

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 226



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**Dockwise EXPLORER seen outward from Rotterdam**  
**Photo : Henk van der Heijden (c)**

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## **EVENTS, INCIDENTS & OPERATIONS**

### **Replacement for death ferry unseaworthy, engineer says**

A marine engineer said Tuesday that a replacement vessel for a ferry that sank off the Pacific island state of Tonga a year ago, killing 74 people, was not seaworthy and should be confined to port.



Mosese Fakatou, who was a witness at an inquiry into the **Princess Ashika** ferry disaster on August 5 last year, told Radio New Zealand from the Tongan capital Nukualofa that the replacement ship, the **Ajang Subuh**, was damaged after running aground twice.

This was denied in a statement from New Zealand's Ministry of Foreign Affairs and Trade (MFAT), which is jointly paying for a 12-month charter of the boat with the Australian government. It said the **Ajang Subuh** had experienced "minor

mechanical problems that saw it out of service for a short period" in June, but complied with international maritime safety standards. Fakatou, a former Tonga government marine engineer, told Radio New Zealand he had not inspected the Ajang Subuh himself but had been told by the crew that its propeller was twisted, causing it to shake as it travelled and limiting its speed.

He said he believed it was unseaworthy and not safe to operate between Tonga's islands. But MFAT insisted, "The vessel did not run aground and suffered no propeller damage. Repairs were completed and inspected, according to law, and the vessel continues to provide a safe and reliable shipping service for the people of Tonga."

It said the **Ajang Subuh**, which was built in 2008, had been independently surveyed and certified in Malaysia by internationally recognised surveyors London Off-shore Consultants, which found it seaworthy. Fakatou dismissed the MFAT statement as "utterly rubbish." A memorial for the 74 victims of the **Princess Ashika** disaster was unveiled on Sunday by Tonga's Crown Prince Tupouto'a Lavaka. Fifty-four people survived the tragedy and most of the victims were women and children. Trials of three men charged with manslaughter are scheduled to start in Nukualofa next month. **Source : Earthtimes**



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## Blue Marlin brengt platform voor onderhoud



Het 'semi submersible' (gedeeltelijk afzinkbare) schip de 'Blue Marlin' is maanden geleden uit het Verre Oosten vertrokken met een bijzonder grote vracht en is eindelijk op Curaçao gearriveerd.

Foto : Kees Bustraan ©

Het schip heeft een nieuw boorplatform vervoerd, dat er volgens planning komende zondag in Caracasbaai afgehaald zal worden. CPA- en KTK-counterpart Marcelino 'Chonky' de Lannoy laat weten dat het lossen van het platform een ingewikkeld proces is dat uren in beslag zal nemen. Of het lossen op de geplande dag doorgaat is afhankelijk van de weersomstandigheden. De Caracasbaai heeft voldoende diepgang, zodat de 'Blue Marlin' onder water kan zakken, waarop

het boorplatform met vier KTK-sleepboten weggetrokken kan worden. De Lannoy laat weten dat Curaçao behoorlijk heeft moeten lobbyen om de opdracht binnen te slepen. "We hebben in juni een beurs in Athene bijgewoond, waarbij contacten werden gelegd met de rederij Dockwise. Op dat moment was de 'Blue Marlin' al een poos onderweg met het nieuwe platform en zocht het bedrijf een geschikte locatie om de vracht te lossen. Er waren meerdere landen die voor de klus opteerden, onder andere Trinidad en Tobago en Barbados. Uiteindelijk is er toch voor ons eiland gekozen", aldus De Lannoy. Het nieuwe platform, genaamd de 'Noble Jim Day', zal naar Boca Sami gesleept worden waar het ongeveer vier weken aangemeerd zal blijven. De 'Noble Jim Day' zal vervolgens in de Golf van Mexico worden afgeleverd.





Foto : Els Kroon ©

In de periode dat het platform hier aangemeerd ligt zal het lokale bedrijf **Miami Divers International NV** de benodigde onderwater-onderhoudswerkzaamheden verrichten. Tijdens deze werkzaamheden zal het platform met extra onderwater-aanstuwmotoren worden uitgerust. De Lannoy laat weten dat de opdracht aan Curaçao werd gegund omdat er lokaal verschillende bedrijven voorhanden zijn, die gespecialiseerd zijn in het uitvoeren van specialistische onderwateroperaties. "Men moet ook bedenken dat hier speciaal gecertificeerde duikers voor moeten worden ingeschakeld, die bijvoorbeeld ook laswerkzaamheden moeten kunnen uitvoeren", aldus De Lannoy. De '**Blue Marlin**' en haar zusterschip de '**Black Marlin**' zijn gedeeltelijk afzinkbare schepen, die bestemd zijn om zware vrachten zoals boorplatformen en zelfs andere schepen op te heffen en te vervoeren. Een boorplatform kan tot 30.000 ton wegen. De schepen hebben een zwaartepunt van ongeveer 30 meter boven het transportdek. De Marlins zijn ieder met 38 cabines uitgerust en bieden accommodatie aan 60 man. De bemanning kan aan boord gebruikmaken van een fitnessruimte, sauna en zwembad. Het Nederlandse bedrijf Dockwise Shipping heeft de schepen in 2001 gekocht. De Amerikaanse marine heeft vervolgens de '**Blue Marlin**' ingehuurd om de **USS Cole** terug naar Amerika te transporteren voor reparatie, nadat een zelfmoordaanslag het schip in Yemen had beschadigd. Tegen het einde van 2003 werden technische werkzaamheden aan de '**Blue Marlin**' uitgevoerd ter verbetering van de mogelijkheid om te manoeuvreren. Na de aanpassingen heeft het schip zelfs een 60.000 ton wegend boorplatform kunnen vervoeren. Toen het schip tijdens een elf dagen durende trip in 2005 een gasraffinerij vervoerde, werd het zowel door Discovery Channel als History Channel gefilmd. **Bron : Amigoe**



The **Han Mu 318** seen in Yinkou - China – Photo : Tim Nijk ©

## Canadians board Tamil asylum boat

The bloody end to Sri Lanka's civil war drew widespread criticism Canadian officials have boarded a cargo ship thought to be carrying about 500 Tamil migrants from Sri Lanka. The authorities intercepted the **MV Sun Sea** off British Columbia. They say the migrants will now be vetted amid fears that some are Tamil Tiger rebels - banned by Canada as a terrorist group.

The ship reportedly crossed the Pacific after Australia turned it away. The Tamil Tigers were routed last year by the government, which has been widely accused of rights abuses. Sri Lanka's high commissioner to Canada, Chitranganee Wagiswara, has urged Canada to refuse their asylum claims.

He says the ship is part of a people-trafficking operation linked to the Tamil Tigers. Canadian Public Safety Minister Vic Toews said the vessel had declared it had 490 refugees on board, but he said some were "suspected human smugglers and terrorists".

Several Canadian vessels have been guiding the **Sun Sea** towards Vancouver Island, where tents have been set up and the migrants will be processed. Officials said those on board were being offered food and water. Toronto-based immigration lawyer Lorne Waldman told the Canadian Broadcasting Corporation (CBC) that the country had "no choice" but to take the people in.

"Once they're here, we can determine what we'll ultimately do with them," he said. Last October, a ship carrying 76 Sri Lankan migrants was intercepted in Canadian waters after crossing the Pacific. All of the men were immediately detained in jails around the Vancouver area, but all apart from one were released shortly afterwards.

Some of those on board said they paid thousands of dollars for a berth. The Tamil Tigers were defeated by the Sri Lankan army last year after more than two decades of conflict. The rebels became notorious for their use of child soldiers, suicide bombers and human shields. But government forces were criticised for the bloody putsch that ended the war, in which many Tamils were killed and tens of thousands were rounded up into camps. **Source : BBC News**

## Zomerlunch Marine Club Rotterdam (MCR)



Donderdag 12 augustus bij Schielandshuis in "Brasserie De Papeguay", Voorzitter **Theo Schut** overhandigt aan **Jacques Börger** van het Historisch Museum een cadeau na een prachtige toelichting van de historie van het **Schielandshuis**.

**Foto: Daniëlla Vermeer ©**

## Sail Away Party

De **Eendracht** zet zich speciaal in voor jongeren, maar iedereen kan mee! Wie vaart met de **Eendracht** ontdekt meer dan zeezeilen. De kracht van teambuilding, ongekend grenzen verleggen en samen de spirit op zee beleven. De Eendracht brengt jong en oud verder.

Met **Sail Amsterdam 2010** kiest de Eendracht samen met haar sponsors ervoor om ook jongeren kennis te laten maken met het zeilschip. Jongeren tussen de 18 en 26 jaar kunnen gratis deelnemen aan de **Sail Out Parade** op maandag 23 augustus. Met de **Sail Away Party** willen wij laagdrempelig jongeren laten zien hoe het leven op een zeezeilschip eraan toe gaat, aldus de zegsvrouwe. "We willen jongeren enthousiast maken voor het zeezeilen om uiteindelijk te kiezen voor een maritiem beroep. De havens zitten te springen om jonge, enthousiaste mensen die de internationale zeehavens komen versterken." Hiernaast vaart de **Eendracht** ook met speciale groepen zoals Kika, Bartimeus en CVD Jongeren. Het zijn allemaal projecten om mensen te laten genieten van de zee en ze tevens verder te brengen. De sponsors die deze projecten mogelijk maken zijn gedurende **Sail Amsterdam** aan boord om zelf te genieten van het evenement.

### Wil jij deelnemen aan de Sail Away Party?

**Sms: Ik wil mee omdat ..... + je naam naar 2400 (gratis sms dienst)**

Voor meer informatie of aanvragen om mee varen neemt u contact op met:

**Maureen Overdevest**

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The Boskalis Cutterdredger **Phoenix 1** at work in the Port of Fremantle (Australia). Soon she will be joined by the **TSHD Gateway**.

**Photo: Jan Gossen Roos ©**

## Worry as the skills base depletes

There is a growing concern about the depletion of the maritime skills base, and it is going global. In Europe, Sir Robert Coleman is heading a committee of inquiry into what must be done to persuade more Europeans to choose a sea career, with reports of shortages appearing from around the Community. Ideas, policies, proposals – all are being welcomed as there is a growing realisation that Europe is running out of home-grown talent. Curiously, it is the shortage of people with the right "sea-skills" in shore side jobs that is causing even more concern than the lack of trained seafarers, and this too, is becoming universal. In Australia, for instance, there is a desperate concern at the shortage of candidates for port and Barrier Reef pilotage, just at a time when expansion of the latter and demand for the former is an issue. From Singapore to Glasgow there is a shortage of ship managers, superintendents and



surveyors. Classification societies, which used to recruit their surveyors mainly from sea and shipyard trained officers, are now recruiting straight from university and attempting to “telescope” the years of shipboard experience through intensive training. “We are all fishing from the same pool” the chairman of an Asian society complained recently.

And much of these shortages in the infrastructure can be traced back to the difficulty of attracting talent to the sea career. People are reluctant to join where there are other alternatives. There is a problem of retention, and a growing realisation that the sea life which was sufficient to attract and retain young people to the sea a generation ago is not sufficiently attractive today. Ironically, the pay and conditions of seafarers today has arguably never been more attractive, but the “lifestyle” still fails to attract the quality people the industry badly needs. Seafaring and ship operation perhaps need something of a “makeover” if they are not to remain in a state of manpower crisis, with the BIMCO-ISF manpower survey now under way unlikely to produce much in the way of good news.

Already, there are a reasonable number of hints about what perhaps needs to be looked at. There is real and growing concern about the issue of criminalisation of people in responsible positions afloat and ashore in the event of accidents, incidents and ship-shore misunderstandings. There is a palpable impatience with the disrespect shown to seafarers by shoreside officials, who need to be told to modify their often authoritative (stronger words are usually employed!) attitude, when they board ships in port. There is discontent about the casual nature of too much shipboard employment, which is increasingly failing to match up to the aspirations of the modern seafarer, and the social life aboard ship. Multi-lingual and multicultural crewing is increasingly viewed with disfavour. The endless and increasing bureaucracy, excessive regulation and burdensome oversight are often mentioned by disenchanted officers who came to sea to undertake tasks other than filling in forms demanded by officialdom everywhere. The lack of shore leave opportunities and the burdens of security, which seem to bear down on ships far more than ports, are also a negative factor. It is these issues, which aggregated, turn contented seafarers into those wishing to leave the industry. And it is these matters that need to be addressed in the short term if a new generation of seafarers and a competent shore side infrastructure is to take over the many jobs which rely on sea experience. There may be no easy answers, but it is time that we stopped asking the same questions! **Source: Watchkeeper, BIMCO**

## LETTER FROM READER

Your interesting piece of news about the deer (Bambi) finding itself “illegally” in the river at the Waterweg, Hoek van Holland, reminded me of a story in South Africa.

The story is recorded in Wilhelm Grütter’s book “A Name Among Seafaring Men” which is a history of the training ship General Botha. The original training ship **SATS GENERAL BOTHA** was anchored in False Bay off Simon’s Town, and subsequently the establishment moved ashore to, firstly Red Hill above Simon’s Town, then to Gordon’s Bay, and finally in 1966 to Granger Bay in Cape Town close to the V&A Waterfront and the harbour.

The proximity of Granger Bay to the V&A Waterfront and the harbour is relevant to this story as it is just about 500 meters down the road, and its small harbour where the academy had a number of small boats for training as well as a slipway and boat shed.

In the 1960’s there was a lot of livestock imported to South Africa, mainly valuable breeding stock for stud farms, and we would regularly carry cattle, sheep and horses on our ships. On discharge at Cape Town the animals would go into the quarantine station which was situated within the harbour perimeter in that section which is now the famous tourist attraction called the V&A Waterfront. Those travellers who have visited and had a good taste for the local beer would probably have been to the Ferryman’s Bar and Mitchell’s Brewery. Well those same buildings is where the quarantine station was with pens and stables for the animals. Just down the road from there is Granger Bay.

It was from this quarantine station one day in 1967 that a, I guess “home sick”, bull escaped and started to swim for “home” across Table Bay towards Robben Island. The following extract is from Grütter’s book: “In the course of 1967, one of the duty officers had a bizarre brush with a bull – the officer, of course, had to be Joe Almond, to whom everything seemed to happen. Towards sunset a breathless little boy came running into the academy grounds with the news that a bull had escaped from the quarantine paddocks nearby and was swimming out to sea. Joe called out the duty crew and the other duty officer, Bester, and they pursued the beast in the “Davy MacDonald”, a converted,

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decked-in fishing boat. About half a mile off shore, cadet D. F. Marais covered himself with glory and forever earned the nickname "Cowboy" by lassoing the bull around the horns with his first throw of a noose. Brought safely ashore, the bull was calmed with a tranquilising injection by a veterinary surgeon who was standing by."

I can add that at the top of the slipway was an old man-powered (or cadet-powered) sailing ship capstan with which the cadets hauled the bull up the slipway.

**Sent by Capt Dennis Henwood - Marine Surveyor**

**Member of the Nautical Institute and the Society of Master Mariners S.A.**



As reported last month about the arrival in South Africa of the first part of a "parted" dry dock, above seen the "other half" upon departure from Saldanha Bay August 13 under tow of Svitzers **BATTLEAXE**

**Photo : Capt Wim van der Kort – Master FAIRMOUNT EXPEDITION ©**



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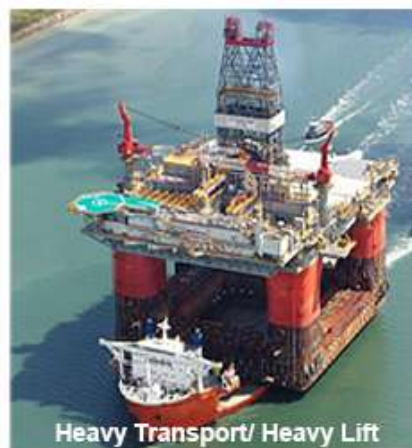
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## Mumbai's port re-opens to smaller vessels after ship collision

MUMBAI's port facilities partially re-opened yesterday with the arrival of a ship at the Jawaharlal Nehru Port and the announcement that docks would be accessible to ships drawing nine metres or less at high tide, Bloomberg reports.

An Indian navy vessel would escort ships admitted into the port area at a top speed of four knots, said a port executive. Mumbai Port, which may open its channel too, is expected to admit only smaller vessels, he said.

The nearby ports were shut to all vessels after 300 containers from the 2,314-TEU **MSC Chitra** fell in the sea off Mumbai after a collision with the 41,829-ton bulk carrier **Khalija 3**. Opening the ports, one of which is India's prime container gateway, was crucial as it could cause an immediate loss of US\$4 billion to Indian exports, the Federation of Indian Export Organisations (FIEO) said, according to Lloyd's List. "Sooner or later, traders may be asked to pay the demurrage, detention and other charges like congestion charges for no fault of theirs. To pre-empt such a situation, we have approached the government," said FIEO director general Ajay Sahai.

Meanwhile, a preliminary investigation by Geneva's Mediterranean Shipping Company of the **MSC Chitra's** "black box recorder" has revealed that "under the rules of navigation" the other vessel owned by Kuwait's Gulf Rocks Company "was significantly in error", reported London's Containerisation International.

The MSC statement said: "From the recording it is clear that the **MSC Chitra** was properly proceeding outbound within the main navigation channel when the **Khalija 3**, with salvage tugs in attendance, left what we believe was the **Khalija 3's** anchorage position, and crossed the fairway ahead of the **MSC Chitra** heading generally southbound and turning to port [left of the ship's bow]. "For reasons not known to us the **Khalija 3** unexpectedly continued turning to port and came back to cross the fairway again, now heading in a generally northbound direction, and struck the **MSC Chitra's** port side while it was still properly navigating in the main channel."

But the **Khalija 3**, as a "distressed vessel", could stand a better chance under the "rules of navigation" because at the time of collision, it was described to be "in salvage" hence all vessels would have been cautioned by the port captain to be "on watch", said the CI report. The MSC statement said the **Khalija 3** "salvaged from an earlier incident on July 22" was heading to Mumbai port to offload shipments at the time of collision. On the other hand, the bulk carrier was reportedly heading from Mumbai to China with 30,000 tonnes of steel coil, according to the Lloyd's List Intelligence casualties database quoted by CI. The vessel was however, flooded due to a cracked hull, which led to the evacuation of the crew.

The collision caused "extensive damage" to the MSC vessel heading from Mumbai to Gujarat's Port of Mundra on India's west coast, breaking a few of its fuel tanks and dispersing its containers in water. However, the ship now "appeared to be stable" with the pollution "reduced to a very low level and perhaps stopped altogether," said MSC.

"Professional" salvagers are expected to take 45 days "to stabilise the ship" and retrieve the boxes from water. The **Khalija 3** meanwhile is reportedly in anchorage at a smaller Mumbai port, offloading steel coils, according to the American Shipper. In the meantime, Mumbai police have filed a case against the master and crew of both the vessels on charges pertaining to the environment; careless vessel navigation; risking lives; and mischief causing damage said Lloyds List. The **MSC Chitra** captain was earlier reported to have obtained interim bail. Source : **Schednet**

## Suez temporary seizure of guards' guns risks serious delays

THE Suez Canal Authority is enforcing an old, but long ignored, law prohibiting firearms aboard commercial ships transiting the canal, seizing them at one end and driving them to the other where they are returned, said a Maersk official.

But Maersk says the procedure causes eight- to 10-hour delays while ships wait for officials to arrive and take possession threatening schedule integrity for ships using the canal, reports American Shipper. Maersk Line discovered the new enforcement policy after one of its ships was prevented from entering the canal until it surrendered its weapons to Egyptian authorities, according to company vice president Stephen Carmel.

Mr Carmel said Maersk officials were told that Egypt had started enforcing a weapons prohibition that has always been on the books, reported American Shipper. He said that a number of alternatives proposed by Maersk Line, such as inviting Egyptian officials to board its ships and place seals and extra locks on the weapon cases or stationing a guard onboard, were turned down. "The ridiculous part of this is we're on some ships that have military hardware and we have to take our little M-4s and 9 millimetres off," said Tom Rothrauff, president of maritime security firm the Trident Group.

Following Egypt's lead is Abu Dhabi which has informed carriers that it plans to confiscate weapons on commercial vessels in its territorial waters, potentially leading to delays of up to six hours as vessels wait outside Port Mina Zayed for a patrol boat to pick up the weapons before entering, and then returning them upon departure, Mr Carmel said.

Source : Schednet

## Ferry executive 'not guilty'



AN EXECUTIVE of the shipping line involved in one of the Philippines' deadliest ferry disasters on Tuesday pleaded not guilty to multiple homicide through negligence, court officials said.

Edgar Go of Sulpicio Lines faces up to two years in prison if found guilty of failing to take appropriate measures to prevent the **Princess of the Stars** tragedy, which left at least 800 people dead or missing.

By entering a not guilty plea Go, the

vice-president for operations, will become the first senior official of a Philippine shipping firm to stand trial for a major maritime disaster, government lawyer Persida Acosta told reporters.

'In the past, we have not heard (of) a single (shipping) official charged for their apparent negligence that caused the deaths of so many,' said Persida Acosta, who represents the relatives of some of the victims. The ferry capsized in stormy waters off the central island of Sibuyan on June 21, 2008, having earlier left Manila with nearly 900 passengers and crew as Typhoon Fengshen approached the Philippines.



State prosecutors claim Go allowed the ship to sail even though he knew it would have to pass through the typhoon's forecast path. Source : Straits times / AFP



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## CMA CGM stops negotiations with Albert Frère

CMA CGM regarding a possible saving by the Belgian financier have been stopped. This is according to sources close to the case. The discussions were stopped because of the rights required by Frère as the future new shareholder. It is not clear whether the discussions are definitely off.

According to a spokesman of CMA CGM, one of the largest container companies in the world, the group is having discussions with a number of investors in order to finalise an arrangement quickly. Trade union sources mentioned at the end of July, that Frère, together with a French government fund would invest 500 million dollar in the shipowner and in this way would control 30 percent of the capital. CMA CGM suffered severely as a result of the economic crisis. However, the first quarter showed a profit again thanks to the recovery of the world trade. **Source: freshplaza**

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## Oil tanker incident in Murmansk

An explosion took place at the oil tanker "**Dzhamrat**", moored in the Port of Murmansk, following an uncontrolled increase of pressure in one of the vessel's tanks. Human error caused the incident which took place at 9:30 pm



Wednesday evening, the local emergency authorities inform. The 20,000 deadweight vessel was moored at the area of the Murmansk Fish Port when the incident happened.

A big bang was heard and a white cloud appeared over the vessel, Murman.ru reports. The explosion did not trigger any fire. No people are reported to have got injured, nor is any oil reported to have leaked to the surrounding waters.

Emergency services at the port, as well as a nearby coast guard vessel, immediately reacted to the explosion.

The tanker is reported to have got only minor damage from the incident. An investigation has been initiated.

Murmansk is experiencing a strong increase in oil shipments following the development of new oil infrastructure and terminals in the Russian North. A report published last year by the Norwegian Barents Secretariat together with Akvaplan-Niva indicates that oil transport in the Barents Sea will increase from 15 million to more than 100 million tons in the course of the next few years. **Source : BarentsObserver**

## **NAVY NEWS**



The Damen built **SD Victoria** arriving at Plymouth with Drakes island on the background

**Photo : Jenne Reichgeld (c)**

## **Chinese Warships Tour the Mediterranean**

The Chinese naval ensign, rarely seen far from Asian waters, has been flying this month in a region of the world that has caught few glimpses of the expanding People's Liberation Army Navy: the Mediterranean Sea.

Two Chinese warships, the destroyer **Guangzhou** and frigate **Chaohu**, docked Monday morning in the Greek port of Pireaus, where, according to the official Chinese news agency Xinhua, they were cheered by about 200 Chinese nationals on hand for the occasion.

The ships were in the Mediterranean after an anti-piracy patrol off Somalia and in the Gulf of Aden, during which, according to Xinhua, they escorted 588 merchant ships, Chinese and foreign. It was the fifth Chinese escort flotilla

deployed since March, and is commanded by Rear Adm. Zhang Wendan, deputy chief of staff of the Chinese Navy's South Sea Fleet, according to Xinhua.

The **Guangzhou** and **Chaohu** previously visited Taranto, Italy, and Alexandria, Egypt, after wrapping up their anti-piracy mission in July. A sixth naval escort flotilla has taken up the mission off East Africa. The new formation includes the destroyer Lanzhou, oiler Weishan Hu and the amphibious transport Kunlunshan, on its first deployment since entering service in 2008. The Kunlunshan, displacing about 17,600 tons, is nearly 700 feet long, and is China's first large amphibious assault ship, able to carry air-cushion vehicles and large helicopters. **Source : DefenseNews**

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## STX Pan Ocean gets into OSV market



Singapore-listed dry bulk and containership operator STX Pan Ocean Co., Ltd. is getting into the offshore service vessel market. In material released with its second quarter results, the company says that with high growth potential for the offshore drilling industry, "a full fledged rebound of the PSV market is anticipated."

The company is putting its first toe in the water with an order for three 4,700 dwt PSV's.

In a Singapore Stock Exchange announcement, it said it had entered into a shipbuilding contract for the

three vessels today. It is paying \$160 million for the trio with deliveries in 2012 and 2013. The shipbuilder was not disclosed. The photograph on this page is taken from the STX Pan Ocean second quarter investment presentation. It may give some indication of the design -- or it may be just a generic illustration. **Source : MarineLog**

## Todd Shipyards Q1 profit up 73%

Todd Shipyards Corp. (TOD) reported net income for the first quarter of \$2.6 million or \$0.44 per share, compared to \$1.5 million or \$0.26 per share for the year-ago quarter. Revenue for the first quarter rose 103% to \$70.21 million from \$34.64 million in the prior year quarter, mainly due to higher volumes of Coast Guard and Navy vessel maintenance and repair activity and new construction activity for Washington State Ferries. **Source: stockmarketsreview**

## AIDA Cruises orders newbuild at Meyer Werft



Carnival Corporation & plc has ordered a 71,300-ton cruise ship for its AIDA Cruises brand, which caters exclusively to the German-speaking market. The newbuild order is subject to financing and other customary closing conditions. It marks the seventh new ship that the German cruise operator has ordered in the past six years.

The 2,192-passenger, 661 crew vessel will be built at Germany's Meyer Werft at an approximate all-in cost of euro

150,000 per lower berth and is scheduled to enter service in spring 2013. The new vessel will operate under AIDA Cruises' informal "club resort" cruise concept which is marketed exclusively to German-speaking clientele and offers a product aimed at younger, more active guests who enjoy a host of onboard innovations. "With growth that is outpacing other regions of the world, expanding our European brands continues to be a priority for us. This new AIDA ship will build upon the brand's leadership position in the fast-growing German-speaking market, while offering a unique onboard experience preferred by its clientele," said Micky Arison, Carnival Corporation & plc chairman and CEO.

AIDA Cruises' President Michael Thamm added, "It has always been our strategy to achieve sustainable growth. We look forward to another innovative newbuild, tailor made for the German market." The new ship will be number ten in the AIDA fleet and will be its seventh built by the Meyer shipyard


The new 71,300-gt AIDAbly class ship will be 252 m long and 32.20 m wide. 2,192 passengers can be accommodated on board, who will be taken care of by a crew of 661. "I am very happy that we can continue our successful and innovative partnership with Carnival, Costa and AIDA", said Bernard Meyer, managing partner of Meyer Werft. "When two highly innovative partners work together, this is for the most part bound to be successful. The AIDA ships are very well received by the German passengers and guarantee a sustainable growth." **Source : MarineLog**

## Windfarm installation vessel ordered by Swire Blue Ocean

Swire Blue Ocean's parent company, Swire Pacific Offshore Operations (Pte) Ltd, has announced that it has placed an order for its first windfarm installation vessel with Samsung Heavy Industries in Korea. The vessel is scheduled to be delivered in June 2012. The agreement with Samsung also provides for an optional second vessel for delivery in 2013.

Swire Blue Ocean said the design offers a significantly improved operating weather window, crane capability of 1,200 tonnes, DP2, a transit speed in excess of 13 knots, single cabin accommodation for 111 people, and the ability to operate in water depths of up to 75m. With a usable deck area in excess of 4,000m<sup>2</sup> and a total jackable weight of not less than 8,400 tonnes, the vessel offers great flexibility in the carriage and installation of offshore wind foundation and turbines of all types and sizes. "The Swire Blue Ocean vessel is an important and timely innovation for the industry as it moves into deeper waters and more challenging operations," Lars Blicher, General Manager and Director of Swire Blue Ocean, commented. "With more than 30 years offshore experience and a strong commitment to safety, Swire comes to the market confident we will deliver the high quality product, performance and service levels that offshore wind customers are looking for." **Source : Offshore Shipping Online**





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## IHC Merwede to launch cutter suction dredger

IHC Merwede in The Netherlands is to hold the naming and launching ceremony for the 11,787kW stationary cutter suction dredger **QUIBIÁN I** on September 6th. The dredger is being built for the Panama Canal Authority at the IHC Merwede shipyard in Sliedrecht, The Netherlands.

The launching ceremony will be performed by Ana Matilde Alemán, wife of Alberto Alemán Zubieta, CEO of the Panama Canal Authority. **Source : Dredging News Online**

## China's shipbuilding volume up 87.4% in first seven months of 2010

China recorded a 87.4 percent year-on-year surge in completed shipbuilding volume to 35.2 million deadweight tons (DWT) in the first seven months of 2010, reports Secutimes.com, citing the Ministry of Industry and Information Technology (MIIT). New orders received by domestic shipbuilders in the first seven months totaled 33.32 million DWT, 4.2 times the amount of orders received for the same period of last year. Export orders of new ships accounted for 72 percent of the total. The volume of shipbuilding orders on hand as of end July was approximately 188.16 million deadweight tons, almost unchanged from end 2009. Of the total, 88 percent of the ships to be built were meant for export. Shares of China State Shipbuilding (600150) fell 1.23 percent to trade at 57.78 yuan at 13:36 pm today. **Source: capitalvue**

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## Bunkering at Mumbai, JNPT ports to resume only on Aug 16

Bunkering operations at the Mumbai and Jawaharlal Nehru ports in western India will resume only on August 16 although shipping traffic was restarted in a limited way Thursday under the escort of naval ships, a market source said Friday. "Port is partially opened but bunker supply can (be) undertaken only from 16th (August)," an India-based source said, referring to both ports. Only one bunker supplier was heard to be offering marine fuel at Mumbai and Jawaharlal Nehru Port Trust this week, for delivery after August 16. This sole supplier, who declined to be named, had offered Thursday a clip of marine fuel for delivery after August 16 at \$477/mt. Delivered 380 CST bunker fuel prices have been holding up better in India than the key bunkering ports of Singapore and Fujairah. Platts assessed the delivered 380 CST bunker grade in Mumbai and JNPT at \$469-470/mt Thursday, down just \$3/mt from Wednesday. By comparison, delivered 380 CST bunker fuel in Singapore, the world's biggest bunkering port in terms of sales, slumped \$11.50/mt to close at \$447.50-448.50/mt Thursday, while delivered 380 CST bunker fuel in Fujairah also slid \$11.50/mt to close at \$449-450/mt. The bunker differentials to Singapore 380 CST cargo prices -- which closed \$9.43/mt lower at \$447.41/mt -- were also better supported in India than Singapore. The Mumbai bunker premium surged to \$26.19/mt Thursday, up from \$17.59/mt on Wednesday and the highest it has been since closing at \$26.72/mt on July 1, when Platts first began assessing delivered bunker fuel in Mumbai. In Singapore, the bunker premium closed at 59 cents/mt Thursday, a steep drop from \$2.66/mt Wednesday. Shipping traffic restarted in a limited way Thursday at India's Mumbai and JNPT ports under the escort of naval ships after it was suspended Saturday following the collision of Panamanian vessel **MSC Chitra** and the MV **Khalijia-III** off the Mumbai coast. India's environment minister Jairam Ramesh told the country's parliament Tuesday that normal traffic would be restored at the Mumbai ports on August 15. The Mumbai port, one of India's premier ports, handles about 20% of India's tanker traffic and 21% of general ship traffic annually. JNPT handles most of the country's container traffic.

Source: **platts**



Above the **Matador 3**, towed by the **Eerland 23** as seen from the Alpatron office, with the Van Brienenoord bridge on the background.

**Photo : Cees Bochoven - Alpatron Marine B.V. (c)**

## Massive dredger arrives in Dammam Port

A revolutionary new dredger that is currently in the process of being commissioned and undergoing sea trials at the King Abdul Aziz Port in Dammam, is expected to significantly increase the capabilities of the Jeddah-based Huta Marine Works Ltd.

The Dutch-designed vessel is, in effect, a huge floating excavator that is technically known as **Backacter 1100**. Although classified as a dipper dredger with a Huta Marine designation of **Huta 251**, it is the most powerful marine excavator in the world. The 66 meters long dredger displaces about 2,700 tons and accommodates a crew of 14. Its enormous bucket can scoop up over 30 cubic meters of material at a time at depths down to 22 meters.

The new vessel's operations are fully automated with the latest measuring, monitoring, positioning, controlling and logging instruments. The vessel can continue to operate even in heavy seas due to the unique barge suspension system.

Huta Marine is involved in an ongoing project to extend and deepen the entrance to the Dammam port. One of the company's fleet of large suction-cutter dredgers has been working on the project. Huta Marine does work around the Arabian Peninsula in the Red Sea, the Arabian Sea and the Arabian Gulf, and the massive steel support legs, called barge spuds, enable the Huta 251 to keep working in adverse conditions.

The dredger itself is a hybrid of Dutch technology and Chinese shipyard construction. The De Donge Group designed the Backacter 1100, and the custom floating platform was built in China. A special ship designed to carry massive marine constructions was used to transport the Huta 251 to the port of Dammam. The vessel actually submerges so that the barge floats free and then rises back out of the water. Huta Marine is playing a vital part in developing the Kingdom's maritime infrastructure. In addition to the Dammam Port project, the company has also been awarded many contracts including the port in King Abdullah Economic City in Rabigh, King Fahd Port in Yanbu and the Islamic Port of Jeddah.

The company already operates the largest fleet of integrated construction vessels in the Middle East, which includes 11 cutter-suction dredgers with an annual production capacity of 30 to 40 million cubic meters. Huta 251 is the latest addition to the fleet. **Source : Arabnews**



Inbound on the Clyde yesterday was the **LUMINOUS ORANGE** in with a cargo of animalfood for the Scottish market. Tommy took the pic at the narrowest bit of the channel at Renfrew a mile or so down river from her berth at Glasgow.

**Ayton Cross** is the bow tug and the **Anglegarth** was on the stern for the 20 mile river transit from No1 bouy at Greenock. - **Photo : Tommy Bryceland SCOTLAND (c)**



## MAMMOET BERGT CATAMARAN



Mammoet heeft de catamaran **DAY DREAM** welke zoals vermeld gisteren aan de grond was gelopen op de tweede maasvlakte geborgen ,



Foto links : Kees Torn boven : Mammoet Salvage (c)

hiervoor werd de **JUMBO** gemobiliseerd in de haven van Hoek van Holland waarna het team naar de maasvlakte ging en de **DAY DREAM** verwijderd heeft.



The **VIGILANT** seen passing Spijkenisse outward bound – Photo : Lia Mets (c)

## Maersk's Asia-Europe super-surcharge delayed till August 15

IMPLEMENTATION Maersk Line's highest ever peak season Asia-Europe surcharge of US\$750 per TEU, \$1,000 per FEU and \$1,200 per 40-foot high cube, has been deferred from August 1 to August 15 because there's no shortage vessel space despite dire predictions to the contrary.

The Danish shipping giant first said it needed the peak season surcharge, applying on cargo from Asia - excluding Taiwan - to north Europe and the Med, to cover extra costs from the deployment of idle ships to move boxes where Asian exporters want them, said London's International Freight Week (IFW).

IFW sources said the surcharge was deferred because of a recent unexpected slackening in trade that ensured that "space and containers were available, despite warnings that the industry would be impacted by a container shortage during the peak season". French carrier CMA CGM said it minimised the impact by ordering 57,000 containers for the peak season, repositioning rented boxes, leased space and used bigger ships to move containers back Asia and limited bookings to surplus areas. **Source : Schednet**



The **SHOALWAY** seen operating in a windy Glasgow – **Photo : Willy Hofman (c)**

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### SUBSEA

A subsea construction site featuring several large cranes and platforms in the water.

### CIVIL CONSTRUCTION

A civil construction site showing a large bridge structure under construction in a body of water.

### ENGINEERING

An engineering site with a large crane and a ship, likely involved in offshore construction or maintenance.

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## Dredging International wins sea defence contract in Ghana

Ghana News Agency (GNA) reports that Ghanaian government has contracted Dredging International to construct a sea defence wall along the coastline of Ada, Ghana. Alban Bagbin, Minister of Water Resources, Works and Housing, said government had secured a loan of Euros 67 million for the project. Mr Bagbin said preliminary activity for the

project had already got under way, including construction of site offices, general construction work and the preparation of quarries for the supply of rock armour for the scheme. **Source : Dredging News Online**



The Maltees flagged research and survey vessel, **AURELIA**, seen moored in Scheveningen.

**Photo : K de Jong (c)**

## **Hapag Lloyd's third quarter profits shrink to US\$96 million**

GERMAN Travel giant TUI AG, the biggest shareholder with a 43 per cent stake in the Hapag-Lloyd, has posted a shrinking third quarter net loss of EUR9.4 million (US\$12.3 million), down from EUR470 million a year earlier.

What goes news the company had, came from its container line, which reported a profit, though it too had declined together with interest income, reported Bloomberg. Sales for the three-month period ending June 30 decreased by 4.2 per cent to EUR4 billion year on year. TUI said in a statement that profit from Hapag Lloyd was EUR74.5 million (US\$95.86 million) as the shipping line posted record earnings on a recovery of freight rates and volumes.

"Hapag is benefiting from the ongoing recovery of the container business as German export booms and intra-Asian cargo traffic increases," Martina Noss, an analyst at Norddeutsche Landesbank in Hanover, told Bloomberg. TUI Travel Plc, in which TUI holds a majority interest, posted a net loss of GBP81 million pounds (US\$128 million) for the quarter due to disruptions to air traffic caused by the volcanic ash clouds over Europe in April and May and consumer holiday spending cuts in both Germany and the UK.

TUI said earlier it expects that Hapag-Lloyd will "post significantly positive operating earnings" because of a "notable recovery" in the industry. Hapag received German state loan guarantees worth EUR1.2 billion last year, which the report said it hasn't used. **Source : Schednet**

## **Cruise ship Westerdam sails into Tyneside**

**HUNDREDS of people sailed into the Tyne for a chance to taste North East life and culture.**

More than 2,000 passengers from around the world arrived on the Holland America Line ship, **Westerdam**, Thursday.



The vessel was docked at Northumbrian Quay in North Shields, North Tyneside, carrying visitors from 24 countries, including America, Canada, Australia, The Netherlands and other parts of Europe. A special welcome tent was set up by the Port of Tyne where people were handed free brochures with information about North East attractions and travel.

People also took photographs with a Northumbrian pipes player before heading off on tours to Newcastle, Hadrian's Wall, Bamburgh Castle, Alnwick Castle, Beamish Open Air Museum, Durham and York. Steven Harrison, chief operating officer at Port of Tyne, said: "We estimate that ships coming into the port are helping to bring £30m a year to the North East economy."



Photo : Kevin Blair (c)

"This includes people visiting our vast range of attractions like Alnwick Castle, Hadrian's Wall and Bamburgh Castle, as well as spending money in the shops. "The North East is becoming a very popular destination, which is fantastic. Nineteen cruise ships are already booked for next year.

"We have a real mix of things that cater for everyone, from all the cultural and historic landmarks to the beautiful beaches and shopping centres." Cor Speelpenning and his wife Ria, both 62, of Rotterdam, were among those on the ship. Cor said: "We have never been here before but we are looking forward to having a look around Newcastle. This is the last day of the cruise and my wife wants to go shopping. Our plan is to go to Eldon Square and have a relaxing day in the city centre."

A family from Holland came especially to see Hadrian's Wall and Newcastle's Cathedral. The group included Netty Vos, 47, her husband Jan, 61, daughter Zwanie, 13, and mum Aafje, 76. Netty said: "Before arriving here, we were in Scotland and we got the chance to see some beautiful lakes. In the North East, we want to see a number of attractions. We have heard about the bridges." **Source : [journallive.co.uk](http://journallive.co.uk)**

## MV Kalangala ferry grounded

**The grounding of MV Kalangala has left many people stranded**

**MV Kalangala**, the ship that plies the Nakiwogo-Lutoboka landing site route, has been grounded. The vessel was docked last Thursday by the works and transport ministry.

But the development has left passengers, especially traders, stranded as the vessel is the only reliable means of transport. The operator, Mulowooza and Brothers, said they were losing about sh4m daily in unfulfilled contracts, according to Robert Kayongo, the general manager.

"We have contracts to ferry tourists and about 3,500 to 4,000 crates of beer and sodas to hotels in Kalangala. We also transport about 10 vehicles of BIDCO plus various fish companies that get fish from the islands. "We had to hire two big boats the following day to transport passengers that had booked that day and their merchandise," Kayongo explained.



The works ministry permanent secretary informed the public about the grounding of the vessel in a radio announcement on August 4, saying it was to undergo periodic servicing at Nakiwogo landing site in Entebbe.

But by Monday this week, the vessel was still docked at Nakiwogo without any sign of work going on.

The vessel workers said they were still waiting for the engineers. Kayongo called on the works ministry to rescue the situation urgently, adding that the company had obligations to fulfill the contracts it made with businesses to transport goods. The vessel was in August last year taken for the mandatory intermediate docking survey in Mwanza, Tanzania. James Kibuuka, the director of the company, said the incident struck at a bad time, when the waves on the lake are violent.

Efforts to get a comment from the ministry were futile. The director of transport, Grace Itazi, referred this reporter to Susan Kataike, the spokeswoman. She, however, said she was in a meeting and could not comment on the issue.

Source : [newvision.co.ug](http://newvision.co.ug)



After being moored a long time in IJmuiden the tug **GALE FORCE** departed finally yesterday

Photo : Joop Marechal (c)

## OOCL announces new trans-Atlantic service

OOCL has announced the introduction of the new Atlantic Express Shuttle (AES) offering a weekly sprint service between Antwerp in Belgium, and New York. "This service will complement OOCL existing services and provide additional capacity to meet increased customer demand," said the company in a statement. Service will commence from Antwerp on September 14 and New York on September 25. Transit time will be nine days.

Source: [bairdmaritime](#)



Heerema's **HERMOD** seen in Norwegian waters - Photo : [Muhlis Cakir \(c\)](#)

## Haiphong attracts Japanese interest

Japan's Mitsui.O.S.K Lines Ltd, Nippon Yusen KK and Itochu Group, are planning a joint-venture with Vietnam National Shipping Lines (Vinalines) to construct a large container port in Haipong, reported the Japan's newspaper Nikkei on August 12. The project will have a total investment capital of US\$350 million, 51 percent of which comes from Vinalines. The rest is equally divided among the three Japanese groups.

When completed in 2015, the port will handle about 855,000 teu, about half the total handling capacity of Vietnam's northern port. Nikkei also reported that the Japanese government is considering lending Vietnam US\$940 million to improve the infrastructure of its northern region. While Vietnam has seen a boom in the number of decent ports opening up in the south of the country of late, terminal investment up north has been lacking with only Maersk and SSA expressing interest to develop facilities there. Source : [SeatradeAsia](#)



## Indonesia's state port firm to build new Jakarta terminal

Indonesia's state port firm will start building a new container terminal in Jakarta this year. The first phase of the 22 trillion rupiah (\$2.45 billion) project is expected to be completed in two years. The terminal project is part of a government plan to expand Jakarta's main Tanjung Priok port. "Tanjung Priok's volume at this moment is nearly congested, very high, so if we are not ready within two years, it will be a big problem," said Richard Lino, president director of state port operator PT Pelabuhan Indonesia (Pelindo) II. The first phase will have a capacity of 1.5 million teu, with Lino aiming to finish the full port in the next five to six years. Reclamation work will be done in Kali Baru Utara, North Jakarta, for the 270-hectare terminal. **Source: seatradeasia**



The **SMIT MISSOURI** is operating in Freeport (Bahamas) – **Photo : Crew URSA (c)**

## Delivery of the Vessel M/V Hellenic Breeze

Hellenic Carriers Limited, an international provider of marine transportation services for dry bulk cargoes, further to the press release of 8 June 2010, announces that the M/V "**Hellenic Breeze**", a 69,601 dwt Panamax dry bulk carrier built in 1993, owned by Nestos Shipping Corp. has been delivered today to its new owners, an unaffiliated third party, in accordance with the terms mentioned in the previous announcement. Part of the cash proceeds from the sale will be utilised towards debt repayment. **Source: Hellenic**

## OLDIE – FROM THE SHOEBOX



UBS **Mayu** was the first flagship of the Burmese Navy. She was commissioned on 25 May, 1947 and saw 32 years of active service during which she participated in many counter-insurgency campaigns, safeguarding Myanmar's territorial waters, and also served as training ship for the officers and ratings of Myanmar (Burma) Navy.

The ship had been built as River-class frigate **HMS Fal (K266)** for the British Royal Navy during World War II and was transferred to the Burmese government in 1947 on loan, and permanently in 1948. She was decommissioned in 1979 and was converted into a museum ship as can be seen on the left.

The vessel is permanently moored (in a garden) at the Myanmar Naval Training Headquarters, Seikkyi. Just outside Yangon (Rangoon) – Myanmar and well maintained as can be seen.

**Photo : Piet Sinke (c)**

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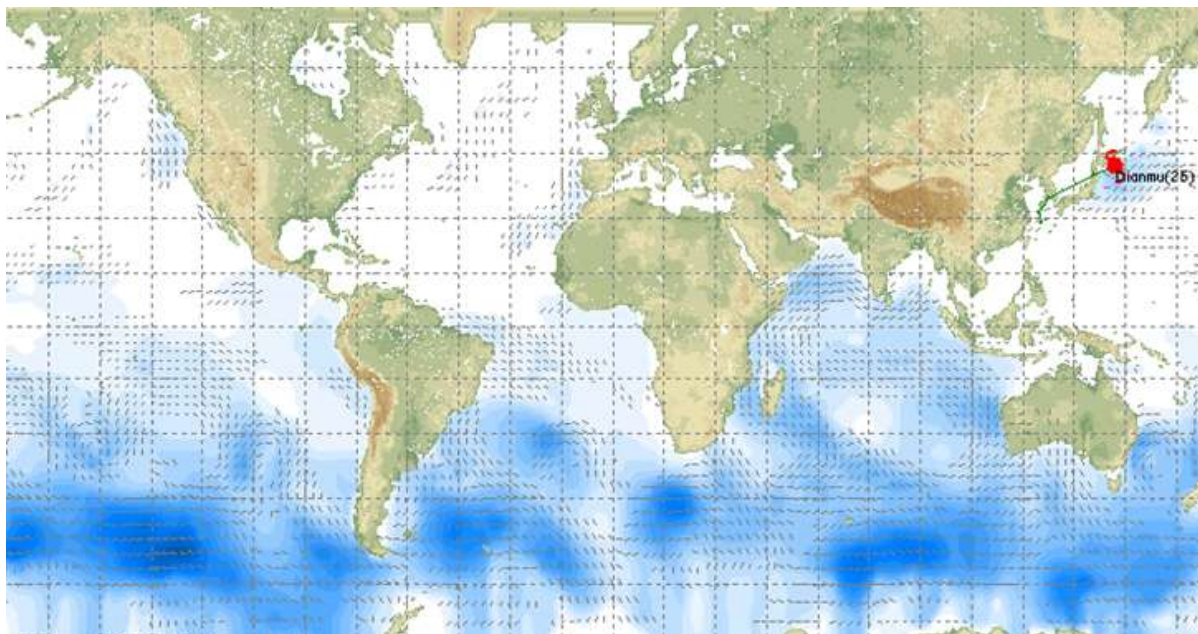
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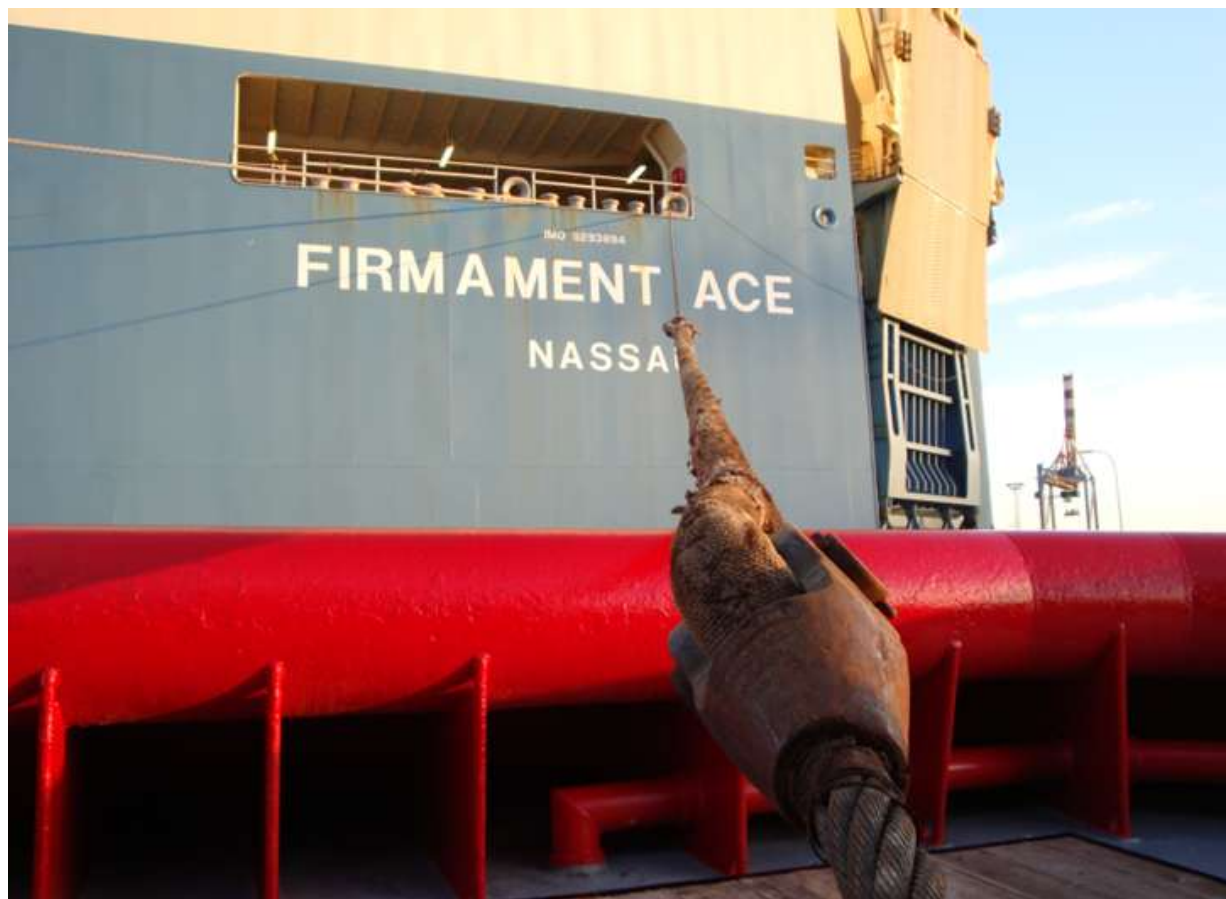


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## .... PHOTO OF THE DAY ....



The **FIRMAMENT ACE** seen assisted by KOTUG's **RT PIONEER** in Bremerhaven  
Photo : Dennis Meijer (c)