

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 223



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The HIBERNIA SEAWAYS (Ex Maersk Importer) seen swinging into River Mersey while leaving Cammell Laird Shiprepair Ltd, Birkenhead on Tuesday 3 August 2010.

Photo : Steve Clement (c)

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With reference to Newsclippings 221 please see above a photo of the cruise liner **NOORDAM** anchored off Mgarr Harbour, Gozo in the Comino Channel between Comino and Gozo on Monday 9th August 2010.

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

Wereldhavendagen- Al 99 Bruidsparen voor opening

Lee Towers is aangesteld als de kapitein van de huwelijksboot die op 3 september de Wereldhavendagen opent. Hij wordt voor deze ene gelegenheid omgedoopt in **Lee Trouwers**. Leen Huijzer, zoals Lee in het dagelijks leven heet, heeft zich grondig voorbereid op deze nieuwe functie. Hij is reeds 38 jaar getrouwd met zijn Laura, heeft vier kinderen en elf kleinkinderen. De ambassadeur van de Rotterdamse haven heeft zin in deze nieuwe rol: "In de acht jaar dat ik nu ambassadeur ben, heb ik nog nooit aan het stuurwiel gestaan. De bruidsparen hebben niets te vrezen want de beste stuurman staat aan wal."

Sinds 15 juli zoekt de organisatie van de Wereldhavendagen honderd prille bruidsparen die in bruidskleren gezamenlijk in een speciaal huwelijksbootje willen stappen om de Wereldhavendagen te openen. Hoe pril pril is mogen de stelletjes zelf uitmaken als ze maar geloven in hun huwelijk want het thema van de Wereldhavendagen is 'een bereikbare toekomst'. Inmiddels hebben 99 prille bruidsparen zich aangemeld om in het speciale huwelijksbootje van de Wereldhavendagen te stappen. Daaronder een echtpaar uit Duitsland en een stel van 76 jaar. Op de site www.wereldhavendagen.nl staat iedere werkdag een nieuw 'bruidspaar van de dag'. De organisatie is benieuwd welk paar zich als nummer honderd aanmeldt. Deze week kunnen nog prille bruidsparen zich opgeven. Bij 115 aangemelde bruidsparen sluit in ieder geval de inschrijving.

Wereldhavendagen

*Na de openingsceremonie biedt de organisatie van de Wereldhavendagen de bruidsparen aansluitend een verzorgde rondvaarttocht aan in 'de huwelijksboot' door de grootste haven van Europa. Bovendien krijgen de bruidsparen de gelegenheid om een 'remake' van hun trouwfoto te laten maken op een van de meest populaire Rotterdamse plekjes van huwelijksfotografen, het grasveldje pal naast Hotel New York aan de rand van de Rotterdamse haven en tevens op de plaats waar de 33ste editie van de Wereldhavendagen plaatsvindt op **3, 4 en 5 september**. De openingsceremonie begint vrijdagmiddag om 14.00 uur*



The **SALVIA ACE** seen moored in Bonaire – **Photo : Henk Ram (c)**

Full steam ahead for Singapore

The Republic must remain vigilant and innovative as markets change, says BJORN O TONSBORG

SINGAPORE has had tremendous success in establishing a strong and dynamic maritime cluster covering all commercial, financial, operational and service aspects related to the maritime industry. The maritime cluster is going from strength to strength as can be seen from the number of local and international companies being registered in and undertaking business using Singapore as a regional hub. The level of local and international participation in quality industry venues, exhibitions and seminars is underlining Singapore's success as a maritime hotspot.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 223

The bi-annual Sea Asia conference and exhibition has been elevated in importance as an industry 'happening' to the level of NorShipping in Oslo and Posedonia in Athens. Why has Singapore had success where others have failed or not succeeded to the same extent?



The **NATIONAL DAY** celebrations **August 9th** in Singapore seen from the **Marina Sands** swimming pool, 200 mtr above sea level, with a view of the Singapore river in the background – **Photo : Piet Sinke (c)**

There are a multitude of reasons for success - political stability, strong governance, sound strategies, ideal location, excellent infrastructure, good timing, great customer service and a well educated population are among the key enablers that have to be present to succeed. Singapore has all the tangibles needed to attract key industry players to its shores and has used the same to pro-actively build a strong and vibrant maritime cluster. Singapore became an independent nation in 1965 and has since gone from strength to strength.

The Republic's founding fathers had a vision. This vision was founded on sound and transparent principles and a hard working population. It is fascinating for a foreigner from northern Europe to learn about Singapore's amazing journey from a third world country to the 'first world'. Singapore understands that to have success you have to optimise your strategic advantages and focus on building and developing your strength.

Singapore's early leaders understood that the Republic's main asset is and will always be the human capital. The past and present success of the maritime industry in Singapore has, in addition to the human capital, been based on Singapore's premium location in the trade lanes between East and West.

The construction of the port of Singapore and the surrounding infrastructure was the first important milestone in becoming a maritime hub. The Singapore fairytale as a port got off the ground by Singapore becoming a hub for Southeast Asian exports to the Western markets. The evolution of the yard industry from ship scrapping to sophisticated offshore innovation and construction is another example of vision and strategy implementation. Singapore's dedication to competent development is key in retaining the present competitive advantage and to drive and implement the future road map for the maritime cluster. The Wilhelmsen Group is a foreign headquartered shipping and maritime service company with a global footprint. Asia is our main growth area for the coming decade and Singapore plays an important part in executing our Asian strategy.

We have had a growing footprint in Singapore for more than 40 years. Our local shipping and maritime service business is thriving in a challenging market. Singapore is the Asia-Pacific regional headquarters of our maritime service business. We have just invested in upgrading our office building and warehouse and have met with nothing but a

helping hand from all governmental agencies involved in building permits, licensing etc. The professionalism, attentiveness and service level we meet when addressing officials from the maritime industry is second to none. The business philosophy of these governmental agencies is based on attentiveness, professionalism, pro-activeness and last but not least customer service. Singapore's success as a maritime cluster is to a large extent due to the Maritime and Port Authority of Singapore's ability to listen to the industry, come forward with pro-active solutions and last but not least the ability to present attractive offers to the decision makers in the maritime industry.

The nail in the coffin, so to speak, for the success is the delivery of the promises through dialogue and follow-up with the maritime cluster. The work that is done in Singapore by the Singapore Shipping Association and the Singapore Maritime Foundation to promote the industry and to assist in competence development is critical to the future growth of the cluster in the Republic. We are, as an employer of over 200 staff in Singapore, very appreciative and impressed by the job credit scheme that was introduced at a cost of \$4.5 billion to help companies retain employees. Singapore has the political will and ability to act fast when domiciled industries are in need of a helping hand.

Singapore is, in our opinion, the ideal place to have a regional hub. The infrastructure, the competence, the taxation system, quality of housing, the schooling system, the command of the English language are key in retaining international companies and making it a regional hub. Are things then all 'rosy' for the future of the maritime cluster in Singapore? Shanghai has its 2020 vision. Shanghai will be a key competitor to Singapore. We live in dynamic times. Singapore cannot rest on its present success. The markets will change fast and unless Singapore stays alert, vigilant and innovative and enhances her offers through dialogue with industry, market share will get eroded. Singapore is today ahead in the race but if investment in human capital starts to slip, communication with the industry is downplayed and new and creative solutions are not being presented, then Singapore's dominant position as The Maritime Cluster in Asia will be challenged. **The writer is vice-president, Region Asia Pacific, Wilhelmsen Ships Service**

India Files Pollution Charge after Ship Collision



According to an August 9 report from The Times of India, state environment minister Suresh Shetty has instructed the Maharashtra Pollution Control Board to register an offence against the staff and owners of both the MV **Khalijia 3** and **MSC Chitra**, which collided off the Mumbai coast on the morning of August 8 and now pose an oil spill threat to the city. The **MSC Chitra** is tilting at an angle of 75 degrees in the sea and some 250 of its containers-which have hazardous chemicals-are floating off the Mumbai coast. **Source: The Times of India**



The **BALMORAL** seen at the river Tyne – Photo : Kevin Blair (c)

Capesize market on recovery mode

The dry bulk market, usually dormant in August, has returned on a high note this week, after last week's gains. Monday proved to be rather buoyant with the industry's main benchmark, the Baltic Dry Index (BDI) rising by a more than impressive 4.14 percent, or 84 points, to 2,114 points, mainly as a result of renewed capesize cargo demand. The relative Baltic Capesize Index (BCI) jumped by 13.26 percent, with average daily earnings now standing at \$21,298 a day, up from this year's lows of under \$10,000 a day, noted a few weeks ago. As a result, the capesize segment has once again returned to normal, standing above the panamax market. According to Jeffrey Landsberg, senior analyst with Commodore Research & Consultancy, spot Indian iron ore with a 63.5% iron content is now selling for approximately \$135/ton FOB, an increase of \$9 (7%) from just a few days ago. The rapid increase in price reflects the impact of the Kamataka iron ore ban, as well as moderate demand from China. In addition, four fixtures were reported Monday to load cargo from the US Gulf, a large amount for a single day of chartering activity. Two of the fixtures were specifically designated to export wheat to Europe. Going forward, European wheat importers are likely to purchase more wheat from the United States in order to compensate for the Russian wheat export ban which will begin on August 15", Landsberg said. In a separate analysis, the latest weekly report from Barry Rogliano Salles (BRS), said that capesize rates posted another double digit increase this week. "West Australia to China rose above US\$7.50, while Brazil-China was being done at index levels. In the paper market, 4Q 2010 put on around US\$800 Friday to Friday to reach US\$29,000/day. Overall owners were more upbeat at the end of the week and a 290 point jump in the BCI on Monday confirmed the new more positive outlook. With the time charter average finishing the week at US\$18,400, Cape earnings are finally back above the Supramaxes, though not yet above the Panamax" the broker said. Meanwhile, Commodore's report mentioned that dry bulk cargo demand increased moderately last week, with ore fixtures witnessing a significant increase. A larger amount of capesize vessels were chartered to haul iron ore from Australia and Brazil partially due to the ongoing export ban in Kamataka India. 23 iron ore fixtures were reported, an increase from only 13 iron ore fixtures reported during the previous week. 17 of last week's iron ore fixtures were for capesize vessels, an increase from 10 capesize ore fixtures reported during the previous week. The overall amount of iron ore fixtures increased dramatically, however, and with spot ore prices continuing to rise and Chinese iron ore port stockpiles down from a week ago, Chinese iron ore demand appears firm. Stockpiles of iron ore at Chinese ports are still at near record levels, though, and Chinese steel prices have not increased by a large enough amount yet to warrant great optimism.

Asian thermal coal demand remains strong but has cooled from more robust levels of demand seen earlier this summer. Grain demand remains firm but fixtures loading grain from South America have declined noticeably from a

week ago. Russian wheat exports will likely be banned in the upcoming weeks. American wheat exports from the US Gulf already appear to be on the rise. Market sentiment remains relatively firm evident by the moderate amount of period deals continuing to be conducted in the market. Most of the period deals have been completed for periods between three to six months” Commodore said.

Commenting, on the state of the iron ore market after Kamataka’s ban, it said that Chinese iron ore buyers have already started to purchase a larger amount of Brazilian and Australian iron ore which is lending support to capesize freight rates. Indian iron ore is normally exported with panamax and supramax vessels (due to draft limitations that restrict capesize vessels from loading at many Indian ports). A prolonged export ban will likely reduce the amount of panamax and supramax vessels that are chartered to haul ore from India, and will likely lead to an increase in Capes chartered to haul ore from Australia and Brazil. If more ore is exported from Brazil, which is likely if the ban remains intact, capesize freight rates would receive additional support due to the longhaul nature of Brazil-China seaborne trade. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



Seatrade's **HAWK BAY** seen departing from Rotterdam – **Photo : Marijn van Hoorn (c)**

An advertisement for T&T BISSO RESPONSE. It features a large container ship at sea, with several smaller tugboats nearby. On the left is a circular logo with the text 'T&T BISSO RESPONSE' and a list of services: 'EMERGENCY RESPONSE - OPA99 - SALVAGE - DIVING - CASUALTY MANAGEMENT - POLLUTION RESPONSE - FIREFIGHTING - RESCUE TOWING - LIGHTERING'. At the bottom, it says '24 HOUR WORLDWIDE RESPONSE'. On the right, contact information is provided: 'WWW.TTBISSO.COM', 'INFO@TTBISSO.COM', 'HOUSTON: + 1 713 534 0700', and 'SINGAPORE: + 65 6591 5288'.

Cruise ship cocaine smuggler jailed for £ 1.7m stash

A man has been jailed for his part in a plot to smuggle cocaine with an estimated street value of £ 1.7m into the UK on board a luxury cruise ship. Claudie Anglin, of The Doweries, Rubery, Birmingham, was sentenced to 10 and a half years after admitting smuggling 20kg (44lbs) of cocaine.

Southampton Crown Court heard Anglin, 28, was arrested waiting for four drug mules at Southampton cruise terminal.

They had collected the drugs from St Lucia while posing as tourists. Officials uncovered cocaine strapped to their bodies when they returned to Southampton on board the **Arcadia** cruise liner. Anglin was arrested as he waited for them in the car park outside the Hampshire port. The four couriers were also jailed for their part in the smuggling plot when they appeared before the same court in January 2009. **Source : BBC**



The **HELLESPONT PROMISE** seen moored in Rotterdam-Europoort - **Photo : Piet Sinke ©**

Pirates abandon sugar ship near Somalia

Pirates abandoned a sugar cargo ship in the Gulf of Aden, leaving two crew members injured, the European Union's anti-piracy task force said. The injured were members of the crew of 22 Syrians and two Egyptians of the 18,838-ton **Syria Star** that was boarded off the coast of Somalia.

Pirates held the boat for two days before escaping on the ship's life boats, a statement from the European Union Naval Force Somalia -- Operation Atalanta. The ship's captain radioed for help after the pirates had left and EU NAVFOR frigate the **FGS Schleswig-Holstein**, of the German navy, was in the vicinity and sent a helicopter with a medical team on-board to assist the vessel.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 223

The injuries were said to be non-life-threatening. "It is always good to hear a hijacked ship is free and now EU NAVFOR will give the injured crew members the medical assistance they require," EU NAVFOR Force commander Swedish Rear Adm. Jan Thornqvist said. Pirates are holding at least 16 ships and hundreds of crew members, including a British couple seized from their yacht last October.



Photo : German Navy ©

The task force's main work is to escort merchant vessels carrying humanitarian aid of the World Food Program and vessels of African Union Mission in Somalia. It also protects vulnerable vessels in the Gulf of Aden and Indian Ocean against piracy and monitors fishing activity off the coast of Somalia.

Earlier this month an EU NAVFOR ship stopped an attack on the Norwegian chemical tanker **Bow Saga** after the captain sent a distress call that it was under attack in the middle of the Gulf of Aden. The Spanish frigate **Victoria**, which had its helicopters patrolling at the time, was at the ship within 10 minutes, EU NAVFOR said in a statement.

Warning shots were fired first from the helicopter and the **Victoria**, which captured the seven fleeing pirates in their skiff, along with a cache of weapons. EU NAVFOR said the **Bow Saga** captain used "best practice techniques," including turning water cannon on the pirates as they tried to board the ship. The pirates shot out windows on the ship's bridge but no one was injured in the attack.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 223

However, the pirates were returned to Somalia rather than held to face prosecution, a brief statement from EU NAVFOR said. "Due to the legal framework and time lines encompassing piracy and criminal activity at sea, the prosecution of the seven individuals in this specific case could not be initiated with confidence," the statement said.



The continuing problem of piracy off the northeast coast of Africa prompted the Chinese navy to agree last January to join the U.S.- and E.U.-led anti-piracy efforts. "China has reached agreement with all other navies, including the EU, to conduct protection of individual ships," an unidentified Chinese defense ministry official told the state-run China Daily newspaper.

Photo : German Navy ©

China's three naval ships deployed in and around the Gulf of Aden had previously protected only Chinese vessels, although had responded to distress calls from other ships. He said China would take its turn in the rotating chairmanship of the group known as Shared Awareness and Deconfliction.

In May representatives from 23 SHADE member countries, including China, the United States, Turkey and Russia, met in Bahrain to map out strategies. **Source : upi.com**



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NAVY NEWS

Iran Unveils New Submarines and Makes More Persian Gulf Warnings



A photo released by the Iranian Defense Ministry claims to show new Ghadir submarines in the Persian Gulf port of Bandar Abbas on Sunday, Aug. 8, 2010. (AP Photo/Iranian Defense Ministry)

Iran announced the addition of four new submarines to its fleet Sunday, saying the Iranian-manufactured vessels to be deployed in the Persian Gulf have sonar-evading technology and can launch torpedoes and missiles simultaneously.

The announcement comes amid continuing warnings by senior Iranian officials about retaliatory actions in the Gulf in response to

any military strike by the U.S. or Israel aimed at Iran's nuclear facilities.

In the latest warning, the commander of the Islamic Revolution Guards Corps (IRGC), Brig. Gen. Yadollah Javani, said Saturday Iran's enemies have never dared to attack because of the vulnerability of the waterway. "If anything happens in the Persian Gulf and the Strait of Hormuz is closed, the possibility of using this route will be lost for decades, and this will be a great tragedy for the global economy," he told the IRNA news agency.

Up to 40 percent of world's oil supply moves through the Gulf and its narrow Strait of Hormuz for markets in the West and Far East. The four new submarines take to 11 the number of **Ghadir-class** submarines in Iran's navy, according to Iranian reports. First introduced in 2007, the small, 120-ton vessels are named for a location in the Arabian

Peninsula important to Shi'as. Iran says the light subs are indigenous, although a Congressional Research Service report last year said Iran had possibly bought subs assembled or in kit form from North Korea. According to Globalsecurity.org, Iran's Ghadir is "extremely similar" to North Korea's Yugo-class sub. North Korea and Iran are also known to have collaborated closely in other military areas, including missile development.

Apart from the Ghadirs, Iran has another domestic submarine known as the Nahang ("Whale"), and bought three Russian-built Kilo diesel-electric subs in the 1990s. At a ceremony launching the four new Ghadirs, Defense Minister Ahmad Vahidi said they would help with the rapid transfer of special forces, in detecting enemy vessels and identifying targets.

The stealth submarine was capable of launching torpedoes and precision targeting, he said. "With the mass production of this submarine alongside various guided-missile launchers the country's defensive production chain is complete."

The U.S. and other foreign navies operate in the Persian Gulf. Based in Bahrain, the U.S. Fifth Fleet is responsible for the Gulf as well as the Red Sea, Gulf of Aden and parts of the Indian Ocean including the East African coastline. Vahidi has frequently called for only countries adjacent to the Persian Gulf to be responsible for its security, and raised the subject again during a visit to Oman last week. Apart from Iran and Oman, the littoral states are Iraq, Kuwait, Saudi Arabia, Bahrain, Qatar and the United Arab Emirates.

KOREAN DD 978 WANG GEON ARRIVES IN SOUTH AFRICA



The South Korean destroyer **DD 978 WANG GEON** arrived in Simonstown and will stay there for about 2 weeks,

On the left seen the harbor pilot **Capt. G.Knox** boarding the destroyer upon arrival, as can be seen at the photo the pilot negotiated the transfer from Pilot vessel to the S. Korean ship with ease.

Photo's : Bob Johnston ©

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The **RPA 15** seen during her life extension refit at the **DE HAAS shipyard** in Maassluis

Photo : Jan Oosterboer ©

Daewoo Shipbuilding raided on suspicions of creating a slush fund

South Korean prosecutors on Tuesday raided the office of a local company that provides ship parts to Daewoo Shipbuilding & Marine Engineering Co. on suspicions of creating a slush fund. A special team of investigators stormed the office in Geoje Island near the southern city of Busan earlier in the day and seized computer files, documents and account books, the Seoul Central Prosecutors' Office said. Prosecutors declined to identify the company, only saying that it provides ship parts to DSME, South Korea's second-largest shipyard.

Prosecutors said they were tipped off that the company pocketed tens of billions of won between 2004 and 2008 in the process of making construction project deals with the DSME. The central investigation department of the office will also look into allegations that Daewoo Shipbuilding Chief Executive Nam Sang-tae used part of the secret fund in lobbying for his re-election bid for chief of the company, officials said. **Source: tradingmarkets**

FIRST SHIP DRYDOCKS AT FAYARD



Monday was a very special day for Fayard - the former Fredericia Shipyard - as the shipyard had its very first docking at the new plant at Lindø. Fayard has taken over several former building dock at the A. P. Møller-Mærsk owned shipyard giving fayard more capacity and capability of docking even biller shipyard than before. First ship in the dock nummer no 2 was the Stena owned ro/ro **Stena Forerunner**, which normally trades under long-term timecharter for Transfennica in a service between Finland and Travemünde in Germany. The arrived for several repairs of its sterntube sealings, thruster repair, and some minor paint jobs in a five days job before re-entering the timecharter. Fayard is now capable of docking ship up to 303 metres in length and up 45 metres in breadth with no weight limits. The yard has invested in new hydroblasting facilities, and built slop connections on dockside giving the possibility of discharging cargotankslop and engineroom slop while lying dry in dock. The slop goes to a treatment plant on the facility. The new Fayard plant is situated only 18 nautical miles from the Route Tango, the transit lane from the Baltic to North Sea.

Source : Bent Mikkelsen

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Pertamina Orders Six Oil Tankers

According to an August 9 report from The Jakarta Post, state oil and gas firm PT Pertamina has placed orders for six tankers for about \$102m to support its fuel distribution across the archipelago. The domestic manufacturers who won the tender were PT PAL Indonesia, PT Dok dan Perkapalan Surabaya (DPS), PT Daya Radar Utama (DRU) and PT Dumas Tanjung Perak Shipyard. Source: The Jakarta Post

Mumbai port reopens after ships collision

India's busiest port reopened after the collision of two cargo ships off Mumbai at the weekend. Around 250 containers were flung over board from one of the vessels while the other caused an oil slick which spread more than 2 nautical miles from the ship. The incident blocked the port, stranding incoming tankers due to the shut down.



The authorities have worked round the clock to clear the harbour of the submerged cargo while teams are still trying to contain the oil spill which is spreading due to windy conditions. The crews from both ships were taken off to safety and an inquiry launched into the cause of the accident. **Source: euronews.net**

Bid for troubled ferry operator arrives too late

The financial holding company of the Italian state, Fintecna, has announced it has decided against the privatisation of ferry operator Tirrenia. The decision follows the failure of the only declared bidder for the group, Mediterranea Holding di Navigazione, to meet the deadline by which a contract had to be signed.

Tirrenia, which has been in the red for a number of years, employs 3,500 staff and operates ferry services between major Italian ports as well as to Sicily, Sardinia, Tunisia, Albania and Croatia. Its fleet includes several freighter vessels. Mediterranea Holding, which made an offer of E25 million (US\$33m) for Tirrenia, as well as taking on its debts estimated at E520 million, had asked for more time to negotiate with its banks but Fintecna turned down the request. **Source : ifw-net**

Saudi Arabia's fund and Singapore's port authority to sign port deal

Saudi Arabia's state-run Public Investment Fund and Singapore's port authority are expected to conclude, within one week, an agreement to expand King Abdul Aziz Port in Dammam in the east of the kingdom, pan-Arab Asharq Al Awsat daily reported Saturday, citing a senior Saudi official. The project aims to more than double the port's capacity and involves building a container terminal that will be operated by a company that will be set up for this purpose, Naeem Al Naeem, general manager of King Abdul Aziz Port, told the paper.

The project, the largest Saudi port expansion so far, will boost the port's annual capacity to 3.5 million containers from the current 1.5 million containers at a total cost of about two billion Saudi riyals (Dh1.9 billion), the daily reports, adding that the project would be completed within three years. Dammam's King Abdul Aziz Sea Port is the largest on the Arabian Gulf. Its import-export traffic in the country is second only to Jeddah's port.

Like Jeddah, it boasts a fully equipped repair yard. In 1984, King Fahd opened the King Fahd Ship Repair Complex, with an area of 135,000 square metres and two docks for ship repair and maintenance. The Port also has an advanced centre for training Saudi staff in repairing ships. It has a tower 95 metres high as well as special stations for handling bulk cereals, containers and cold or frozen foods.

The port is the main gateway through which cargoes from all over the world enter the Eastern and Central Provinces of the Kingdom. It is strategically placed to service the requirements of the oil industry, the development of the capital Riyadh and the major provincial cities in the Eastern and Central Provinces. **Source:** www.dowjones.com

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The **OCEAN SPIRIT** seen assisted by the **SMIT EBRO** in Rotterdam-Europoort – **Photo : Piet Sinke (c)**

Jan De Nul once again lowest bidder in Panama

Jan De Nul has confirmed that it is the lowest bidder for one of the last large tenders for widening and deepening the Panama Canal. The company is already active in Panama and is working on the construction of the new locks on the Panama Canal, one of the most prestigious infrastructure works in the world.

The new project, which will take approximately two years to complete, will connect the Panama Canal with the new locks on the Pacific side. It includes excavating 4 million m³ of rock. Jan De Nul is expected to be awarded the project in the coming weeks. The project is worth US\$54.5 million dollars. **Source : Dredging News Online**

Noble places order for second Globetrotter drillship

Zug, Switzerland, headquartered Noble Corporation says that a subsidiary has signed contracts for the construction of a new, dynamically positioned ultra-deepwater Globetrotter-class drillship with South Korea's **STX Heavy Industries Co.** and Netherlands -based design and construction firm **Huisman Equipment B.V.**

The **Noble Globetrotter II drillship** is the second unit to be constructed for the company in a two phase process that will see the hull built at STX's Dalian, China, facility with the unit then being delivered to the Netherlands where **Huisman** will oversee the installation and commissioning of the topside equipment.



As previously reported, operations are expected to commence on this second unit in the second half of 2013 and on the first Noble Globetrotter in late 2011. The delivered cost of Noble Globetrotter II, excluding capitalized interest, is estimated at \$550 million. Both Globetrotter units are contracted to work for Shell under 10-year terms as previously announced in conjunction with Noble's acquisition of FDR Holdings Limited. The contract dayrates during the first five years are **\$410,000** per day plus a 15 percent performance bonus potential. During the

second five years, the dayrates will be based on a market index, repriced every six months, and the units will also be eligible for a 15 percent performance bonus.

"We are excited to announce the continuation of our newbuild program with the addition of this second new ultra-deepwater Globetrotter-class rig," said David W. Williams, Chairman, President and Chief Executive Officer of Noble. "Having secured contracts for both of our Noble Globetrotter drillships, these units further our goals of presenting our

shareholders with superior returns while at the same time offering an uncompromising product to our customers and moving the Noble fleet towards more advanced technology," added Williams.

The **Noble Globetrotter II** will measure 620 feet long and 105 feet wide and will utilize Huisman's multi-purpose tower design, capable of conducting both drilling and pipe assembly operations contemporaneously. The drillship will be capable of drilling to a vertical depth of 40,000 feet and will feature DP-3 station-keeping ability, 18,000 tons of variable deck load, and quarters for 180 personnel.



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Newcastle port capacity to jump 25pc, says NCIG

CAPACITY at Newcastle port, the world's largest coal-export port, will increase by 25 per cent to 180 million tons a year by 2013. The forecast on capacity was unveiled by the group leading the upgrade of terminal facilities at the Australian port. Construction will begin immediately on the second stage of a third export terminal at the port in NSW, the Newcastle Coal Infrastructure Group said. That would allow for an expansion to 180m tons for the entire port, which currently handles 143m tons per year. Infrastructure bottlenecks are a major issue for Australian mining companies, particularly in Newcastle's Hunter region and the Bowen Basin in Queensland.

The second stage will boost capacity at the terminal to 53m tons a year, NCIG said. About 30m tons a year now pass through the first stage of NCIG's terminal, which opened in May. The Carrington and Kooragang terminals operated by Port Waratah Coal Services handle 113m tons per annum, and there are plans to increase capacity to 123.6m tons in 2012 following a \$670 million expansion plan announced in February. Michael Egan, NCIG's chairman, said that spending on upgrading the coal infrastructure in the area had helped the Newcastle region cope with the global downturn. "I've no doubt that one of the reasons this region weathered the effects of the global financial crisis so well is because of this massive infrastructure effort, and that flow-on effect is set to continue for the next two to three years," he said. NCIG said financing for the \$900m NCIG construction project had now been agreed to, with the project set to employ 600 people over the next two years. NCIG is a consortium of miners including BHP Billiton, Peabody Energy, Centennial Coal, Whitehaven Coal, Yanzhou Coal Mining subsidiary Yancoal and Noble Group subsidiary Donaldson Coal. **Source: Dow Jones**

Dockworkers blockade Israeli ships around the world

On June 20, ILWU Local 10 dockworkers in Oakland, Calif., refused to unload an Israeli Zim Lines ship for 24 hours. Their protest was supported by more than 800 rallying local activists, the San Francisco Labor Council and the

Alameda County Labor Council (the equivalent of local branches of the AFL-CIO). Workers around the world have been joining the call to blockade Israeli ships from being unloaded, in essence creating their own blockade to protest the blockade of food and humanitarian supplies Israel has placed on Palestinians in the Gaza strip. On June 7, by the Palestinian General Federation of Trade Unions (PGFTU), the General Union of Palestinian Workers (GUPW), the Federation of Independent Trade Unions (IFU), and several other organizations produced a call for dockworkers to refuse to unload Israeli ships.

Their statement, released after the flotilla massacre that killed nine people earlier this year, said: Gaza today has become the test of our universal morality and our common humanity. During the South African anti-apartheid struggle, the world was inspired by the brave and principled actions of dockworkers unions who refused to handle South African cargo, contributing significantly to the ultimate fall of apartheid. Today, we call on you, dockworkers unions of the world, to do the same against Israel's occupation and apartheid. Recognizing how similar longshoreman boycotts had helped bring down the apartheid, the Congress of South African Trade Unions called for a boycott of unloading all Israeli ships. The Western Australian members of the Australian Maritime Union have also responded to the boycott, refusing to unload Israeli cargo, as have the Turkish dockworkers union Liman-Is. There have been additional reports of solidarity by individuals unions. The Swedish Dockworkers Union and the unionized Longshoreman in the Port of Cochin, India, have also refused to unload Israeli ships. (See Greg Dropkin's in-depth piece on this uprising of dock workers). The Israeli assault on the Gaza flotilla has been condemned by the International Longshoreman Union (ILWU) and the global labor movement, including the rival dockworker global union federations—the International Dockworkers Council (IDC), the International Transport Workers Federation (ITF). However, neither the U.S.-based ILWU or either of the two rival international confederations responded to the Palestinian call to refuse to unload Israeli ship. In other words, The responses to the Palestinian call for a boycott came not from big unions or confederations, but from the workers themselves. The ILWU has a slogan of "An Injury to One is An Injury to All." By threatening to not unload ships, dockworkers have long been able to bring to a halt the commerce of nations involved in human rights abuses. In 1933, after the invasion of China by the Japanese and the Rape of Nanking, in which Japanese systematically raped 80,000 women, dockworkers on the West Coast refused to unload Japanese ships. Likewise when the stories of the holocaust began to become public knowledge in the 1930s, dockworkers would refuse to unload German ships in protest. In the 1980s, dockworkers around the world would refuse to unload South African ships in a sign of solidarity. On May 1, 2008, members of the Longshoremen Union in the United States refused to unload any ship in protest of the Iraq war and the atrocities being committed against Iraqi workers.

Dockworkers blockades stems from this tradition, but also from the involvement in helping facilitate the Gaza flotilla. The Swedish Dockworkers union, in conjunction with a Greek union, helped purchase the flotilla vessel the "Sofia." Longshoremen union members provided key logistical support for several of the flotilla's activities (In These Times covered this story back in June). The lesson is that solidarity, even with something as obscure to most worker's daily lives such as Gaza Flotilla, is not something that union organizers or big international union confederation need to create a sense of in workers. Most of these solidarity activities weren't coordinated by big international union confederation, but by individual unions and workers themselves. Solidarity is something most workers feel natural. As corporations become more global, more and more workers across the globe are working together to take multinational corporations or international regimes. (as the example of foreign bank workers helping U.S. workers organize shows). Solidarity is labor's strongest weapon, important not just on the local picket line, but on the global picket line as labor takes on multinational corporations and repressive regimes. **Source: news.infoshop.org**



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Contract awarded for projects in Nova Scotia

Chronicle Herald reports that a Halifax company has won a contract worth nearly C\$1 million to inspect federal government dredging and breakwater construction and wharf repair projects in Nova Scotia. Project Consultants Ltd was the lowest bidder on a two-year standing offer capped at C\$982,370. Federal government stimulus spending has made for a lot of marine construction work in the past year. **Source : Dredging News Online**



The **INDIA** seen in Rotterdam-Europoort – **Photo : Piet Sinke (c)**

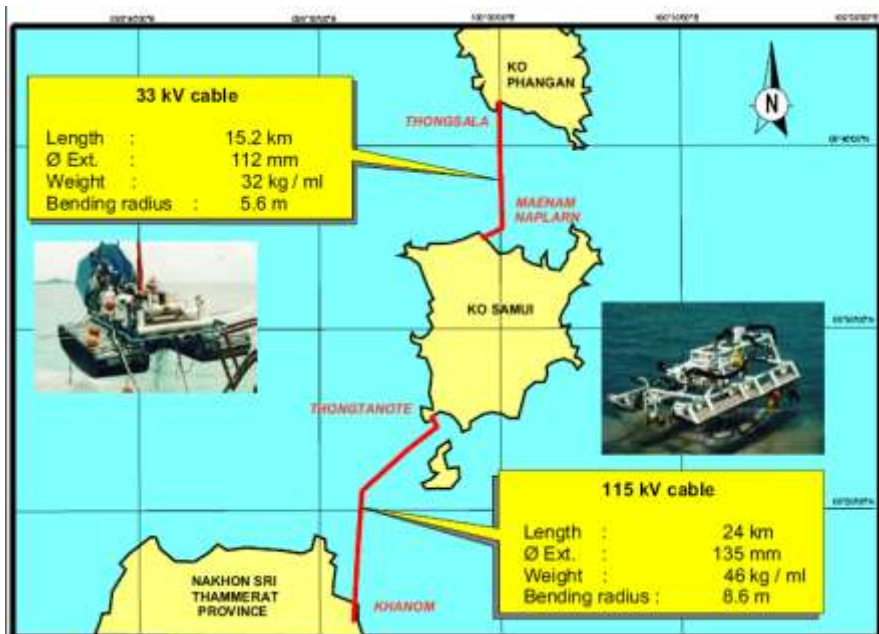
Greek container ship owner Danaos to raise \$200m to build ships

Greek container ship owner Danaos Corp. is raising \$200 million in a private placement of common stock to complete to build 18 new container ships. Athens, Greece-based Danaos is issuing about 54.05 million shares of common stock priced at \$3.70 each, which reflects a 5.9% discount to the 30-day volume weighted average price of \$3.93. Danaos Chief Executive Officer Dr. John Coustas, through his family trust, and members of his family, are investing \$100 million. Other investors include a private company affiliated with George Economou, the CEO of DryShips Inc., and members of Danaos executive management. Following the offering, Economou will own a 10.6% stake in Danaos and have a seat on the board. Danaos also said it has received written commitments from 14 banks to a previously announced restructuring of its credit facility and new financing of \$426 million. Danaos said it currently has total debt of about \$3 billion, which is being rescheduled. **Source: pipes.dealflowmedia**

OLDIE – FROM THE SHOEBOX



The **SMT SUMATERA** seen during cable laying works near Ko Samui (Thailand) where the installation barge **IBIS** installed a 24 km long 135 mm dia 115 Kva powercable between the main land and the tourist resort island in 1996, for the client **LDTRAVOCEAN**



The project was started by **Capt Piet Sinke** and completed by **Capt Peter Jansen** onboard the lay barge **IBIS**
Photo's : Piet Sinke (c)

.... PHOTO OF THE DAY



The (bow) towing winch onboard the 95 ton BP **SMIT PANTHER** which is operating in Rotterdam-Europoort
Photo : Piet Sinke (c)

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