

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 231



**Number 231 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 19-08-2010**

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

<b>stevedoring &amp; warehousing</b>		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS</p> <p>15PS CERTIFIED</p>	
<b>SHORECRANES UP TO 208 M / TONS</b>			
<b>rhb</b>	E-MAIL office@rhb.nl		TELEPHONE +31(0)10 429 94 33
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**Rendez vous of the GREVELINGEN with the IJMOND near the Oranje locks enroute to SHIPDOCK shipyard in Amsterdam in preparations for the SAIL 2010 festivities.  
Photo : Piet Sinke (c)**

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## EVENTS, INCIDENTS & OPERATIONS



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The **PACIFIC VIGILANCE** seen berthing in Malabo – Photo : Peter Potgieter (c)

## NOAA Ship Rescues Downed Pilot

**NOAA Seafaring Technology Aids Efforts to Locate and Rescue Lost Aviator**

While conducting mapping surveys west of Key West, Fla. the evening of August 14, the NOAA Ship **Thomas Jefferson** heard a radio report from the U.S. Coast Guard that a small aircraft with one person aboard had crashed in the water about 30 miles away from the vessel. The crew of the **Thomas Jefferson** immediately contacted the Coast Guard to advise they would help with the search and rescue operation and proceeded to steam toward the reported

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position. The crew, using sophisticated navigation equipment including the ship's Doppler speed log and GPS positioning equipment, was able to estimate the ocean current and focus their search area around a location approximately two nautical miles south-southwest of the reported crash site.

"We posted extra personnel as lookouts and used our searchlights in a sweeping pattern all while keeping a quiet bridge so we could hear any calls of distress from the pilot," according to the ship's Commanding Officer, CDR Shepard Smith. Shortly after 1:00 a.m. EDT, the ship's crew heard cries for help off the port (left) side of vessel, immediately brought the ship to an emergency stop and deployed a rescue boat. "By turning the ship in the direction we originally heard the sound, we were able to locate the person in the water using the searchlight, and guide the rescue boat to pick him up," added CDR Smith. The pickup position was about a quarter mile from the ship's estimated search position.

The pilot was reported to be in fine shape, except for a cut lip, according to medical personnel from the **Thomas Jefferson**. He was transferred to a Coast Guard boat that was in the area for a return visit to Key West, where he was met by his anxious father, who had been waiting at the airport to pick him up when the news of the crash reached him.

The **Thomas Jefferson** is one of the most technologically advanced hydrographic survey vessels in the world, and has been in the Gulf of Mexico since April. Its original mission was to map the seafloor and look for hazards to navigation off the Gulf coast. However, following the **Deepwater Horizon**/BP oil spill, Thomas Jefferson spent 6 weeks conducting research on submerged oil plumes. Equipped with high-resolution seafloor echosounders, the 208-ft. Thomas Jefferson and its 36-person crew can map the ocean bottom and identify areas of interest to coastal managers, biologists, geologists and emergency responders.

The vessel is no newcomer to the Gulf region. In 2005, **Thomas Jefferson** conducted hydrographic surveys to support safe navigation and commerce following Hurricane Katrina and Hurricane Rita. **Thomas Jefferson** is part of the NOAA fleet of ships and aircraft operated, managed and maintained by NOAA's Office of Marine and Aviation Operations, which includes commissioned officers of the NOAA Corps and civilian wage mariners. **Source : NOAA**



The Norwegian pilot tender **LOS 113** - Photo : Huib Lievens (c)



# DRAMA AS CONTAINER SHIP FORCED TO RETURN TO SA FROM HONG KONG

A container ship, **AMBASSADOR BRIDGE** which was ordered to turn about one day out of Hong Kong has returned to South Africa after the ships agents were served a SARS Detention Order on the ship.

On arrival in Cape Town on Saturday, SARS officials confiscated R4 million worth of abalone (perlemoen) discovered in a container on board the K Line vessel. The 1.6 tonnes of abalone was smuggled out of the country hidden in a container bound for China. "For only the second time in the history of law enforcement in the country a shipping vessel suspected of carrying illicit goods was forced to return to South Africa for inspection after SARS issued a Detention Order in terms of the Customs and Excise Act," said SARS spokesperson Adrian Lackay on Monday.



The **AMBASSADOR BRIDGE** seen in Cape Town – Photo : Ian Shiffman (c)

He said the Detention Order that was served on the shipping agents legally compelled the vessel to return to South Africa. At the time of serving the Order, the vessel was about one day away from its destination of Hong Kong. SARS had previously received information that freight containers on two vessels destined for Hong Kong were carrying abalone that was poached off the South African coastline. **Ambassador Bridge** is the first of the two vessels to return to the country.

The SARS investigators were joined by the South African Police Services (SAPS) and investigators from the Fisheries division of the Department of Agriculture, Forestry and Fisheries, in detaining and searching the containers. "The 1.6 tonnes of smuggled abalone was confiscated and is being stored at the State Warehouse while investigations continue. The second vessel is expected to return to South African waters later next week for inspection," said Lackay. The Revenue Services has also established that the suspects had ordered a third container to be used for another export of abalone from South Africa but that the order had been cancelled after SARS issued the Detention Orders.

"Investigations to date clearly indicate that there remain strong links between abalone poaching, illicit trade networks, corruption and racketeering. Criminal syndicates are known to exploit vulnerable coastal communities where residents serve as poachers for abalone destined for a growing international market," Lackay said. In October 2006, law enforcement agencies in the country set international precedence when a container vessel was rerouted back to South Africa for the first time on suspicion that it carried containers of smuggled abalone.

## RMT says jobs 'at risk' as LD Lines ferry service axed

LD Lines said there had been continued decline in the cross-Channel tourist and freight market. A union has called for urgent talks with a ferry company which is cutting one of its two Dover-Boulogne ships. LD Lines said **Norman Bridge** would move to a new France-Spain service from 2 September and the **Norman Trader** would remain while options were considered. The Rail Maritime and Transport (RMT) union said the move put jobs at threat and came as a "bitter blow".

The ferry operator added a second ship to the route earlier this year, amid claims the move would create 100 jobs.

Continue reading the main story "Start QuoteWe are seeking an urgent meeting with LD Lines to look at ways of protecting the jobs of the staff" End Quote Steve Todd RMT national officer Managing director Christophe Santoni said: "There remains huge over-capacity on the Dover Strait and with a continued decline in the overall cross-Channel tourist and freight market, we cannot see improvements taking place in current circumstances.

"We are very disappointed that the addition of a second ship to the Dover-Boulogne service has not generated the extra traffic volumes we had hoped for and will continue to work on all various options, making further announcements in due course." LD Lines also said it would not give a figure about any potential job losses at this stage, because options were still being considered for the Dover service.

RMT national officer Steve Todd said: "The axing of the **Norman Bridge** would be yet another bitter blow to the UK shipping industry and to the Port of Dover in particular. "RMT will continue to fight for the defence of jobs and for the future of ferry services in the UK which we know are coming under a major attack at ports right across the country.

"We are seeking an urgent meeting with LD Lines to look at ways of protecting the jobs of the staff who are caught in the middle of what is shaping up to be one of the biggest downturns in the UK ferry industry for many years." LD Lines said all passengers booked on the Dover-Boulogne service would be accommodated on the **Norman Trader** or provided with alternatives **Source : BBC**



The **TANJUNG GELANG** – Photo : Capt. Jelle de Vries (c)

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## SECURITY

# Tank cleaning chemicals - new IMO regulations

The IMO is changing regulations in order to cut down on the number of chemicals on their list of approved tank cleaning products. Wilhelmsen Ship Service has accumulated useful knowledge over many decades through being confronted daily with a variety of problems associated with tank cleaning. Access to this vast experience can be made available to you through dealing with our trained professionals in our global network. Tank cleaning is a vital factor governing the success of ships' operations. Ship owners and traders recognize the importance of efficient tank cleaning products and procedures to improve ship management efficiency, reduce operational costs and promote safety at sea. Annex II of the International Maritime Organisation (IMO) MARPOL 73/78 regulations relates to the discharge of Noxious Liquid Substances and will present challenges to ship owners and traders, by placing restrictions on the types of cleaning additives allowed in tank washing operations. The International Maritime Organisation (IMO) MARPOL 73/78 ANNEX II regulates the discharge of Noxious Liquid Substances and the use of chemicals that are used for tank cleaning purposes.



The **BRO EDGAR** seen in Malta - Photo : Anthony Chetcutti (c)

IMO has changed the approval criteria for tank-cleaning chemicals. For future products no perfume or colouring agents will be allowed in tank-cleaning chemicals that will be discharged to sea inside the shore limits as listed in the MARPOL 73/78 ANNEX II. All tank-cleaning products approved to MEPC/Circ.363 prior to 1 January 2007 need to be re-evaluated based on criteria's outlined in MEPC1/Circ. 590. All IMO approved products evaluated through EPC./Circ.363 before 1 January 2007 ceased to be valid on 1 August 2010. The new and revised regulation MEPC 2 /Circ.15 came into force on this date. All cleaning additives evaluated and found to meet the requirements of paragraph 13.5.2 of Annex II of MARPOL 73/78 are consolidated into annex 10 of the MEPC.2/Circular 15. Wilhelmsen Ship Service with its Unitor Chemical tank cleaning product range is in full compliance to paragraph 13.5.2 of Annex II of MARPOL 73/78 and all of our products are listed accordingly in MEPC 2 / Circ.15 annex 10. All Unitor Chemical tank cleaning products can be used as outlined in these documents. **Source: Wilhelmsen Ship Service**



## Scandlines AG appoints new CEO

Scandlines AG has appointed Bengt Pihl, 54, as new CEO to replace John Steen Mikkelsen, who left for Bornholmstrafikken. Bengt Pihl is a Swedish citizen and was until recently CEO of Sanitec Group. Previously he has been CEO of ABB Germany, CFO of Bombardier and CFO of Atlas Copco Argentina, among other things. Scandlines has also appointed a new chairman, also from Sweden. Håkan Samuelsson, 59, replaces Jan Stenberg, who has been chairman since the sale to a joint venture of Allianz, 3i and Deutsche Seerederei in August 2007. Håkan Samuelsson has previously been CEO of MAN and vice CEO of Scania, among other things. The second new member of the Scandlines board is the Dane Flemming R Jacobs, 67, who has a life long record in the A P Møller-Mærsk Group. He was the man in charge for the containerisation of Maersk Line and was appointed shipowner before he decided to leave the group at the age of 58 for a new career as CEO of Neptune Orient Line in Singapore. **Source: shipgaz**



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The **CMA CGM UTRILLO** seen enroute Rotterdam – **Photo : Ronald de Bloeme ©**

## SeaFrance on the brink as cash runs out

Beleagured ferry operator receives only one takeover offer as it calls on EC to allow injection of emergency funds  
Embattled cross-Channel ferry operator SeaFrance could run out of cash in the coming days unless the EC allows its shareholder, French state rail company SNCF, to inject emergency funds.

SeaFrance has spent almost all the E70 million (US\$90m) of financial support allocated by SNCF in 2010, and an injection of emergency funds would cover running costs until 15 September, when a court hearing will examine a rescue plan. "Our cash-flow has been boosted by peak season passenger activity, but it will be extremely difficult to hold out until the end of the month," a SeaFrance official told IFW. "Hopefully, the EC will give its OK [to the funding] this week."

One takeover bid had been received for SeaFrance by the time the deadline for offers closed on 31 July, after the operator had been placed into administration by a Paris commercial court. The only bid received was from Being Bang, a French company based in the Paris suburbs, reportedly planning to acquire SeaFrance's capital and assets for the symbolic price of E1.

Little is known about Being Bang, except that in 2005, it had expressed an interest in the privatisation of Marseilles-based, state-owned ferry operator SNCM. More recently, it outlined plans to charter ferries in the Mediterranean and operate cruise-concert excursions. The head of Being Bang, Laurent Barselo, has remained tight-lipped ahead of a meeting with SeaFrance's two judicial administrators, scheduled to take place by the end of the month. He has indicated that, in the event of hostility towards the bid - from SeaFrance staff and management, in particular - Being Bang could withdraw it.

The SeaFrance official added: "We know very little about Being Bang's offer, other than it is set to be examined by the court on 15 September in competition with the recovery plan submitted by the management." The recovery plan makes provision for around 725 job cuts from the workforce of around 1,600. Funding SeaFrance's recovery and financing the redundancy programme will require a fresh injection of capital from SNCF of around E190 million, and is subject to EC approval **Source : ifw-net.com**



## Opening door Aboutaleb

# 1ste ROTTERDAMS CARTOONFESTIVAL - 3 t/m 5 september -

Rotterdam is de meest internationale stad van het land en de cartoon is een internationale taal. Vandaar dat de initiatiefnemers van het 1e Rotterdams Cartoonfestival met de organisatie van dit evenement aan de voet wil staan van een nieuwe Rotterdamse traditie.

Op 3, 4 en 5 september wordt het 1e Rotterdams Cartoonfestival gehouden in het het Havenmuseum. Op 3 september om 17.00 uur opent burgemeester Aboutaleb het evenement. Het thema is 'Werken in de haven van de toekomst'. Cartoonisten van over de hele wereld leverden in wedstrijdverband cartoons in op dit thema. Tijdens de opening worden de prijswinnaars bekend gemaakt. Het festival toont de 100 beste cartoons van de hand van tekenaars als Djanko, Bert Witte, Arend van Dam en Mark Baars. In verband met het 1e Rotterdams Cartoonfestival hebben medewerkers van het festival een hotelkamer van H2otel aan de Wijnhaven omgetoverd in een cartoon.





Connexion's fast ferry **KARLA** services the route AMSTERDAM central station VELSEN - Photo : Piet Sinke ©

## First high-tonnage tanker through Northeast Passage

The 100 000 tons tanker "**Baltica**" left Murmansk on Saturday loaded with gas condensate for China. This is the first time a high-tonnage tanker takes the Northern Sea Route from Europe to Asia. The tanker will be followed by no less than three nuclear powered ice breakers on the journey, Vesti reports. During the two weeks long sail, the crew will gather information on ice conditions in the area. This data will be used to estimate the commercial benefit from using this route compared to the more traditional routes in the south.

The transport is ordered by the company Novatek, Russia's largest independent gas producer. Sailing along the Northern Sea Route is seen as increasingly attractive by shipping companies because of the retreating ice and subsequently longer shipping season. In early September, the Kirkenes-based mining company Sydvaranger plans to send its first shipment of iron ore to China on the Northern Sea route. General Director of Sovcomflot, owner of "**Baltica**", says the route from Murmansk to China is just a little more than 7000 sea miles, while the distance along the southern route is more than 12000 miles.

The tanker will be followed by the nuclear ice breakers "**Rossiya**", "**Taymyr**" and "**50 years of Victory**". The latter will have divers and specialists on oil spill clean-up as well as necessary equipment. The Northern Sea route is open for less than two months in the late summer when the ice is at its minimum. The period of possible sailing along Siberia's northern coast is however increasing due to the rapid ongoing climate changes. Source : **BarentsObserver**

## 9 more chemical containers fall off ship, 5 missing

Nine new containers have fallen off the vessel **MSC Chitra**, officers from the Directorate General of Shipping said on Tuesday. "The Coast Guard has managed to retrieve four of these containers. Of the five other that are missing, four

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contain solid sodium hydroxide and one contains solid pesticides. The search for them is on,” said an officer from the Directorate General (DG) of Shipping.

MSC Chitra, which collided with another vessel **MV Khalijia-III** on August 7, had 531 containers on board. Of these, 31 contained hazardous chemicals such as solid sodium hydroxide and solid phosphate pesticides. Officers from the DG (Shipping) said the ship is still tilted at 30 degrees and some of the containers on the deck of the ship have fallen into the ship's hold (storage space).

Neither the Coast Guard nor the Navy has spotted any containers floating on the sea. Navy Survey Boats that have been employed to mark and help retrieve sunken containers have identified six sunken containers near the main navigational channel and eight at other locations. Divers deployed by salvors from Singapore, SMIT International, are attending to the sunken containers near the navigation channels on a priority basis. The two vessels were severely damaged after the collision that occurred off the Mumbai coast. More than 400 tonnes of fuel oil spread across the coastline damaging the marine habitat.

Sources from SMIT told Hindustan Times that while attempting to board the vessel the team of salvors felt the pesticide containers may have fallen into the hold of the ship. As a result, the boarding of the ship has been deferred to Wednesday. On Tuesday, the Navy escorted two convoys of ships passing the channel. Five vessels from Mumbai Port Trust and (MbPT) seven from the Jawaharlal Nehru Port Trust (JNPT) were piloted out while three ships heading for MbPT and 10 for JNPT were piloted in. Sixty-three vessels have been piloted out and 71 vessels have been docked in the days after the collision. Vessels beyond a draft of 12.5 metres are, however, not being piloted for now. **Source : The Hindustan**



The **IJMOND** seen ready to be part of the SAIL IN today from IJMUIDEN to AMSTERDAM for **SAIL 2010**

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## Italian ferry captain facing sack after letting passenger 'drive'

An Italian ferry captain risks losing his job after being caught on video allowing a 25-year-old woman passenger to take control of his multi-million pound vessel. Capri, 54, has been suspended and placed under investigation after he apparently allowed Maria Rosaria Federico to steer his hydrofoil on its regular route from Naples to the popular Italian holiday island of Capri.

Miss Federico, dressed in a short white skirt, joked with the skipper after he allowed her to take command of the vessel as it travelled across the Bay of Naples at high speed. In the three-minute video clip, Miss Federico, a physiotherapist who lives on Capri, is at one point heard saying "May Day, May Day" into a radio handset.

The captain has insisted the young woman was never in charge of the catamaran because the set of controls that she appeared to be operating had been disabled. "Do you really think it likely that a 25-year-old girl can just walk into the cabin and take command of a hydrofoil? It was just a game. I never expected all this controversy."

"She wasn't steering, she was just simulating the manoeuvres. The tiller was disengaged. The hydrofoil has three commands and I never left control of the effective ones. I never thought this would end up on YouTube. I thought the video was being taken so that she could show it to her friends". He now fears he could be stripped of his job because of the "prank", which happened on August 11. **Source : telegraph.co.uk**

**However, a classic example of what not to put on YouTube.**

<http://www.youtube.com/watch?v=3AhMdbaiNlk>

## CASUALTY REPORTING



The 2004 built **FLINTERFOREST** see aground near Oresund (Sweden) The picture shows her 800 tonnes of cargo being shifted to another ship. The **FLINTERFOREST** was refloated later. **Photo : Goran (c)**





## Russian cruise ship collides with barge

A Russian cruise ship carrying hundreds of U.S. and German tourists collided Wednesday with a barge on the Volga River, but no one was hurt, officials said. The Russian Emergency Situations Ministry's branch in the Yaroslavl region said the collision occurred early Wednesday in the Rybinsk reservoir on the Volga River. The barge carrying sand hit the cruise liner **Sergei Kirov**, piercing a hole in its starboard side. The ministry said that none of the 202 tourists and 91 crew aboard had suffered any injuries and the crew quickly patched the hole. Alina Tukhvatshina of the Emergency Situations Ministry said that the tourists were moved to other boats and then returned to Moscow by bus. **Source :** [google.com](http://google.com)

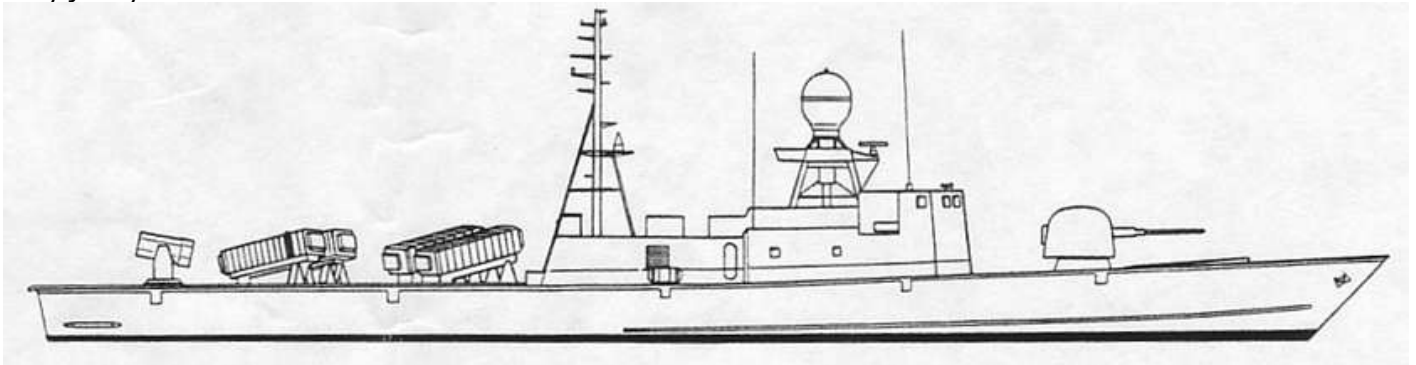
## NAVY NEWS



The US frigate **FFG 50 TAYLOR** seen arriving in Rotterdam – **Photo : Michel Kodde (c)**

# President Mills Buys 2 \$38m Obron Wawu Ships

The Mills-led National Democratic Congress (NDC) government does not appear to be perturbed about the bad deals that are slowly consuming its administration. The faux-pas that has characterized everything the government touches has manifested in the acquisition of two ex-German Navy Fast Patrol Boats which had been left to rot in a German Navy junk yard since 2005.



The ships were to be sent to the scrap yard but Ghana was desperate for them, doling out \$38, million to buy them for its operations in deep water patrol. The ships had no warranty according to official documents sighted.

Documents in the possession of Daily Guide indicate that a memorandum on the deal, which was jointly signed by Defence Minister Lt. Gen. J.H. Smith and Finance and Economic Planning Minister Dr. Kwabena Duffour, has received approval of Parliament for the disbursement of a whopping **\$37,867,500** for the purchase of the Type S143 retired ships, the **Ex- Albatross** and the **Ex-Bussard**, both former German Navy Fast Attack Craft ships.

Germans have already decommissioned the ships. Cabinet has already approved the decision in a confidential letter signed by the secretary of Cabinet, Ben Ephghan, dated June 10, 2010 sent to the Minister of Defence and copied to the Minister of Finance. The letter noted that during its meeting on Thursday, June 3, 2010, cabinet supported the decision and asked for the action to be expedited on it. According to experts the \$37,867,000, which is being sent on the two junk-yard ships, can be used to purchase a brand new fast patrol boat with similar features. The S143 class of German Fast Patrol Boats was commissioned by the German Navy in 1976 and decommissioned in 2005 after being used for 25 years.

Originally, the German Navy commissioned 10 S143 classes of fast patrol ships but due to operational problems, all 10 were grounded in 2005 and that is what Ghana has gleefully signed for.

In the same year, six of the decommissioned ships were sold to the Tunisian Navy at a cut-throat price of \$30million and two to private individuals at undisclosed prices. The remaining two had been earmarked for scrapping in 2007 after no interest was shown for their purchase.

Miraculously, the two survived the scrapping and three years after, the government of Ghana (GoG), through the ministry of Defence, is purchasing the scrap-bound ships at an unbelievable basic price of \$22,990,500, plus an additional refurbishment cost of \$14,877,000 for the two ships when all the six best ones were sold for a paltry \$30,000,000 to the Tunisian Navy in 2005.

The two ships have a length of 7.8 metres, a displacement of 398 tonnes, speed of 40 knots (74m/h), a capacity of 2x OTO Melara 76mm gun. Due to wear and tear over the last 34 years, most of these excellent features are either not working or were stripped down by the German Navy when they were decommissioned. The ships were demilitarized by dismantling of weapon systems as well as fire control systems, whilst respective racks or foundation remain empty. Some platform equipment of ships was also dismantled before decommissioning. More importantly, the propellers are

not working and will have to be fitted all over again. The government of Ghana is purchasing the junk ships shall be delivered to and accepted by government without any guarantees whatsoever from the seller and refurbisher.

The lifespan of a fast patrol boat, as given by marine experts, is 45 years and with the 34 year's already spent, the best the Ghana Navy will get out of the **Ex-albatross** and **Ex-Bussard** ships will be nine years, all things being equal. It is therefore not clear whether the acquisition of the two ships will be able to meet the intended purpose for which they are being purchased- to enhance the capacity of the Ghana Navy to ensure adequate maritime security and also effectively protect the country's emerging oil industry. **Source: Daily Guide**

## **SHIPYARD NEWS**

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## **The Shipbuilding Industry- Riding the Economic Wave**

The global economic recession and the decline in sea-borne trade led to over-capacity of ships globally ultimately affecting the performance of the shipbuilding industry during CY09. The global shipbuilding orderbook declined from 367.2 mn GT as on December 31, 2008 to 303.5 mn GT as on December 31, 2009 primarily led by the slow growth of new-build orders aggregating 18.2 mn GT during CY09 as against 90.7 mn GT during CY08. The vessel deliveries however continued to grow at a steady pace with 75.7 mn GT of vessels delivered during CY09 compared to 64.2 mn GT of deliveries during CY08.

The record scrapping volume particularly in the dry bulk vessel segment and y-o-y decline in vessel prices in the range of 20-30% provided no respite to the dwindling global shipbuilding orderbook, especially in case of major shipbuilding nations such as S. Korea, China and Japan thereby requiring their respective governments to take corrective measures in terms of restructuring of yards facing financial crisis and also offering monetary and non-monetary incentives to boost the industry's prospects. However, the Asian shipbuilders continue to dominate the global orderbook accounting for 95.1% of the total as on December 31, 2010. Of the same, in continuation of the trend during CY08, the market share of the S. Korean shipbuilders remained the highest at 37%. The share of the Chinese and Japanese shipbuilders stood at 36.1% & 16.8% respectively. The Indian shipbuilders occupied 5th rank globally accounting for 1.44% of the global orderbook with 2.2 mn CGT of vessels on order as on December 31, 2009. The Indian shipbuilders specialise in the construction of offshore vessels. However, the expansion of shipyards to the extent of constructing bigger vessels



such as dry bulk carriers has enabled the Indian shipbuilders to attract new-build orders in the said vessel segment. Importantly, the Indian yards reported no major instance of order cancellation during CY09 (except in case of Pipavav Shipyard) as compared to their peers in S. Korea and China, primarily owing to no speculative orders being placed with the Indian yards and majority of the orders being received from repetitive clients. We expect the shipping fleet to be in over-capacity during CY10-CY13 based on a combined mix of factors such as world fleet size, world GDP-current prices and the historical trend of sea-borne trade. In spite of the new-build vessel prices declining by 20-30% on y-o-y basis, we expect increased demand for second-hand vessels as compared to new-builds. The said demand is expected to be driven by relatively lower prices of second-hand vessels with younger fleet on offer. **Source: Prlog**



The ex. **FLORIJNGRACHT** seen in drydock in China to receive new hull colors -**Photo : Bart Klos** ©

## Sri Lanka Dockyard starts building tug

Colombo Dockyard has laid the keel for construction of the second vessel of a series of two 130 Ton Bollard Pull Anchor Handling Tug Supply Vessels (AHTSV) Tuesday, a statement said. "The keel laying ceremony signifies the commencement of construction work of the AHTSV, which is one of the biggest bollard pull capacity vessels to be constructed by Colombo Dockyard," it said. The vessel design was developed by ship design firm, Moss Maritime a.s., of Norway, the yard, a unit of Japan's Onomichi Dockyard, said.

The first vessel of the series is under construction and is scheduled for delivery by mid-2011 and the second vessel is scheduled for delivery in the third quarter of 2011. The vessel will be registered in Singapore.

The vessels perform supply duties between offshore units, handle anchors, and work with pipe laying barges, semi submersibles and other moored offshore structures. They are also meant to tow barges, semi submersibles and other vessels in the offshore oil and gas industry. "Over the past few years, Colombo Dockyard operating in joint collaboration with Onomichi Dockyard Company of Japan has accumulated a wealth of experience in building vessels for the offshore sector," the statement said. "It is now well poised to meet any kind of requirement that may arise in the offshore oil exploration activities being carried out in the Sri Lankan waters and offer its expertise."

## **Daewoo Shipbuilding wins US\$230 mln order from Singapore**

Daewoo Shipbuilding & Marine Engineering Co. , South Korea's second-largest shipyard, said Tuesday it has signed a US\$230 million order to build two container ships. The deal with Singapore's Neptune Orient Lines, the world's fifth-largest container shipping company, calls for Daewoo Shipbuilding to deliver the ships by the end of 2012, the shipbuilder said in a statement. The deal was signed here on Monday, according to Daewoo Shipbuilding. **Source: tradingmarkets**

## **ASL Marine gets S\$55m newbuilding orders**

ASL Marine has bagged S\$55m in contracts for tug and barge newbuildings. The Singapore shipyard group is to build two Azimuth stern drive tugs, pipe-lay barge and 27 barges for undisclosed clients. The tugs are due for delivery in the first quarter of 2012 and the barges will be delivered progressively from the first quarter of next year.

**Source: seatradeasia-online**



Above seen the VLCC **GREAT LADY SATURN** leaving Palumbo Malta Shipyard Ltd Dock no 6 outbound Valletta assisted by 4 tugs and 2 Pilots Tuesday 17th August 2010.

**Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**



## ROUTE, PORTS & SERVICES

### CMA CGM takes delivery of third mega-ship

CMA CGM took delivery on Monday morning in South Korea of the **CMA CGM Corte Real**, a very large container ship with a capacity of 13,830 20-foot equivalent units that is the third in a series of eight vessels of this size named after the great explorers. The new ship, which was built by Daewoo Shipbuilding and Marine Engineering, will join the CMA **CGM Christophe Colomb** and the **CMA CGM Amerigo Vespucci** on the FAL 5 service (French Asia Line) between Asia and North Europe.

The **CMA CGM Corte Real**, which is 1,270 feet long, 168 feet wide and has a draft of 51 feet, is the largest vessel to date to sail under the flag of the UK. The Marseilles-based company said it flies the flag of the UK as part of the white list of the Paris Memorandum of Understanding on Port State Control, which provides a guarantee of safety, security and environmental protection. CMA CGM said the large capacity of the ships it is deploying on its FAL 5 service allows it to meet the growing volume on this market that has been showing a strong recovery over recent months, registering a 20 percent growth on the westbound leg between Asia and North Europe for the first quarter of 2010 compared to the same period last year and a 9 percent growth eastbound. The **CMA CGM Corte Real** will start its rotation on Aug. 17 in Ningbo before calling Shanghai, Yantian, Tanjung Pelepas, Port Klang, Le Havre, Hamburg, Rotterdam, Zeebrugge, Port Klang and Singapore. **Source: joc.com**



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P&O cruise liner **Artemis** arriving this morning for Northumbrian Quay, North Shields. This is the first visit to the port of a P&O cruise liner. **Photo : Kevin Blair (c)**



## New Ferry Port on Schedule to Open Next Year

Work on Stena's Line's new port facility on Loch Ryan is continuing on schedule. In a year's time Stena ferries will relocate from Stranraer to the new facility. Scotland's Minister for Transport and Infrastructure Stewart Stevenson visited the new site two miles north of Cairnryan recently and got a progress report, first hand, from senior officials of Stena Line. The company is investing £200m in the 28 acre-site which will mean the end of an era in ferry travel... the long-standing connections between Belfast and the Wigtownshire town of Stranraer will come to an end.

The new facility will accommodate a state-of-the-art port and terminal as well as new tonnage for the route to Northern Ireland, which is on schedule to open in Autumn 2011. The new port facility will be the UK's third largest gateway.

The port will provide Stena Line with the chance to offer its customers shorter journey times between Scotland and Northern Ireland helping to drive the level of tourism and freight business between both countries. In addition, the new facility will also provide environmental benefits in the form of reduced Co2 emissions from shorter sailings between Loch Ryan Port and Belfast Port. In addition to developments at the new port location, work is also progressing on the road infrastructure to and from the new port, primarily passing improvements on both the A75 and A77. **Source : nitravelnews**



Above seen the installation of the **Offshore High Voltage Station** for the Belwind wind farm. The substation was successfully installed on Wednesday afternoon 11th of August by the **Taklift 4** of Smit after a period of marginal weather conditions. The Substation is the heart of the wind farm comprising 55 turbines of 3MW each.

**Photo : Bastiaan Burger**

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Several sailing vessels seen moored in the Alaska harbour (Amsterdam) yesterday afternoon awaiting the SAIL IN today.

Photo : Piet Sinke (c)

## Rebranding of DFDS well underway

Following the Norfolkline-DFDS deal, one of the first tasks in the rebranding of DFDS, was the replacement of the Maersk logo by a DFDS logo - which, according to the agreement with Maersk, should be completed within the first 30 days.

Funnels have changed logos, ships have changed surnames to Seaways, which now also appears in metre high letters on ship sides that are used to promote DFDS Tor Line, Norfolkline or DFDS Lisco. The first rebranded trailers for DFDS Logistics Division have also been delivered. Source: DFDS Update / [maritimedanmark.dk](http://maritimedanmark.dk)

## Evergreen Marine stock rises to two-year high

Evergreen Marine Corp., part of Asia's largest container line by fleet size, surged to the highest in more than two years in Taipei trading after reporting its first quarterly profit since 2008. The stock jumped 2 percent to NT\$25.25 as of 9:46 a.m., after rising to NT\$26.2, the highest since June 10, 2008.

Net income was NT\$4.12 billion (\$129 million) in the second quarter, compared with a loss of NT\$1.98 billion a year earlier. Profit beat the NT\$2.3 billion average of eight analyst estimates compiled by Bloomberg. Second-quarter earnings were derived from first-half results announced by the Taipei-based company yesterday.

"It's too good to be true, but it's true," said Peter Tzeng, a Taipei-based analyst at Polaris Securities Co., who has a "neutral" rating on the stock. "Demand for container shipping has returned to the levels before the global financial crisis."

Evergreen Group ordered 10 new ships last month, part of plans to buy 100, as the global recovery bolsters U.S. and European demand for shipments of Asian-made clothes, toys and furniture. Neptune Orient Lines Ltd., Asia's No. 2 container line, also posted its first profit since the third quarter of 2008 as trade rebounds from last year's global recession.

First-half net income was NT\$4.03 billion, or NT\$1.27 a share, compared with a loss of NT\$4.71 billion, or NT\$1.54, a year earlier, Evergreen Marine said in an exchange filing yesterday. The group operates 162 ships with a combined capacity of 610,000 standard 20-foot boxes.

Smaller competitor Yang Ming Marine Transport Corp. climbed 2.9 percent to NT\$23.40. The Keelung, Taiwan-based company is scheduled to report first-half earnings before the end of the month. The International Monetary Fund last month raised its forecast for 2010 global growth to 4.6 percent, the fastest since 2007. **Source: bloomberg**

## Sino-Belgian firms mulling diplomatic move against CCP: Rs 16 billion deepening, widening project of PQA

Pakistan may face a rare diplomatic strain in its relations with two friendly countries, China and Belgium, Business Recorder has learnt. The warning comes as a consortium of three international dredging companies, Dredging International and Jan De Nul of Belgium and China Harbour Engineering Company (CHEC) of China, has challenged the Competition Commission of Pakistan's (CCP) penalty worth Rs 50 million against each of its members in the court of law.

CCP slapped the consortium with the penalty on July 23 for allegedly forming a 'cartel' while tendering for the Deepening and Widening of Channel project at Port Qasim. According to sources, terming CCP's decision as 'unacceptable', the three firms have taken stay order from the court against the verdict besides deciding to take up the matter on diplomatic level with the government of Pakistan. "The government of Belgium, on the President and Prime Minister level, is unhappy with CCP's decision," a spokesman of the consortium told Business Recorder.

He claimed that Brussels was offended by the CCP's action which, the European country believes, had maligned world-wide the position of its renowned dredging companies, Dredging International and Jan De Nul. Claiming that the consortium's deal with PQA was sabotaged by some 'vested interests' from 'behind the scene', the dredging body is said to have determined to contest the decision and procedures applied by the CCP with all legal remedy.

"When price fixing is done through a cartel, it is never declared to the client, but we did it," the spokesman argued, adding that the three firms had join hands to submit an economical bid, coupled with a funding proposal. The spokesman also referred to the Economic Co-ordination Committee's approval to the award of PQA's capital dredging



contract to the consortium in view of a fast nearing deadline, 2011, for the establishment of LNG Terminal at Port Qasim. The spokesman clarified that a difference of Rs 6 billion in the bids submitted by CHEC and the subsequently formed consortium was because of a robust increase in international fuel prices as well as devaluation of the rupee.



The **Stanislav Yudin** seen testing the main crane for the certificates at the Verolme yard at Rotterdam.

**Photo : Andrey Morozov (c)**

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## Remarkable Growth for the Port of Hamburg in the First Half-Year 2010

Global foreign trade shows a constant growth trend and brings Germany's biggest seaport a strong plus in the handling of seaborne cargo. The result of the first half-year 2010 shows an 8 per cent growth of total cargo handling.

In the Port of Hamburg a total of 58.6 million tons of seafreight was handled in the first half-year 2010. This comes up to a plus of 8.1 per cent compared to the previous year. Especially the strong growth of imports, which reached a total of 33.7 million tons, made for a higher-than-average growth by 12.3 per cent. Exports reached 24.9 million tons in the first half-year and, thus, increased by 2.9 per cent compared to the previous year. Claudia Roller, CEO of Port of Hamburg Marketing, the marketing organization of the Port of Hamburg, reported at the half-year press conference that both the handling of general cargo with a plus of five per cent to 38.8 million tons and the handling of bulk cargo with a plus of 14.8 per cent to 19.7 million tons came along pleasingly positively. „The pleasing cargo handling figures confirm the clear upward trend in cargo throughput of the Port of Hamburg“, Claudia Roller commented. „Also the container traffic that was hit especially hard in the year of crisis 2009 has again an upward tendency and reached with a volume of 3.7 million TEU in the first half-year a plus of 4.3 per cent. In June, with a plus of 16.5 per cent compared to the previous month following up on pre-crisis amounts, we even could register the best result of container handling since December 2008.“ So, container traffics with North and South America reached a total of 380,000 TEU and, thus, a growth by 11.6 per cent. Asia traffics, that are of special importance to the Port of Hamburg, amounted to 2.2 million TEU and, thus, increased by 6.9 per cent. Container handling with African countries climbed up to 96,000 TEU and, thus, reached a plus of 14.7 per cent.“

Analyzing the handling of seaborne cargo one has to realize that the handling general cargo, which is in Hamburg especially strongly pronounced, could increase by five per cent in the first half-year. In the non-containerized general cargo 1.2 million tons were handled in the first half-year. This comes up to a growth of 2.7 per cent.

“The port railway has proven a reliable performer in the Port of Hamburg“, reported Jens Meier, managing director of the Hamburg Port Authority (HPA). The good connections into the southern, eastern and south-eastern European hinterland ensured that in the first six months of this year, rail freight handling volumes were on track to reach the record levels of 2008. “This confirms that our strategy for investments in the infrastructure, especially in the port railway, paid off“, said Meier.

Since general cargo is handled in Hamburg by about 97 per cent containerized, this growth also affects the volume of TEU. Germany's biggest container port shipped in total 3.7 million TEU (20-foot-standard-containers) in the first half-year 2010. This comes up to an increase of 4.3 per cent compared to the previous year. Within the handling of containers the shipping route Asia, which is very important to Hamburg due to its volume and to which belongs also China as the by far most important market partner of the Port of Hamburg, is again on a considerable growth curve with a total number of 2.2 million TEU (+6.9 per cent).

Still Hamburg is in Europe the leading transshipment centre with respect to container traffic with Asia and China. A significant part of these containers is transported as transshipment cargo via the hub Hamburg per feeder vessel to the Baltic Sea region. In contrast to Western feeder and short sea destinations, that are operated via Hamburg and show already growth rates between 3.6 und 9.5 per cent for the first six months of the year, the container traffic at the routes to Scandinavia and the other states of the Baltic Sea is still with 9.5 and 3.7 per cent in the red. Here, also the excellent development of the foreign trade of Russia, which increased in the container traffic with 191,000 TEU via Hamburg by 15.7 per cent in the first half-year, could not compensate the slumps in container traffic with the other states of the Baltic Sea caused by the crisis. The handling figures for the second quarter do already show an upward tendency for some of these Baltic Sea destinations. Russia still remains unchanged Hamburgs most important trade partner in the European container traffic and third-strongest trade partner in the global container traffic of Hamburg.

The handling of bulk cargo, which reached a result of 19.7 million tons in Hamburg in the first six months, is on a significant growth curve with an increase by 14.8 per cent compared to the previous year. Especially the import of iron ore, that was hit hard by the global financial and economic crisis last year, recovered quickly and brought the segment grabbable cargo to a result of 9.6 million tons (+61.4 per cent). The import of ore, that decreased to an amount of 1.4 million tons in the first half-year 2009, climbed up to 4.7 million tons in the first six months of 2010. This comes up to a growth by 243 per cent. The handling of suction cargo, mainly determined by the handling of agribulk, could not keep its excellent result of the previous year and registers 3.3 million tons (-19 per cent) in the first half-year. The section of liquid cargo remained with 6.8 million tons 4.8 per cent below the result of the previous year.

Provided that there is a continuous positive world economic climate Claudia Roller expects for 2010 at a total cargo handling for the Port of Hamburg of about 119 million tons a plus of about 8 per cent. With respect to the handling of containers Roller assumes about 7.7 million TEU (+9 per cent). Such a fast upward trend in the handling of seaborne cargo was not expected by the Hamburg port-related industries. Now, it has a positive effect that the investments in modernization and extension of terminals and infrastructure, that were initiated by the port companies and the Hamburg Port Authority (HPA) previous to the crisis, were not stopped. Thus, the port is excellently prepared for again increasing volumes of cargo in the general and bulk cargo sections, which are e. g. transported by new scheduled liner services and large-scale container ships crossing the sea more and more as well as by bulkers increasingly used for bulk cargo shipping.



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## **Maersk Line launches weekly service from Shanghai to Chennai**

Maersk Line announced the launch of its new Far East-Chennai weekly service to be known as the Chennai Express (CHX) service from September 14, 2010. Four vessels of around 2,900 TEU capacities each will be deployed on this service which will begin from Shanghai in September.

On the occasion, said Mr Rizwan Soomar, Managing Director, Maersk Line (India & Sri Lanka), "Given the strong growth in auto and electronics sector, we would like to target the Far East to South East India route (Chennai/Kolkata) through this direct Far East to East India service. This service will also be extremely reliable for consumer durables, personal care products and other transit-sensitive goods."

The service promises to connect two of the fastest growing regions (India and China) and underlines Maersk Line's commitment to South and East India with this best in class product, directly covering East China, South China and South East Asia. The service will also connect North China, Korea and Japan at Tanjung Pelepas.

Continued Mr Soomar, "There has been a space constraint on this trade and the introduction of this service will ease of the capacity on this trade to a large extent. This is another key addition to our robust portfolio of products for Maersk Line India. We will continue to look for opportunities that can add value to our customers."

The transit time of the CHX service ex-Shanghai to Chennai will be 13 days and provides amongst the best transit times in the market. The first port call will be from Shanghai on Sep 14, 2010 and is scheduled to call Chennai on Sep 27, 2010. **Source: business-standard**

## **China's Dalian port opens ULCC crude berth**

Chinese state-owned oil firm PetroChina and Dalian Port have started operations of a new berth at Xingang harbour able to take 450,000t ultra large crude carriers (ULCCs) at the northeast Chinese port. PetroChina and Dalian Port jointly invested 5bn yuan (\$735mn) on the facility, which has an annual throughput capacity of 19mn t/yr (380,000



b/d). The new berth that opened on 14 August will receive crude imports for the strategic petroleum reserve base at Xingang, as well as PetroChina's 410,000 b/d Dalian refinery and the 200,000 b/d export-oriented Wepec refinery.

Source : PortNews



The **ANJASMORO** seen in Cape Town – Photo : Aad Noorland (c)

## **Pak-India to restart Mumbai-Karachi ferry service**

The President of Karachi Chamber of Commerce and Industry (KCCI), Abdul Majeed Haji Mohammad, has urged the governments of India and Pakistan that they should pursue the possibilities of resumption of ferry service between Mumbai and Karachi. In a communication, he noted that the signing of protocol on shipping services in December 2006 between India and Pakistan has enabled the private shipping companies to lift the cargo of each other country.

He advocated for opening of banks' branches in each other country which would help boost two-way trade and reduce cost of doing export and import business. He said that there is need to lower tariffs, increasing the number of items in the positive lists and enhancing the transport links to boost the bilateral trade. He emphasised the need of participation in the trade fairs and exhibitions in both countries.

The KCCI president also stressed upon frequent exchanges of trade delegations between the two countries. The business community could act as 'Ambassador of Peace' who could bring peace and fortify the friendly nexus between the two countries of the region and the globe, he said. Source : pakobserver

## **OLDIE – FROM THE SHOEBOX**



November 22<sup>nd</sup> 1969 the tug **BARENTZ ZEE** arrived at the m/s **MARtha**, a Greek freighter loaded with asbestos enroute from Amsterdam to Antwerp, in a position 10 nm SW of the Goeree lighthouse the crew left the burning vessel, after the crew was collected from the lifeboats the **BARENTZ ZEE** commenced with fire fighting, from the Europoort the tugs **INDUSBANK** and the **MAASBANK** arrived and joined with the fire fighting operation, the fire was fast under control and the **BARENTZ ZEE** took the **MARtha** under tow, upon arrival the harbor tugs **ARGUS**, **APOLLO**, **ALBLASSERDAM**, **KAPELLE**, **KATENDRECHT** and **KIJKDUIN** joined the transport and the **MARtha** was safely delivered at the Rotterdamse Droogdok shipyard **Source : Ton Nahuijsen**

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



The tug **CORVIN** departed with the **MISSING LINK** from Rotterdam – **Photo : Frits Janse (c)**