

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 217



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Above seen the 32tons bollard pull tug WEST entering Valletta for the first time on 23rd July 2010.

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EVENTS, INCIDENTS & OPERATIONS



BP starts static kill of Macondo well

BP started pumping drilling mud today at 15:00 (CDT) as part of the static kill operations on the Macondo well at the **Deepwater Horizon** disaster site.

In the video, BP senior VP Kent Wells explains the static kill plan and how it differs from the unsuccessful top kill attempt.

See also : http://www.youtube.com/watch?v=Jt_LAJgjBJM&feature=player_embedded

The next stage will be a decision on the best way to cement the well. The aim of these procedures is to assist with the strategy to kill and isolate the well, and will complement the upcoming relief well operation.

BP says the relief well remains the ultimate solution to kill and permanently cement the well. The first relief well, which started May 2, has set its final 9 7/8-inch casing. Operations on the relief wells are suspended during static kill operations. Depending upon weather conditions, mid-August is the current estimate of the most likely date by which the first relief well will intercept the Macondo well annulus. **Source : MarineLog**



Fairstar's **FJELL** shifted from Rotterdam Waalhaven (photo top : **Peter Gralla**) to the Caland canal yesterday – Photo below: **Piet Sinke (c)**



Judge throws out Spain's \$1 billion suit against ABS

A \$1 billion suit by Spain against the American Bureau of Shipping over the 2002 Prestige oil spill has been thrown out by U.S. District Judge Laura Taylor Swain in the United States District Court, Southern District of New York.

Spain claimed that ABS was reckless in certifying the single-hulled tanker Prestige as fit to carry fuel.

Judge Swain ruled against Spain in the case in 2008 on the ground that her court lacked jurisdiction over Spain's claim. A federal appeals court overturned that decision and sent the case back to Judge Swain.

Today, Judge Swain wrote in her opinion that "Spain has identified no precedent for the duty it posits to avoid recklessness, and this Court is not persuaded that any such duty to coastal states attended ABS's vessel certification activities under federal maritime law. Spain's proposed rule - that a classification society owes a duty to refrain from reckless behavior to all coastal states that could foreseeably be harmed by failures of classified ships - would constitute an unwarranted expansion of the existing scope of tort liability. More importantly, by relieving shipowners of their ultimate responsibility for certified ships, such a rule would be inconsistent with the shipowner's nondelegable duty to ensure the seaworthiness of the ship, a duty that is grounded in the practical reality that the shipowner 'is ultimately . . . in control of the activities aboard ship.' "

She also wrote that "the only question before the Court in this action is whether a classification society that performed services on behalf of a shipowner can properly be held liable to an injured coastal state on the basis of reckless certification-related conduct. The legal authorities discussed [in the opinion] demonstrate that it cannot; they do not distinguish between damages that are limited to private parties and damages suffered widely by the public. Accordingly, ABS is entitled to summary judgment and its motion is granted." **Source : MarineLog**



The **NIEUW AMSTERDAM** seen sailing from the Giudecca Canal, Venice on 4 July this year.

Photo : Trevor Jones (c)

Premiums on insuring pirate ransoms half of 2008 peak

Buying US\$5m of coverage now costs as little as US\$15,000 a voyage

Kidnap and ransom premiums paid to insure against Somali piracy have slumped since the BBC Trinidad was hijacked in the Gulf of Aden in August 2008 as escalating attacks spurred more companies to offer coverage.

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Problematic: Suspected Somali pirates captured by a foreign navy being moved from Shimo La Tewa prison, in Kenya's coastal town of Mombasa, on July 2. Buying US\$5 million of coverage now costs as little as US\$15,000 per voyage, half the peak rate in 2008, said William Miller, divisional director of Willis Group Holding plc's Kidnap and Ransom, or K&R, unit in London.

'Piracy is a peak risk with a relatively low probability of happening, but with an immensely high damage potential,' said Niels Stolberg, head of Bremen, Germany-based Beluga Shipping GmbH, the Trinidad's owner. The company now buys kidnap and ransom coverage for every ship crossing 'this dangerous passage', after paying a US\$1.1 million ransom to release the vessel and its 13 crew from the pirate haven of Eyl, he said.

Kidnap and ransom premiums climbed to US\$100 million last year as pirate attacks on the 25,000 ships passing through the Gulf of Aden rose 70 per cent. That prompted more insurers, including Aspen Insurance Holdings, Ascot Underwriting and Chubb Corp, to offer marine K&R coverage, a policy first developed to address kidnapping in South America.

The insurance covers the ransom of the ship and its crew, including negotiations with pirates and hiring ex-special forces teams to deliver the money. With Somali pirates usually returning hijacked vessels undamaged, kidnap and ransom plugs a gap in war-risk insurance that covers only damage to a ship and its cargo, said Mr Stolberg.

The average ransom has almost doubled to between US\$3.5 million and US\$4 million since Chubb entered the market 22 months ago, said K&R manager Greg Bangs, adding that the company expects to expand its piracy business further.

'At first the rates were a little higher than they should have been and then over time, insurers realised they could reduce their rates and still make money,' said Mr Bangs.

Pirates are currently holding 18 ships and 379 hostages, up from 11 ships and 261 hostages at the beginning of the year, according to the International Maritime Bureau. When the summer monsoon in the Indian Ocean ends this month, attacks may rise as pirates venture from lairs such as Garacad, Hobyo and Harardhere on the Somali coast, said bureau director Pottengal Mukundan.

Premiums depend on the ship's speed, height of its deck above sea level and measures taken to protect the vessel, said Sean Woollerson, a partner at Jardine Lloyd Thompson Group plc, the UK's biggest publicly traded insurance broker.

While most insurers advise ship owners to deploy razor wire and train sailors how to legally fend off attacks, Mr Woollerson also aims to raise funds for a fleet of escort ships to shepherd vessels through the Gulf of Aden. That may push rates down further, he said.

'We are working on a unique concept to create a legitimate private navy for the shipping industry to complement the existing naval forces to stop this kind of piracy escalating,' said Mr Woollerson, who estimates start-up costs of US\$15 million. 'This is the only way we're ever going to stem these attacks.'

For the moment, Beluga Shipping deploys high-pressure hoses and cardboard dummies called 'soldiers' to deter boarders, after the Trinidad was captured by nine pirates using two speedboats, said Mr Stolberg. 'Sending armed teams aboard is a last resort,' said Mark Hankey, a spokesman for Maritime & Underwater Security Consultants, which gives shipping lines transit advice from its basement control centre opposite London's Royal Courts of Justice. Using arms involves the risk of 'massive escalation', he said.

When the company does employ guards on cargo vessels, it stations three to four former British Royal Marines or Royal Navy personnel to escort ships through pirate waters, said Mr Hankey.

The naval task force is no longer effective after the pirates expanded the scope of their operations, said Jan-Thiess Heitmann, head of the legal department at the German Ship Owners' Association. While the association is against arming crew members or hiring armed security guards, it's in talks with the German government on installing soldiers on merchant ships. **Source : Bloomberg**

BING N TO ARRIVE IN ROTTERDAM (EMO)



The BING N seen as the BERGELAND - Photo : Frans Caspers

Please be informed that the 338 mtr long and 55 mtr width **BING N** (former **BERGELAND**) with a DWT of 322.941 is scheduled to arrive at Maaspilot station August 12th 08:00 hrs from Saldanha Bay, the **BING N** is operated by NEU seeschiffahrt GmbH and the largest vessel of this company in the fleet.

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Maersk Denies New Ship Orders

Maersk Line denied Tuesday that it was in talks with shipyards to order 10 giant container ships, but said it was only monitoring the capacity situation at yards. The Danish carrier's denial came in response to a report in Lloyd's List that it was in early talks with yards in China and South Korea to replenish its fleet with container ships bigger than anything that exists today. The paper cited one ship broker as saying Maersk had asked yards to tender for 10 ships with capacity of 16,000 20-foot equivalent units, bigger than its super-sized vessels of more than 14,000 TEUs. "We have not ordered 10 vessels," A.P. Moller-Maersk's Head of Group Finance Jan Kjaervik told Reuters. "It is a matter of fact

that as a normal procedure we are looking at the capacity at the yards and the situation there,” he said. “No decision has been taken to order vessels,” he said. Kjaervik said that Maersk, with a large fleet and a roughly 20-year replacement cycle, would eventually need to replace vessels. “But the judgment that we are making now is to look at the stability of the market,” he said. Evergreen Line and Neptune Orient Lines have placed orders, and container ship lessor Seaspans has said it is ready to sign contracts for new vessels. **Source: Journal of Commerce**



Above seen the **Queen Victoria** anchored off Long Craig Pier, in the Houndpoint Anchorage, River Forth Scotland, it was her first visit to the river on 30/7/2010. **Photo : Iain Forsyth (c)**

Dry bulk ship owners should acquire rivals say Hellenic Shipping News readers

The latest monthly poll conducted by Hellenic Shipping News Worldwide raised the question of where should dry bulk shipping companies invest their liquidity. The majority of the responses opted for the option of acquiring rival companies. A total of 2,442 people participated in our poll, with 34.7% or 847 votes saying that the sector should go for consolidation, in order to strengthen its fortunes and shield itself from the crisis. The acquisition of second hand vessels was the second most popular option, as 24.3% or 594 people preferred this option for ship owners. Prices of second hand vessels are far from the highs of 2008, providing for many investment opportunities for cash-rich owners, even at today's shipping environment. Surprisingly, a 14.2% or 347 voters believe that ship owners should sit on their cash and do nothing with it. As for the popular among many owners option of placing newbuilding orders, it gathered just 13.7% of votes, while in last place came the investment of the added liquidity to bonds or other stockmarket related products (13.1%).

Hellenic Shipping News Worldwide has already begun its August poll, which focuses on listed dry bulk companies and more specifically it asks the question of which shipping stock is better poised for a rebound with autumn closing in and most companies delivering their second quarter and first half results within the month. We have provided you with a series of options to vote for, including London-listed companies like Globus Maritime. Among the other companies are included Paragon Shipping, Diana Shipping, Excel Maritime, DryShips, Seenergy Maritime and Safe Bulkers. Votes are valid until the 31st of August.

Meanwhile, the dry bulk market's industry benchmark, the Baltic Dry Index, ended yesterday a 12-day rebound, by falling marginally (0.7 percent) at 1,964 points. Analysts are mostly concerned about the overcapacity problems which plague the market, together with slower cargo demand. According to the latest weekly report by N.Cotzias Shipping Group the total fleet of capesizes for July increased by 58 ships, standing today to 1,581 ships of a total capacity of 282mil tones, while last month on 28th June, the fleet of Capes had 1523 ships of a total capacity 270 mil tones. "Active Capes as of the 30th of July account to 991 ships of a total dwt 173.4mil tones, while in June there were 944

ships of a total dwt of 165 m tones. This month we have recorded 12 more newbuilding orders for Capes and 28 new ships that have been delivered and incorporated in the active fleet. As it is clear from the figures with a new ship delivered nearly every day the fear and expectation of an oversupply of Capesize vessels is not only a worrying headache which we feel that treating it purely with aspirins is not really a cure but just a temporary deferral of the "pain"...! Still 470 ships are waiting for their turn to be constructed out of which 94 are for delivery within this year (2010), while 254 should be launched during next year (2011), and 87 in 2012 and 35 ships in 2013-2014" said the Piraeus-based shipbroker.

Similarly, the Panamax active and newbuilding fleet statistics analysed for July 2010 show an equally alarming situation, however the magnitude of potential overcapacity is not that harsh. Cotzias stated that "the total fleet of Panamaxers for July 2010 increased by 58 ships and today there are 2358 ships of a total capacity of 179mil tones, while last month on 28th June, the fleet of Panamaxers had 2338 ships of a total capacity 174mil tones. Active Panamaxers as of today 30th July amount to 1652 ships of a total dwt 122mil tones, while in June there were 1634 ships of a total dwt of 120mil tones. This month we have recorded 36 fresh newbuilding orders for Panamax vessels and 18 new ships that have been delivered and incorporated in the active fleet" said the analysis. Cotzias concluded by commenting that "as it is clear from the figures with a new ship delivered nearly every 1 ½ days the fear of overcapacity is very strong. Still 661 panamax ships of a total of 52mil tones are waiting to be constructed and cancellations only rate as 8% of the total order book with 59 ships being cancelled. New orders in just 30 days are placed for 54 Panamax vessels, mainly Kamsarmaxes and this is causing an alarming situation as the total pending orders that might be constructed if they are all delivered will increase the total active fleet's carrying capacity by 43% comparing with 58% of the Capes". **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **ATLANTIC BRIDGE** seen departing from IJmuiden August 4th
Photo : Erwin Willemse (c)

Egyptian managers of hijacked ship ready to pay ransom

The Egyptian managers of the MV **Suez** cargo vessel that was hijacked by Somali pirates are willing to pay a ransom for their ship to ensure the safety of the vessel's staff, a company official said. Pirates hijacked the Panama-flagged ship with 23 crew on board early on Monday. The vessel is operated by the Red Sea Navigation Company, based in Egypt's Port Said.

"We are expecting a call from the pirates in the next few hours," Mohamed Abdel Meguid, the commercial director of the firm said. "We are willing to pay a ransom, as long as it is reasonable to ensure the safety of our crew," he added. The 17,300 tonne ship carrying cement bags came under small arms fire while sailing in a recommended shipping lane. Its crew were from Egypt, Pakistan, Sri Lanka and India. The Red Sea Navigation Company paid a \$1.5 million ransom last year for another hijacked ship, Abdel Meguid said. The London-headquartered International Maritime Bureau said its piracy reporting centre in Kuala Lumpur logged a total of 196 pirate incidents globally from January to June 2010. There were 31 successful hijackings in that period and 27 of those were off the coast of Somalia or in the Gulf of Aden. Pirates from impoverished Somalia, which is battling an Islamist insurgency, have made tens of millions of dollars in ransoms from seizing ships in the Indian Ocean and Gulf of Aden. **Source: Reuters**



On the photos can be seen **Fairmount Alpine** with semisubmersible rig **Ocean Endeavor**. Photos taken from **Fairmount Glacier** and the convoy departed from offshore Galveston earlier this week



U.S. urges China to act responsibly in South China Sea

China should act responsibly in disputed territories in the South China Sea to avoid political and security issues, the skipper of the U.S. Navy's 7th Fleet flagship said on Wednesday. Southeast Asian states, including the Philippines, have become worried by China's increasingly aggressive stance on the complex set of disputes in the South China Sea. "We expect them to be responsible on what they do as we are. And I believe if we act in that way, there should be no issues," Captain Rudy Lupton, commander of the USS Blue Ridge, the command and control ship of the U.S. Navy's

7th Fleet based in Japan. Last week, Chinese naval forces carried out drills in the disputed southern waters amid tension with Washington over security in the Korean peninsula and South China Sea.

Last year, there was a collision between sonar equipment being towed by a U.S. Navy warship and a Chinese submarine near Philippine waters. Lupton said the United States viewed the South China Sea as part of international waters, where global trade passes through freely, and everyone was entitled to operate in that area. "We conduct operations here and China can operate in waters adjacent to China," Lupton told reporters after **USS Blue Ridge** docked at Manila's south harbour for a four-day visit. "Our president has said he doesn't view China as a threat."

The United States has urged the several states claiming dozens of atolls and islets, some believed to be holding valuable oil and mineral assets, to settle the disputes peacefully. China's growing military might and rising defence spending have set alarm bells ringing around the region, particularly in Japan and Taiwan. It has repeatedly said its claims on the southern waters and island are indisputable. It has said it will respect the freedom of navigation in the South China Sea as long as ships and aircraft transiting through "comply with international law". U.S. Navy ships pay routine port calls in Manila under a Cold War-era mutual defence treaty. The U.S. Navy's 7th Fleet's home port used to be in Subic Bay, north of Manila, until November 1992 when the Philippines did not renew its U.S. bases deal. **Source : Reuters**



Qaeda linked group claims attack on Japan tanker

A militant group linked to al Qaeda claimed that a suicide bomber from its organisation was responsible for an explosion on a Japanese supertanker last Wednesday near the Strait of Hormuz. A group using the name Abdullah Azzam Brigades, which also claimed attacks in Israel last year and in Egypt and Jordan in 2005, posted a statement and photo on an Islamist website used by militants. "Last Wednesday, after midnight, the martyrdom-seeking hero Ayyub al-Taishan ... blew himself up in the Japanese tanker **M.Star** in the Strait of Hormuz between the United Arab Emirates and Oman," the statement said.

Independent verification of the claim was not immediately available. A spokeswoman for the ship's owner, Japan's Mitsui O.S.K. Ltd, could not immediately comment. The company hired a Dubai-based specialist last week to investigate what had damaged the 333 metre-long **M.Star**. Japan's foreign and transport ministries also had no immediate comment. The narrow Strait is gateway to the oil-producing Gulf and handles 40 percent of the world's seaborne oil. Al Qaeda has threatened to attack shipping there in the past. Bordered by Iran, Oman and the United Arab Emirates, it is guarded by U.S. and other warships. Attacks claimed by the Abdullah Azzam Brigades include deadly bombings at the Egyptian resort of Sharm al-Sheikh in 2005 and the firing of rockets which missed two U.S. warships in Jordan's Aqaba port the same year.

A statement last year signed by the Ziad al-Jarrah division of the Abdullah Azzam Brigades claimed responsibility for firing two rockets into northern Israel. Wednesday's statement on the al Faloja website included a photo of the alleged suicide bomber, dressed in an Arab-style white robe and cap, pointing at a picture of a supertanker on a videoscreen.

The group claimed the attack was a blow to the global economy and the oil market and that those who have offered other explanations for the incident, which have ranged from a freak wave to an internal explosion, are trying to cover up the operation. The oil market ignored the incident last Wednesday, with oil prices easing in response to news that U.S. oil inventories had risen. Traffic near the busy Strait was not disrupted and the tanker diverted to a UAE port where it is being examined. "They could be claiming this to try to get the global spotlight to seem bigger than they really are," said Theodore Karasik, a security analyst at Dubai-based group INEGMA. Abdullah Azzam Brigades, believed to be an al Qaeda-linked group in the Levant and Egypt, has previously taken responsibility for attacks that other groups have claimed. Karasik noted that the timing of the claim -- a day after deadly clashes on the Israeli-Lebanese border and two days after rocket fire on Israeli and Jordanian Red Sea port towns -- might be an effort to raise tensions further in the region.

Dutch teen sets off for world solo sailing bid



Dutch girl **Laura Dekker**, 14, on Wednesday set sail on her yacht, **Guppy**, for Portugal, from where she will begin her bid to become the youngest person to sail solo around the world.

Photo : Ton Versteeg (c)

"I am not really afraid," the teenager told journalists on the docks at Den Osse in the southwest Netherlands, before leaving port shortly after 9:00 am (0700 GMT) accompanied by her father Dick, who will accompany her as far as Portugal. Dozens of people gathered in the small harbour town, where Laura lives on a boat

with her father and dog, Spot, to wave her off.

Dick Dekker will accompany his daughter on the two- to three-week trip to Portugal, from where she hopes to depart on her two-year solo voyage in about four weeks' time. "We want to be sure that the boat is completely ready," Dekker said of this final test run. Asked what she would miss most, she replied: "Spot", her dog. Dekker won a 10-month legal battle last week against child protection authorities who had been trying to stop her voyage citing fears for her social and emotional wellbeing. A court last Tuesday rejected a request for the extension of state supervision over the girl. Dekker, who has the backing of her parents, needs to complete the voyage before she turns 17 on September 20, 2012, to set the new record.

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LETTER RECEIVED FROM A READER

I would like to write this anonymous item regarding the recent incident on board the Transocean drillship, **Jack Ryan**. The death on board was a crane inspector who was on the rig to carry out the 5 year crane inspection & load test. He was in the crane when it fell over the side. The other two persons were rig crew and they were thrown to the deck, not over board. The body of the crane inspector has not yet been found. As of today, normal operations have not resumed on board **Jack Ryan**, most crew members are being sent home as is the norm for Transocean when a death occurs on board one of their rigs, and to allow the investigation to be carried out

Source : anonymous



The **HANJIN YANTIAN** seen moored in Guangdong (China) – Photo : Kevin Zhou ©

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The **BRITISH KESTREL** seen departing from Damen Shiprepair in Schiedam, note Heerema's **RETRIEVER** on the right at the photo

Photo : Jan Simons ©

Northrop Grumman starts shipbuilding closures and layoffs

Northrop Grumman has issued a Worker Adjustment and Retraining Notification (WARN) for 205 employees at the Gulf Coast shipbuilding facilities at Avondale, La. and Tallulah, La. The affected employees soon will receive information and other details regarding this action.

Additional layoffs are expected this calendar year. Included in above number, 95 employees at the Tallulah facility will be notified individually or through their union that the facility will cease operations on or about Oct. 29, 2010 with closure of the facility expected by Dec. 3, 2010. The Tallula facility produces components and assemblies for the Avondale shipyard.

"This reduction is a result of the shipbuilding consolidation announced on July 13, 2010, combined with our need to align the workforce with the remaining work to be accomplished in Avondale and Tallulah, La.," said Irwin F. Edenzon, vice president and general manager of Northrop Grumman Shipbuilding - Gulf Coast. "This reduction is a necessary step in our effort to maintain a healthy and productive industrial footprint in the Gulf Coast, and structure our

workforce to meet future business needs. We will assist those affected during this time of transition." Source : MarineLog

CORRECTION :

Daewoo to build a new luxury ferry for CoTuNav



Above seen the **STENA BRITANNICA** – Photo : Dirk van Uitert ©

Please read **STENA BRITANNICA** instead of **STENA HOLLANDICA** (62.000 gt) in this article, The **BRITANNICA** was built at Hyundai in Ulsan (Korea) during 2003 under yard number 1392, the **HOLLANDICA** was built at IZAR in Puerto Real (Spain)

Four ERRVs ordered from Spanish yard

The UK-based Craig Group has placed a multi million pound order for four new emergency response and rescue vessels (ERRVs) with the Spanish shipbuilder Balenciaga Shipyard in northern Spain.



It is anticipated that the new vessels have the potential to create an additional 120 jobs in the North Sea marine industry. Managed by North Star Shipping, a division of the Craig Group, the newbuildings have been earmarked to replace older tonnage. The investment also represents a continued drive by the Group to operate the largest British wholly-owned fleet engaged in the UK offshore industry.

This latest announcement is in addition to the £130 million investment program by Craig Group, which began in 2003 and will have delivered sixteen new vessels by the end of 2010.

Scheduled for delivery in the next two years, the four ERRVs will be built at the Balenciaga Shipyard which has previously delivered twelve vessels to North Star Shipping, with three of these currently under construction.

At present the fleet stands at 30 vessels and includes a mix of Offshore Support, ROV Survey and Emergency Response and Rescue Vessels. The four new ERRVs will be designated NSS-IMT 950s designed by Offshore Ship Designers in Scotland and each will be equipped with one or two daughter craft and one fast rescue craft. Source : The Motorship

Brunei shipbuilder AT & S may get 24 more orders for new ships

Vanuatu Shipping Corporation is considering buying an additional 24 ships from Brunei shipbuilder AT & S following the signing of a US\$200-million deal for 12 ships last week. Hj Abdul Wahab Hj Tengah, chairman of AT & S, said that Vanuatu Shipping Corporation's president and chief executive had expressed interest to have the ships built in Brunei exclusively. "His Excellency Mr Thureign is keen towards our company and Brunei, with the warm hospitality he received as well as seeing that we are a new shipyard company in the international market. Countries such as Singapore or Japan have a backlog of ships to construct, whereas we have just opened our doors," he said.

Hj Abdul Wahab said in an interview with The Brunei Times recently that the additional 24 vessels may be built in the next phase when the first four ships are delivered. "We strive to capture the international market. However, we do not exactly compete with the existing market, but rather focusing on the untapped market, and the Republic of Vanuatu is the first of the many new opportunities for us," he added.

He said that the foreign company was also happy with the new technological features which AT & S will incorporate into the vessels. "In the construction of the fleet of new tankers, we will have new technological features such as carbon dioxide emission reduction incorporated into the vessels. These new features will be approved by the International Association of Classification Societies (IACS)," he said. The class-approved Zero CO2 Emission power generator for each vessel will be installed to generate electrical power for the vessel. "This non-fuel-fired electrical power generator can achieve the CO2 emission reduction feature to be included in the vessels that will be built by AT & S. The performance of the fleet of vessels must entail increased velocity and operation endurance, as it would give the owner the ability to provide a full range of prompt, uninterrupted and efficient products and supporting services to customers," added Hj Abdul Wahab. **Source: bt.com.bn**

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\$20 million marine drives order from ABB

ABB has won an order worth \$20 million to provide complete power systems, drilling drive and propulsion systems for a new deep water drilling rig to be built by Daewoo Shipbuilding and Marine Engineering (DSME) in South Korea.

The end customer is Brazilian ship owner Petroserv, which will operate the drilling rig for Petrobras. The rig is scheduled to be commissioned by early 2012. ABB will supply complete electrical systems for the semi-submersible drilling rig, which will be used for oil and gas exploration drilling. The delivery includes power generation and the high and low voltage distribution systems, the drilling drive system, the propulsion drive system, as well as related engineering services. In addition to supporting the short delivery schedule, ABB's scope of supply was selected for reliability, efficiency and availability, securing a stable supply of power throughout all rig systems.

"ABB's broad scope of supply, resident marine, oil and gas industry expertise, and proven track record of delivering advanced, reliable solutions for offshore drilling vessels were important factors in winning this order," said Veli-Matti Reinikkala, head of ABB's Process Automation division.

This project is ABB's fourth semi submersible drilling vessel project for DMSE; ABB delivered the same scope of supply for the Petroserv No1 rig, which also operates for Petrobras in Brazil. **Source : The Motorship**



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

Sea Asia bound for record year in 2011

BUOYED by a recovering economy, exhibition space take-up has reached a record high, nine months before the start of Sea Asia 2011. Bookings for the biennial international maritime conference and exhibition event have zipped past 2,800 square metres - a 20 per cent increase on the net exhibition space booked for the corresponding period before the last exhibition in 2009.

The outlook for the 2011 event - which has been themed 'Asian Voice in World Shipping' - was a sunny one earlier this year, with the show expected to be the largest one since it was launched in 2007. The event, organised by Seatrade and the Singapore Maritime Foundation, is expected to hit an exhibition space of 13,600 sq m, compared to 11,000 sq m last year.

'We are delighted that our exhibition bookings are significantly higher compared to the 2009 event,' said Andrew Callaghan, global sales director of Seatrade. 'As we recover from the global financial crisis, and companies look with fresh eyes at marketing opportunities in Asia, we not only see faster rebookings but also more first-time exhibitors drawn to the show.' More than 12,000 participants are expected to flock to the show over its three-day period, according to Michael Chia, chairman of the Singapore Maritime Foundation. Among the first-timers who are participating in the show are Sinotrans, the Shipbuilding Industry Corporation of China, Chang Jiang National Shipping Group and Henkel Singapore Pte Ltd.

Heavyweights such as Sembcorp Marine, PSA and Keppel have also returned for Sea Asia 2011. An exhibition regular, Jason Electronics (Pte) Ltd, will also have a presence in next year's show. 'Sea Asia is an event we have not missed since its inception. It is an occasion for us to network with shipyard and ship owners throughout Asia, showcase our products and services, and keep abreast of new offerings in the market place,' said Joseph Foo, director of Jason Electronics. Sea Asia 2011 will be held at Marina Bay Sands, from April 12-14 next year. It will be held in conjunction with Singapore Maritime Week 2011 **Source : Shippingtimes**



The **WARNOW VAQUITA** seen departing from Rotterdam yesterday – Photo : Piet Sinke (c)

GARRIDO NAMED PRESIDENT OF T&T BISSO



T&T BISSO, an industry leader in vessel emergency response, salvage and marine firefighting services, is pleased to announce the appointment of **Mauricio Garrido** as president.

In his new position, Garrido will undertake the direct oversight of T&T BISSO's worldwide business activities as well as the hands-on oversight of the company's global offices. "T&T BISSO's success is clear evidence of its team's commitment to excellence. The opportunity to lead such a group of players is rather unique and I look forward to the challenge as T&T BISSO continues to set new standards for quality and customer service," Garrido said.

A stand-alone response contractor servicing the maritime, shipping and offshore energy industries, T&T BISSO combines the resources and experience of **BISSO MARINE** and **T&T MARINE SALVAGE**.

Rewa River dredging to commence soon

Radio Fiji reports that the contract for the dredging of the Rewa River has been awarded to the China Railway First Group and work is expected to commence soon.

Director Lands and Water Resources Management Lakshman Mudaliar told FBC News the dredger for the project is currently being cleared.

"The compliance works will be completed by the end of this week and then the machine will be allowed to be unloaded at the wharf and then will be assembling at the Fiji Shipping Yard at Walu Bay. This works is contemplated to be completed by early next week and the machine will then be mobilized at the mouth of the Rewa River," he said.

Mudaliar says the dredging works will start from the mouth of the river to Luvuluvu and 1.2 million cubic metres of soil is expected to be removed **Source : Dredging News Online**



Above seen HAL's **VEENDAM** as seen from the **CELEBRITY SUMMIT** outbound from New York for Bermuda on 25 July 2010.

Photo : John Attersley (c)

KNRM voor hulpverlening, geen sleepdienst



Dinsdagmiddag 16.40 uur pager-alarm, vaartuig met stuur/motorproblemen prio 2. Het scheepje had nog iets voortstuwing en lag op het moment dat KNRM reddingboot **Jeanine Parqui** langsij was ongeveer in de positie 51°59.20' Noord en 003°56.50' Oost, net Noord van de 2e Maasvlakte.

Het bleek te gaan om een particulier scheepje van een duik & bergingsbedrijf uit Scheveningen, met een lengte van 15 meter en een gewicht van 18 ton met 4 opvarenden. Het water en weer was uitermate schitterend en kalm, zodat het scheepje met 3 kwartier in de Berghaven zou liggen. De schipper van het scheepje "**Pluvier**" had het verzoek om hem over de Maasgeul te slepen tot

Ter Heijde en daar zou het scheepje worden overgenomen door een kennis van de schipper uit Scheveningen. Bij uitzondering en door het fraaie weer stemde de schipper van de Hoekse KNRM reddingboot **Jeanine Parqui** hier mee in.

Echter ter hoogte van ter Heijde zagen de Hoekse redders nog geen schip naderen om de **Pluvier** verder te slepen. Hierop contact opgenomen met de schipper van de **Pluvier** waar zijn kennis bleef. De schipper van het duik & bergingsbootje zou zijn kennis wel bellen. In plaats hiervan nam hij contact op met de verkeerscentrale Scheveningen om te vragen of de reddingboot **Kitty Roosmale Nepveu** van Scheveningen al onderweg is! Dit was nooit de bedoeling.

Dit meegeluisterd via VHF 21 (Verkeer Centrale Scheveningen) heeft de schipper van de **Jeanine Parqui** contact opgenomen met het kustwachtcentrum Den Helder voor goed overleg. Een kennis, akkoord, maar een reddingboot? Na overleg kreeg de schipper van het duik & bergingsbootje **Pluvier** te horen dat ze naar Hoek van Holland werden gesleept omdat er niemand onderweg was om hem verder te helpen. De schipper van de **Pluvier** gaf om 18.00 uur uitdrukkelijk te kennen om de sleep te beëindigen en voor de kust van ter Heijde voor anker te gaan en te wachten op zijn "vrienden".



's avonds om 21.00 uur lag het scheepje nog steeds voor ter Heijde te wachten op zijn "vrienden". Helaas heeft de man onder de Hoekse redders ook niet echt "vrienden" gemaakt en deze voelde zich aardig gefopt. De Hoekse redders konden om 19.00 uur gewoon aan de maaltijd, Voor de bemanning van de **Pluvier** hopen we dat ze in ieder geval thuis kunnen ontbijten.

Kristina Regina to be floating hotel

Photo :
Jacques Carney (c)

The Finnish cruise operator Kristina Cruises have sold the cruise vessel **Kristina Regina**. The vessel will be handed over to the new owner Oy s/s Borea Ab in the beginning of September 2010. Built in Oskarshamn, Sweden in 1960, the veteran will during the autumn be permanently moored by the River Aura in Turku to be operated as a floating hotel, restaurant and museum.



According to Johnny Sid, chairman of the board of the new owner Oy s/s Borea Ab, After a docking in spring 2011 she will get back her original name Bore and be painted in Bore Steamship Company's livery, in the same way as when she started traffic between Turku and Stockholm in 1960. The Bore was built as a steamer, but converted to a motor vessel when Kristina Cruises bought her in 1987. In their cruise traffic Kristina Cruises will replace **Kristina Regina** with the new acquisition **Kristina Katarina**, built in 1982. Source : shipgaz.com

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Exports of heavy fuel oil from Rotterdam to Asia up two million tonnes in two weeks

Following a weak second quarter, exports of heavy fuel oil from Rotterdam to Asia accelerated fairly suddenly by close on two million tonnes in just a couple of weeks. This was despite a current price difference for HFO ('heavy fuel oil') of \$10 per tonne between Rotterdam and Singapore. Normally, this difference is on the tight side to make operations

profitable when delivering to bunker boats. However, due to a combination of factors, the 'arbitration window' is fortunately ajar again for traders.



The **LEADER** seen at Maaspilot station.

Photo : Piet Sinke (c)

For a ship's cargo – hundreds of thousands of tonnes – the price differences are greater than for a bunker cargo of 10,000 tonnes at the most. In addition to this, traders work on the basis of the price on delivery in

Singapore in August/September, and the viscosity – the more viscous, the cheaper – also produces a margin. The reduction in the Russian export tariffs for fuel oil as of 1 July and the increased supply, partly as a result of this, are providing a boost on the purchasing side. Decisive, however, is the fall in charter prices, which happened a few weeks ago. One of the VLCCs that has just departed was, for example, 'fixed' for \$3.5 million, while the price a number of weeks ago was between \$4.5 and 5 million. That makes a difference of between \$3.50 and \$4 per tonne of cargo. The 'Front Champion', which will arrive shortly, has been booked by a German trader for \$3.4 million, or \$12.50 per tonne of cargo. On top of this, there will be a surcharge for the viscosity of around \$7.50. Given a price difference of \$27-28 between east and west in August, this will give a margin of \$7-8 per tonne. To earn this, some trading capital is needed; approximately \$100 million for a fully-loaded VLCC. In the past seven days, three VLCCs (Very Large Crude Carriers), including the '**Maersk Newton**', an Aframax and a Panamax tanker, set sail. They left the Europoort area loaded, jointly, with a million tonnes of heavy fuel oil. Two VLCCs are currently being loaded at Vopak Europoort. On 10 August, the VLCC '**Front Champion**' will arrive and perform ship to ship transfers from smaller

tankers at Dolphins 80 in the Caland Canal. The three large VLCCs - all more or less the same size - will set sail with a joint cargo of approximately 830,000 tonnes. **Source: portofrotterdam**



The **FREDERYK CHOPIN** seen at the Westerscheldt River – **Photo : Henk de Winde (c)**

Rotterdam roro throughput up 8% to 8.3 million tons in H1 2010

In the first six months of 2010, the Rotterdam throughput to and from roll on/roll off vessels, as compared to the same period in 2009, rose with 8% to 8.3 million tons. This can be attributed completely to the, gentle, recovery of the British economy.

The **FLANDRIA SEAWAYS** seen outward bound from Vlaardingen –
Photo : Rob de Visser (c)



Although Rotterdam does not have a 'roro-imago' like Zeebrugge, Dover, Kiel or Travemünde, in volume it is in the Northwest European top. This position is at least maintained in the past six months. The integration of DFDS Torline, terminal Maasvlakte, and Norfolk Line, terminal Vlaardingen, has a positive effect on the Rotterdam throughput. In Brittaniëhaven, home base of Cobelfret and Rotterdam Car Terminal, problems with the Caland Bridge have diminished the growth. A number of sailings were rerouted to other ports. Besides that, the handling of cars recovers with difficulty from the economic crisis.

The deployment of the worlds largest Ropax vessels by Stena Line in May, was too late to have an affect on the mid year figures. Recently Stena also announced to deploy more modern and slightly larger full freight ferries between Rotterdam and Harwich. The incoming roro with paper from Sweden remained stable. **Source: portofrotterdam**



The Chinese flagged **Chang Hang Bo Hai** seen enroute Gent at the Gent-Terneuzen canal
Photo : Henk Claeys (c)

Ministry, PQA poised to scrap Rs 15 billion dredging deal? 'temporary arrangements' finalised

The ministry of ports and shipping (MoPS) and Port Qasim Authority (PQA) have agreed, in principle, to step back from the over Rs 15 billion capital dredging contract with a consortium of three international dredging firms, Business Recorder has learnt. According to sources, the agreement was reached in a meeting called and chaired by Federal Minister for Ports and Shipping Babar Khan Ghauri last Friday at Port Qasim. The meeting, also attended by PQA board members, reviewed the multi-billion rupees project of 'Deepening and Widening of Port Qasim's navigational channel', in the wake of Competition Commission of Pakistan's recent 50-million-rupee penalty against the alleged 'cartel' of Dredging International, China Harbour Engineering Company and Jan De Nul.

The long-awaited project was meant to widen and deepen the 45 km long channel of Port Qasim to achieve an all-weather 14 metres draught. Whereas CCP's decision unfolded a new controversy with the consortium, reportedly pondering to challenge the penalty in a court of law, the PQA authorities, sensing immense pressure from the ensuing demands of seaborne trade in terms of accommodating deeper-draught vessels, do not seem to be ready to bear with lengthy litigations for that long.

Therefore, the PQA officials said that Friday's meeting decided to make 'temporary arrangements' of inviting tenders for further widening of Port Qasim's 450-metre 'turning basin' and the annual maintenance dredging to keep cargo handling unhindered.

The two works were to be carried out by the dredging consortium under a Rs 15 billion plus capital dredging contract with PQA, they added. "No deepening and widening (project) now... we are heading towards the (regular) maintenance (dredging) and widening of the turning basin," said a PQA official. He said that PQA was running against time to cater the need of big vessels that would soon be importing LNG through specialised Mashal LNG Terminal at Port Qasim. "We don't have time! The two contracts (for maintenance dredging and widening of turning basin) must be awarded before October," the official noted with concern.

According to him, it was agreed in Friday's meeting that at least 2 million cubic metres dredging should be carried out in the 'turning basin' to widen it by 650 metres. "This would enable the port to accommodate ships having overall length (LoA) more than 300 plus metres," he said, adding that the 'temporary arrangements' would rid the port operator of dredging woes for at least next couple of years.

The PQA official was reluctant to confirm that the Authority, backed by MoPS, was convinced to scrap the now disputed tender for capital dredging, sources privy to the meeting thought otherwise. They claimed that PQA's legal consultants had suggested discharging of the tender in Friday's meeting. The PQA official, however, insisted that PQA would decide its future course of action towards the apparently ill-fated deal in accordance with the 'reaction' of penalised dredging companies. According to sources, PQA had also issued a 'conditional' Letter of Intent (LoI) to the dredging consortium. **Source : Business Recorder**



The **NORTH OCEAN 102** seen moored in Rotterdam for a Management change to McDermott Marine Construction Ltd. and preparation for the Mid-East - **Photo : Erik Th. Matzinger (c)**

World LPG fleet reaches 1,092-vessel mark, orderbook at 166 ships

As at 1 July 2010 the number of ships in the world LPG carrier fleet had reached its highest level so far, totalling 1,092 ships, whilst a further 166 vessels were on order, according to the fleet list featured in the newly published LPG World Shipping. "Although the LPG fleet, like all sectors of shipping, has been impacted by the economic recession, contracts for new gas carriers have begun to percolate through once again in recent months to replenish the orderbook," says Mike Corkhill, editor of LPG World Shipping.

The fleet list in the LPG World Shipping is broken down by the generic types of LPG carriers. The 240 fully refrigerated LPG carriers, for example, comprise 146 very large gas carriers (VLGCs), 21 large gas carriers (LGCs) and 73 mid and handy-size gas carriers (MGCs). There are 18 VLGCs and 7 MGCs currently on order. The existing fleet of semi-pressurised/fully refrigerated (semi-ref) gas carriers now stands at 320 ships and includes 127 liquefied ethylene gas carriers (LEGs). The ethylene carrier fleet has been the most rapidly expanding segment of the LPG fleet in recent years and the current semi-ref orderbook of 70 vessels includes 37 LEGs. The largest single segment of the world LPG fleet remains the fully pressurised gas carrier. There are 532 of these 'workhorses' in service, ranging in capacity from 10,000 down to a few hundred cubic metres, while the fully pressurised gas carrier orderbook stands at 71 vessels. The fleet list in the LPG World Shipping features key information on each ship, including capacity, delivery

date, shipyard and shipowner. Also, to put the gas carrier into its commercial context, the name is given of the pool or fleet in which the vessel is currently serving.

The LPG fleet list table in the LPG World Shipping has been compiled jointly by BRL Shipping Consultants and LPG World Shipping. BRL Shipping Consultants maintains a large shipping database in which key information on 80,000 ships of all types is updated as appropriate. The LPG World Shipping also features a segment by segment market analysis of the world LPG fleet performance over the past year, profiles of a number of leading gas carrier operators, assessments of the impact of the developing Russian and Nigerian LPG markets on shipping, a description of a typical day in the life of a gas carrier inspector, an examination of the series production of LPG carriers at Hyundai and Mitsubishi, a survey of gas carrier recycling and a review of the main conclusions from the recent CO2 Shipping conference organised by Riviera Maritime Media, publisher of LPG World Shipping and its sister publication LNG World Shipping, which is also edited by Mike Corkhill. **Source: rivieramm**



Iskes **TELSTAR**, **BRENT**, **SATURNUS** and **TRITON** seen shifting the **YEOMAN BONTRUP** in the port of Ijmuiden
Photo : Joop Marechal (c)

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OLDIE – FROM THE SHOEBOX



Above the **Koraki** seen here inbound in the Otago harbour on the 12/1/1975. The ship was owned by the Union Steam Ship Co of New Zealand , built in 1957 by A. Stephen & Sons Ltd., Linthouse, Glasgow. Sold in August 1975 , renamed **Maldive Ambassador** . Had a further renaming to **Northern Sun** before being sold to the Pakistan shipbreakers in August 1984.

Photo : Ross Walker (c)

.... PHOTO OF THE DAY



Above seen A BIRD'S EYE VIEW of the 2008 built SGP flag offshore tug/supply ship **PACIFIC VICTORY** drydocked at Palumbo Malta Shipyard Ltd Dock no 5 and the 1997 built DEU flag and owned ro/ro ship **OXL LOTUS** drydocked at Palumbo Malta Shipyard Ltd Dock no 4.

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