in submarine forces of the Black Sea Fleet."

He added that these ships and submarines will ensure a

security of ships in the Black Sea. Vysotsky said on Saturday Russia might be able to develop a fully-fledged fleet by 2050, but needs to act fast. The main bulk of the fleet, however, may be ready by 2035, he said. Russia seeks to bring its worn-out Soviet-era fleet up to modern standards as part of a larger effort to modernize its bloated armed forces.

Source : Ria Novosti



Photo made last weekend in Baltiysk of the 1991 built POMORNIK (ZUBR) class **MDK-94** during the Russian navy days 2010, with a 415 tons displacement this air-cushion vehicles are able to achieve a tops speed of 63 knots

Photo : a-krasnikov.livejournal.com

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

Pella Shipyard launches the fourth tugboat, ordered by Sovcomflot

Leningrad Shipyard Pella (Pella JSC) has launched the **Danube** tug, being built for Sovcomflot. This is the fourth 16609/2 project ship ordered by the shipping company. The delivery is scheduled for the end of this summer, the shipbuilder statement said.

Ship dimensions: LOA - 28.5 m, beam - 9,5 m, depth 4,8 m, draught overall about 4,5 m, crew - 8, bollard pull - 47 tons, two main engines rated 1491 kW each, Caterpillar 3516 B; class KM * Arc4 R2 Aut1 FF3 WS Tug. Pella Shipyard was founded in 1950. In 1992 the state-owned enterprise was privatized, turned Pella Holding Company comprising of the head office and a number of its subsidiaries.

Sovcomflot Group, founded in 1995, is one of the largest Russian shipping companies. Sovcomflot's fleet comprises of 146 ships of total deadweight of over 10 million tons. The company shipbuilding program includes 10 ships of total 800,000 DWT. The average Sovcomflot's tanker age is some 7 years (world's average - 12 years). The Group ranks first in the world in the segment of commodities carriers, the second - in Aframax vessels fleet. The company has the

world's largest Ice Class vessels fleet. It is also the top global operator of Arctic shuttle tankers and LNG carriers with Ice Class. **Source : Port News**

Zvezdochka shipyard delivers a salvage tug for the Russian Navy

Center for ship repairs Zvezdochka (Severodvinsk) handed over to the Russian Navy a rescue tug named **Zvezdochka**. The multi-purpose vessel is designed for search and rescue operations, transportation by sea of containers, heavy equipment for engineering, research and testing, including its towing, installation and reloading, the enterprise press release said.

The tugboat can also provide the testing of marine equipment, arms and weapons, the search, examination and lifting of sunken marine equipment and other operations related to deployment, use, and raising of large floating and ground facilities, provision of training of the Navy forces with the use of such technology. The vessel can carry helicopters on board. The vessel is equipped with cargo cranes located at the rear. The ship is also intended for prospecting of the shelf, transportation of pipe sections, etc.

Center for ship repairs **Zvezdochka** is a modern machine-building enterprise. The shipyard has two sheltered slipways with seven stockpile sites for ship repair and building new vessels of up to 18,000 dwt. **Zvezdochka's** stockholders are the Russian Federation represented by the Federal Agency for Management of Federal Property and Northern Center of Shipbuilding and Ship Repair JSC. **Source : Port News**

ROUTE, PORTS & SERVICES



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



GLOBAL SHIP DELIVERY & CREWING

info@redwise.nl

50,000Ts DWT BARGE GAVEA LIFTER AVAILABLE AFTER 3 YEARS OF DRY DOCK SERVICES

The biggest semisubmersible barge in the world **Gavea Lifter** left Rio de Janeiro, after 3 years of dry dock service earlier this month. She was on charter in Rio de Janeiro where she was used to dry dock drill ships, semi-submersible drilling rigs and jack-up rigs. The **Gavea Lifter**, owned and operated by Fairmount Marine, is perfectly suited for dry dock operations in remote areas where no suitable dock is available. This saves a lot of mobilisation time and thus money. Of course she is also perfectly suited for transportation of any heavy cargo.

Fairmount Expedition is presently towing the **Gavea Lifter** to South Africa. Barge **Gavea Lifter** is open for employment world wide.



The **FAIRMOUNT EXPEDITION** seen enroute from Rio de Janeiro to Saldanha Bay (South Africa) with the **GAVEA LIFTER** - Photo : Crew Fairmount Expedition ©

Le Havre Port Expansion to Preserve Natural Environment

The Port of Le Havre plans to go forward on its planned infrastructure expansion after a public debate that aired environmental concerns about the project. The Le Havre Port Authority said Friday it will take into account the contributions made during the public debate as well as those made during the meetings and consultations that followed it. "The working meetings and consultations held since the end of the public debate have helped the Supervisory Board take the best decision and continue the studies," said Jean-Pierre Guellec, the port's project manager. The port authority said it selected two main options for the development of the alluvial plain that would preserve wetlands or create a nature reserve. It said more environmental studies must be undertaken to include the nature reserve and choose the best option by the end of next year. **Source: Journal of Commerce**

Ctg dock workers announce strikes

The Chittagong Port Dock Workers and Employees Federation (CPDWEF) declared a programme, on Saturday, to press for various demands including the reinstatement of fired workers and officials. The Federation's top leaders announced the programme, which includes two series of short strikes, at a press conference held at Chittagong Press Club on Saturday morning. On Sunday, workers will take stance in front of the Port building.

The first set of strikes will be held on Monday, Tuesday and Thursday. It will last for two hours starting at 8am per day. The second set of strikes, from Aug 1-3, will last four hours per day. In his written speech, the federation's general secretary Mahfuzur Rahman Khan claimed that despite a review having been undertaken by the present government into the cases of those workers who were fired during the caretaker government, the authorities have not yet taken any steps with regard to their reinstatement. Khan said that the programmes were called to press for their demand to re-employ these workers, the issuance of identification cards, revival of the Dock Workers Management Board, establishment of a hospital for the dock workers, and the start of various welfare allowances. "Harsher programmes will be taken if the demands are not met," warned the federation's general secretary. Federation leaders Abdul Ahad, Iskandar Mian, Mir Nawshad, Mohammed Alamgir, and Shamsul Bhuiyan, were present at the press conference. **Source: BD News**

AVRA Towage Adds to Fleet



With the July delivery of the tug **Northwind**, the Rotterdam-based firm Avra Towage is now operating a fleet of six tugs with a seventh under construction. Three of the company's original five-boat fleet have Cummins main engines, so it was an easy choice to go with Cummins engines for the **Northwind**. However, where the others have 2,400 hp and 32 tons of bollard pull with a pair of 38-litre Cummins main engines (tugs **South**, **West**, and **East**), the new boats are powered by a pair of the larger 50-liter Cummins KTA50-M engines. These generate a total of 3,200 hp to give the boats bollard pulls of 43 tons.

Northwind Specifications:

Vessel type	Twin screw tug
Class	Bureau Veritas I 3/3 E, Tug unrestricted
Flag	Dutch Antilles
Gross tonnage	320
Speed	11 knots
Bollard pull	43 ton

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 209

Length, o.a.	102 ft
Beam, o.a.	31.1 ft
Depth at sides	13.8 ft
Draught aft	11.5 ft
Bunker capacity	268 mt gasoil
Freshwater	46 mt
FW maker	6 mt
Main engines	2 x Cummins KTA50M2
Output	3,200 HP
Gearboxes	2 x Twindisc
Propulsion	2 x 4-Blades Magnese Bronze
Diameter	2 x 2300 mm, Short Nozzles
Generator sets	2 x Cummins 6BT5.9 DM
Capacity	2 x 100 KVA
Harbor generator	1 x Cummins S3.8 G6, 40 kw – 50 kva Air-cooled



Towing/anchorhandling winch DMT Double drum winch
 Deck crane Fassi 66 TM; reach 11.55 mtr
 Stern roller 1 stern roller; 50 mt SWL
 Anchor winch 1 x Hydraulic Anchor Windlass, 2 x stockless bow anchors, 570 kgs

Source : MarineLink – Photo's : Piet Sinke ©

Simply reliable





AVRA
TOWAGE BV

 Avra Towage BV
 Scheepmakershaven 32b
 3011 VB Rotterdam
 chartering@avra.nl
 0031 10 281 0886

www.avra.nl

MISC sees demand for its new tankers

MISC Bhd is confident that the long-term prospects for the crude oil shipping market will be positive to support its recent order for four new 320,000 deadweight tonnes (dwt) very-large crude carriers (VLCCs). The vessels, scheduled for delivery between December 2012 and October 2013, cost US\$430mil (RM1.38bil).

MISC announced on Tuesday last week that its wholly owned subsidiary, AET Inc Ltd, had signed a contract with Daewoo Shipbuilding & Marine Engineering Co Ltd for the purchase of the four tankers, using internal funds. An AET spokesman said although it would not be possible to accurately predict the market that far into the future (2012–2013), AET was confident about the long-term prospects for the crude oil shipping market, noting that the four tankers were for long-term investment.

"The addition of these vessels to our fleet supports our overall growth strategy to provide greater availability to our customers and fulfil their global oil transportation needs. "We know that our customers have a requirement for VLCCs that we are not currently able to fill and we are confident that our customer relationships are strong enough to ensure that these vessels will be fully employed upon delivery," the spokesman told StarBiz. The group now has eleven VLCCs, all of which are operated by AET in its capacity as the petroleum shipping arm of MISC. Going forward, AET believed that it would require a fleet of about 150 tankers to provide efficient global services and availability levels to its customers.

"This growth will be achieved through a combination of new-building orders, asset acquisitions, charter arrangements and partnerships with like-minded operators. "We will remain poised to take advantage of any favourable asset prices and other purchase opportunities as they arise," the AET spokesperson said. AmResearch said the tanker shipping market was improving, with year-on-year growth in charter rates in recent months after 17 months of contraction. "Dirty tanker rates have staged a rebound in recent months. Rates for VLCC, suezmax and aframax vessels are now showing positive growth," it said.

The brokerage said spot rates seemed to have rebounded much stronger than one-year time charters, with year-on-year growth ranging from 17% to 86% for June. "The VLCC segment has staged the strongest year-on-year improvement at 34%, supported by usage of VLCCs as storage, which takes out a certain amount of supply in the market," it said in a report.

In terms of market capacity, AmResearch said that since early 2009, actual tanker deliveries had been slipping behind schedule, which had helped to tone down the supply of vessels into the market. "We estimate that scheduled deliveries amounting to 17 million dwt had disappeared from order books (accounting for 28% of scheduled deliveries) – either delayed or cancelled altogether last year," it said, adding that the scrapping of old vessels was also expected to pick up by the year-end.

AmResearch believed that MISC's suezmax acquisition, at US\$67.8mil per vessel, was done at a fair price, considering the current suezmax new-build price was US\$67.5mil. "MISC's capacity build-up, particularly in the tanker segment, coincides with its recent acquisition of a 50% stake in international tanker terminal operator VTTI BV, which also marks the start of a strategic partnership with VTTI's parent, Vitol." **Source : The Star**

Thoresen Thai buys its second largest ship

Thoresen Thai Agencies has snapped up a supramax newbuilding from Greek principals for \$34.5m, the company said Friday. The 57,000-dwt ship has been acquired from Meadway Shipping & Transport and was handed over to its new owners on Thursday. The **Teo**, which will be renamed **Thor Achiever**, was built by China's Qingshan Shipyard and will be the second largest ship in Thoresen's fleet. The acquisition will increase the average size of Thoresen's ships to 28,617-dwt and reduce the fleet's average age to 16.5 years. **Source : Seatrade Asia**



The steam tug **Lyttelton** seen 24.07.10 just after leaving dry-dock on completion of her annual survey. Lyttelton was built in 1907 by Fergusson Brothers, Port Glasgow for the Lyttelton Harbour Board of New Zealand. Leaving Glasgow on July 2 1907 with a crew of 15 she rock hopped over a period of sixty nine days to arrive at Lyttelton on September 10 1907. The tug served the Lyttelton Harbour Board until she was retired in 1971. After a period of being laid-up the tug was purchased for a small sum of money by **The Tug Lyttelton Preservation Society** for the purpose of running public cruises around Lyttelton Harbour during the summer months. A loyal group of supporters still operate and maintain the tug today. **Photo : Alan Calvert ©**

DISA

DISA MARITIME BVBA

Ketelaarstraat 5c
B2340 Beerse
Belgium
T: +32(0)14 62 04 11
F: +32(0)14 61 16 88

VCA** ISO 9001
BUREAU VERITAS
Certification

SUBSEA



CIVIL CONSTRUCTION



ENGINEERING



www.disamaritime.com

Providing worldwide underwater solutions

Mediterranean Shipping Co No 1 in exports, Maersk in imports

THE world's top 40 container lines transport 98.8 per cent of global box volumes, with Mediterranean Shipping Co (MSC) seeing a 26.3 per cent increase in throughput from the first quarter of 2009 and taking the No 1 export spot from previous leader Maersk Line.

But Maersk held its first place in US imports, according to Newark's Journal of Commerce's Top 40 Container Lines. It said that Maersk led in overall US import volume with 11.4 per cent market share for the first quarter of 2010. MSC ranked second with 8.5 per cent market share. Twelve carriers posted year-on-year increases of more than 25 per cent in imports during the first quarter; nine had increases of more than 25 per cent in exports, according to data provided by PIERS Global Intelligence Solutions.

APL climbed from sixth place to third position in import volumes and from No 5 to fourth spot in exports with solid year on year gains in market share. Also in the top five were Evergreen Line, Hapag-Lloyd in third place in exports and Hanjin Shipping in fifth place for imports. **Source : Schednet**



The **BOURBON LIBERTY 119** seen moored in Cape Town – **Photo : Aad Noorland ©**

Durban plans a new \$1.2b port

Transnet plans to build a second port in Durban, injecting billions of rand into the economy and creating thousands of new jobs. The group told the Sunday Tribune this week that it was negotiating to buy the site of the old Durban International Airport and convert it into a dug-out port at a project expected to cost in the region of US\$1.26 billion. This follows months of speculation over the future of the 740ha site as airport operations were moved to King Shaka International Airport. "Our future port planning indicates that the Durban airport site is required in the medium term (between five and 10 years) to be converted into a dug-out port. We have notified our shareholder, the Department of Public Enterprises, to that effect and discussions regarding its acquisition are ongoing," said spokesman John Dlodlu.

Source: cargonewsasia

Huisman to deliver heavylifting and pipelay equipment onboard Heerema's new Deep Water Construction Vessel

Huisman and **Heerema Offshore Services** signed a Letter of Intent for the delivery of all mission equipment onboard Heerema's new Deep Water Construction Vessel. Huisman will design, construct and install a 4,000mt Offshore Mast Crane and a pipelay tower for both J-lay and Reel-lay operations in ultra deep water. Installation of equipment is scheduled for 2012/2013, partly at the DSME yard in South Korea and partly at the Huisman quay in Schiedam, The Netherlands.

The heavy lift crane will have a revolving lift capacity of 4,000mt. The Mast Crane design was selected for this vessel because of the small footprint and small construction weight of the crane. The crane will be constructed at the Huisman facility in China and installed onboard the vessel at the DSME yard in South Korea in 2012. Recent examples

of Huisman built heavy lift cranes of similar design include the 3,000sht crane onboard the **Sapura 3000** and the 5,000mt crane which is currently under construction for the **Borealis**.

The J-lay tower is installed over a moonpool and is designed for both J-lay and Reel-lay operations. For Reel-lay, the tower features two pipe tensioners of 400t capacity each. The pipe is spooled on reels which can be lifted on board



offshore by the vessel's own crane. This concept is a novelty in rigid pipelaying on a big scale. It allows for onshore spooling of reels while offshore pipelaying continues, eliminating the need for a large spool base. Also the reels can be easily removed to free up deck space when operating in J-lay or crane barge mode. Additional equipment to be delivered by Huisman includes moveable pipe reels, PLET handling, A&R winches and a heave compensated deep water lowering system. All pipelay equipment will be constructed and installed at Huisman Schiedam where the vessel will arrive around December 2012. The Dutch-

based world market leader in turnkey delivery of deepwater pipelay systems has delivered numerous pipelay systems over the years, a 600mt S-lay system for the **Borealis** is currently under construction. This new partnership between Heerema and Huisman is a result of their long-lasting relationship which started with the delivery of the J-lay system onboard the **Balder** in 2002. Huisman's extensive track-record of delivering reliable and effective offshore construction equipment, has contributed to this major commitment from Heerema.


RUYSCH TECHNISCH HANDELSBUREAU B.V.
Since 1935



WE HELP OWNERS MINIMIZE EXPENSES WITHOUT JEOPARDIZING THE QUALITY OF MAINTENANCE ON THEIR VESSELS.

O.E.M. STOCKIST FOR: - SWD R150, DR210, F240, SW280, TM410;
- SULZER Z40/48, ZA40S, 25/30

WWW.RUYSCH.NL - INFO@RUYSCH.NL

Feeder operators warn of surcharges if Rotterdam delays continue

FEEDER operators are considering congestion surcharges in response to delays at the Port of Rotterdam. Unifeeder said ships operating its Baltic and Scandinavian services have been facing delays at the Euromax, ECT Home and ECT Delta terminals in Rotterdam and, as a result, it was considering introducing a surcharge from August 1.

"The situation, which is caused by a lack of manpower and increased volumes, combined with delayed ocean liners, is causing peaks at terminals that are exceeding their capacity," Unifeeder said, according to London's International Freight Week. "Consequently, we are experiencing delays beyond 36 hours, as well as short-shipments on our Scandinavian and Baltic services. The performance of the terminals has prevented us from maintaining our planned schedule."

Unifeeder complained of having suffered a loss of revenue and said it faced higher operational costs due to "vessels laying idle in Rotterdam." Unifeeder added: "We cannot absorb the extra costs for feeder vessels arising from this unfortunate situation. Consequently, if this situation continues, we will implement a congestion surcharge from August 1."

Team Lines said it had also been plagued by congestion at Rotterdam, which had delayed some of its services by one to two days. "As a consequence of rising volumes and a shortage of labour, Rotterdam terminals are currently congested during peak times," it was cited as saying. "Accordingly, the Team Lines services are partly facing operational bottlenecks. Team Lines is working on a recovery scheme for the vessels concerned and hopes to bring them back on schedule in due time." Unifeeder added that vessel charter rates have risen by around 50 per cent over the past two months, and the delays caused by congestion were resulting in extra bunker fuel consumption.

"These challenges and demands have affected the industry as a whole, and if it continues it will lead to further cost increases," said the carrier. **Source : Schednet**



Geopotes 14 seen operating in the Scheldt off Zeebrugge (Belgium) to dredge a trench for the new export cable from the Belwind windfarm - **Photo : Capt Theo Haegens – Geopotes 14 ©**

Bunker hub to be set up for the English Channel

Marine fuel provider and trader Cockett Marine Oil is to extend its operations by setting up a physical bunker supply facility in the Thames Estuary. Two product tankers have been chartered from Belgian tanker owner Lauranne Shipping to provide the service. Both vessels – '**LS Anne**' and '**LS Jamie**' – are being converted into bunker tankers at

a Belgian shipyard, which includes the fitting of Yokohama fenders. The service, which is due to start on 1st September, will be based on three anchorage slots in the Queen's Channel, near Margate Roads. The area affords good weather protection from the prevailing westerly winds. The area comes under the jurisdiction of the Port of London Authority (PLA), which has already carried out a thorough risk assessment of the operation.

Robert Thompson, Cockett's general manager, supply and business development, explained that the idea was to offer a full bunkers only service to vessels passing through the English Channel, as well as the Thames Estuary. It was not the intention to compete with the ARA range, he stressed. A storage depot is being readied on Canvey Island and an emergency response capability complete with boats and skimmers will be located at Ramsgate. Once the service is established, the bunker specialist, which is now part of the Grindrod group, will seek to design, build and operate its own fleet of vessels. Grindrod has been involved in the tanker sector for some years through its Unicorn subsidiary.

Source: Tanker Operator



The brand new **MSC GENOVA** seen enroute Antwerp - Photo : Alain Doods – www.tugspotters.com ©

SUBSEA 7 ANNOUNCES CONTRACT AWARD FROM PETROBRAS, OFFSHORE BRAZIL

Subsea 7 Inc., through its i-Tech division, announced the award by Petróleo Brasileiro S/A (Petrobras) of a contract for the provision of ROV and under water positioning survey services onboard a ROV support vessel, operating offshore Brazil. The contract is valued in the region of US \$50m. The award will see i-Tech providing two Centurion QX work-class ROVs and under water positioning and survey services onboard the vessel, for a five year, term with an option to extend for a similar term. It is anticipated that the mobilisation of the necessary equipment and personnel will commence in the third quarter 2010.

i-Tech's Managing Director, Bruce Masson, commented: "I am delighted to announce a further award from Petrobras in Brazil which further consolidates our position as a primary player in this important growing market sector, both in Brazil and globally. "The award allows us to provide additional services encompassing the provision of a number of high precision ROV mounted sensors, including inertial navigation and sound velocity equipment, all of which are linked to a navigation software program to allow the integration of all positioning sensors onboard the vessel. These services demonstrate our extended capabilities, beyond that which we normally provide in support of our core business." Source : Subsea 7



The **SLOMAN PRODUCER** seen outward bound from Rotterdam – Photo : Kees Torn ©

OLDIE – FROM THE SHOEBOX



The **MARGIN** had sailed from Port Elizabeth on 30 July 1963 in daylight, and for some inexplicable reason, carried on sailing, in perfect weather conditions, straight across the bay until she ended up on the King Neptune beach some 16 miles north of Port Elizabeth, South Africa. Thereafter there were allegations of alcohol abuse and some female "passengers" were seen wading ashore, who were apparently on board for the voyage to Durban without the authority of the owners. She was eventually pulled off by the 2 Port Elizabeth steam tugs, **CF KAYSER** and **JOHN DOCK**, who took a few days to get her off.

Built in 1922 by A & J Inglis Ltd as **EASTERN COAST** for Coast Lines of Liverpool, who kept her for 32 years before selling her in 1954 to the Bermuda Steamship Company (DJ Shanks) of Hamilton, Bermuda. These owners only retained her for about a year before she was acquired by African Coasters (Pty) Ltd (Grindrod, Gersigny & Co (Pty) Ltd), Durban, and flew the South African flag. Thereafter, she was sold to J Newmark who broke her up in Durban.

Photo : Shiphoto International, Durban ©

.... PHOTO OF THE DAY



Tidewater's **ALDEN J. LABORDE** seen anchored off Singapore – Photo : Piet Sinke ©

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>