

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 238



Number 238 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 26-08-2010**

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



The "**Rolldock Sun**" executing the float-in operation of the 106 meter long dredger "**Zhong Guo Shui Dian J08**" seen from "**De Maze**". - **Photo : Carlo Jansen (c)**

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The **ACERGY FALCON** seen operating in the Deep Panuke field - **Photo : Jan Plug (c)**

SAIL 2010 AMSTERDAM

See the people, see the boats and see the action around the IJ haven during the **SAIL 2010** from the **IJMOND**.
Complete with the SAIL OUT last Monday , A very nice 7 minutes movie made by **Fred Vloo** at :

<http://www.youtube.com/watch?v=VeZXnrWi064>

MAMMOET RECOVERS LEGS IN MALAYSIA



Above and below seen the **MAMMOET** salvage fleet offshore Kuantan (Malaysia) where **MAMMOET** is working on the **TRIDENT 17** leg recovery project

Photo's : Pim Bolt (c)



Walvis Bay used for smuggling vehicles into Africa

Namibian police have advised shipping companies in Namibia to tighten up particularly at the Port of Walvis Bay after Interpol brought to the attention of local police that vehicles were being smuggled into and through the country. Two vehicles, which were stolen in Dubai and Italy and brought into the country through Walvis Bay, have recently been impounded by police. They entered the country through the port without being verified and police say this is just the

tip of an iceberg. Stolen motor vehicles are entering the country through Walvis Bay and are being further smuggled into neighbouring countries, including Angola, Botswana, Zimbabwe, Zambia and even Malawi, said the police.

They warned Namibian clearing houses to be on the alert otherwise they could find themselves facing prosecution on charges of being part of the smuggling syndicates. Meanwhile police in the Erongo region have held a meeting with shipping and other transport logistics service providers to discuss how to prevent the smuggling of motor vehicles through Namibia. Erongo Regional Police Commander, Commissioner Festus Shilongo said that with the collective efforts of all in the logistics sector as well as those of the Namibian police, Namibia would be able to prevent the smuggling syndicates from using the country as a springboard into other states.

He said that all it took was for those in the transport and logistics sector to adhere to legal requirements as stipulated in various legislation. On the other hand, any company suspected of being involved faced the prospect of being arrested and charged. That included drivers and companies owning vehicles that are used to transport the imported motor vehicles from the port to their final destinations, he said.

"This effort requires the involvement of all second-hand goods offices, vehicle clearance units, Interpol and traffic officers on our roads to check and control," said Shilongo. Drivers should expect to be stopped at any point during the transportation process by law enforcement agencies to check and verify if they have complied with or met all requirements. – **source New Era**



The **KRONOS** seen in Santos – **Photo : Marcelo Lopes (c)**

Florida Coast Guard Seizes 6,000 Pounds of Cocaine

A Coast Guard vessel has returned to port with millions of dollars worth of seized cocaine on board. Crew members from the Coast Guard Cutter **Tahoma**, along with Immigration and Customs Enforcement and Customs and Border Protection officials offloaded a total of 88 bales of cocaine Monday afternoon. "Street value is approximately \$80 million," said Deputy Michael Shea of U.S. Immigration and Customs Enforcement.

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They stacked the bales, weighing in at a total of nearly 6,000 pounds, on top of each other at the Coast Guard Headquarters in Miami Beach and stood behind it while brandishing heavy weaponry. "This is a lot of cocaine: 88 bales. Each bale weighs approximately 65 pounds, so it's just a little over 5700 pounds of cocaine," said U.S. Coast Guard Chief Petty Officer Russell Tippetts.

While on patrol in the Caribbean Sea, on Aug. 3, crew members aboard the Coast Guard Cutter **Forward** observed a suspicious 30-foot, Honduran-flagged fishing vessel about 27 miles off Honduras. The crew of the Forward boarded the vessel, discovered the cocaine and detained five suspects. The five suspects and seized contraband were transferred to the cutter **Tahoma** who delivered it to Customs and Borders Protection officials ashore in Miami.

The five suspects are scheduled to appear before a federal judge in Miami on Tuesday and could face anywhere from 10 to 30 years in prison. "It's basically distribution, production, possession of narcotics on a vessel," said Shea about the charges. Authorities hope this could lead to a reduction in crime and killings on the streets. "It's going to have a direct result of what happens in the community. This is not going to filter down," said Shea. "That's probably the most important thing ... It's going to make the streets safer." **Source : foxnews**



Monday afternoon the **STENA BRITANNICA** encountered some problems upon arrival due to the strong winds, the ferry turned around and went back outside to turn around and approached the Stena terminal again and was safely moored assisted by the tug **SMIT ELBE**



Photo's : Frans de Lijster (c)

Atlantic Ocean garbage debris remains mystery




Where has all the plastic gone? For the first time, oceanographers have quantified the floating plastic debris in the Atlantic Ocean and have come to a surprising conclusion. The amount of plastic hasn't changed in two decades despite a sharp increase in plastic production and trash, according to a recent report published in Science.

The researchers surmise that either people aren't dumping trash in the water or the plastic, weighed down by bacteria and other organisms, could be dropping to lower ocean depths. Another possibility: plankton or fish could be eating the plastic and its chemicals.

"I think it's certain that the plastic is breaking down into pieces smaller than what we capture in the net," co-author Kara Lavender Law, an oceanographer with the

Sea Education Association (SEA) at Woods Hole, Mass., told LiveScience, an online news source. Students and scientists on research sailing trips led by SEA in Woods Hole, Mass., have been catching and counting tiny (a third of a millimeter or less) plastic pieces in plankton nets since 1986. They've found plastic in more than 60% of 6136 tows over 22 years.

"What we're collecting are really small fragments of plastic from larger consumer items," Lavender Law told LiveScience. "If you're on the deck of a ship, you normally can't even see the plastic pieces." Lavender Law said the affected area in the Atlantic Ocean could rival that of the "Great Pacific Garbage Patch" off California but said both regions remain poorly defined. Researchers found that the plastic consists mostly of polyethylene and polypropylene, chemicals used to make things such as grocery bags. **Source : usatoday**

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The **HANJIN MUMBAI** seen in Rotterdam – Photo : Jaap van der Vlies (c)

Tamil Asylum-Seekers To Remain Under Detention In Canada

Canada's independent Immigration and Refugee Board has ordered that all the 443 adult Tamil asylum-seekers who arrived in the country earlier this month on board a cargo ship must remain under detention until their identities are verified. The ruling on Monday came after the Board agreed to the government's request for more time to analyze the migrants' identity documents. Despite their continued detention, Canadian laws provide the refugee claimants with the right to periodic detention hearings by an adjudicator, who has the authority to release them.

All the adult Tamil asylum-seekers from Sri Lanka were detained on August 13 after the cargo ship carrying them docked at a Canadian naval base in British Columbia after a three-month journey. The vessel, '**MV Sun Sea**,' was escorted to the naval base by a Canadian naval ship. It had 492 people on board, including 380 men and 63 women and 49 children, when it docked at the base. Earlier, Canadian Navy personnel had boarded the ship off British Columbia. The move came after Sri Lankan media reported that the ship was heading toward Canada after being turned back from Australia, and that several other ships full of refugees were also on their way. Soon after docking, that the captain of the ship had declared his passengers as refugees. However, all the 443 adult asylum-seekers were taken into custody by the Canadian authorities for ensuring that the group did not have any member of the Liberation Tigers of Tamil Eelam (LTTE), or Tamil Tigers.

Though the 49 children in the group were not arrested, they still remain either in jails with their mothers, or under social services care if they were unaccompanied. The Tamil refugees on board the ship are believed to have fled persecution in Sri Lanka, but the Canadian government has concerns that some on board may be sympathizers of the LTTE. Canada has regarded the LTTE, which was defeated last year after a two-decade-long war, as a terrorist outfit since 2006.

In May 2009, the Sri Lankan military claimed victory in its 25-year civil war against the Tamil Tiger rebels after recapturing the rebel-held areas and eliminating major rebel leaders, including LTTE founder-leader Velupillai Prabhakaran in a final offensive that lasted over a year. Official figures indicate that the final military offensive against the Tamil Tiger rebels in the northeastern regions of the country left over 300,000 people homeless, while some 7,000 civilians were killed in the final months of the civil war.

An estimated 80,000 people, mostly civilians, have been killed in the country's civil war after the LTTE rebels launched an armed rebellion in 1983, demanding an independent state for the Tamil minority in the island nation's northern and eastern regions. Colombo has repeatedly rejected a United Nations probe into alleged rights abuses during the final stages of its long civil war. It has, however, set up its own inquiry commission to investigate allegations of war crimes and reason for the failure of a truce between the government and the LTTE in 2002. **Source : rttnews**



The **THETIS** seen off Hoek van Holland – **Photo : Rik van Marle (c)**

CMA CGM negotiates with Lebanese investors



The **CMA CGM VOLGA** – **Photo : Peter Hollands (c)**

CMA CGM is negotiating with a Lebanese group about investing in the French ocean container carrier, according to French press reports. The family-owned Mikati Group, known as MI, is the latest company linked to attempts by CMA

CGM to tap outside investment as part of a restructuring of its \$5.3 billion debt taken on to increase its fleet, the world's third largest.

By The Numbers: New Shanghai Containerized Freight Index. There are reports the Marseilles-based carrier also is holding talks with a Turkish group. CMA CGM previously held talks with Belgian billionaire financier Albert Frere and FSI, France's strategic investment fund, and was reported close to selling a 30 percent stake for \$650 million.

The talks appear to have stalled in early August though none of the parties involved have commented on the current status of negotiations. CMA CGM, which is controlled by the Saade family, earlier broke off talks with Qatar's sovereign wealth fund, claiming its conditions for a deal were too onerous.

The Mikati group is a broadly based holding company with a controlling stake in MTN, a South African telecoms company, a high end fashion business, and real estate, including properties in London and New York. It is also a shareholder in baboo, a Swiss low cost airline. The group is headed by Najib Mikati, a former Lebanese prime minister, and his brother Taha. Each has a net worth of \$2.5 billion, according to Forbes magazine. **Source: joc.com**

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NAVY NEWS

Primitive submarine rescue facilities plague India

If an Indian submarine gets disabled deep underwater, the sailors on board are virtually sunk. India may be spending big bucks on importing fighters, warships and tanks but the Navy is still stuck with woefully-inadequate submarine rescue facilities.

For one, there has been no progress on the well over a decade-old project to buy two DSRVs (deep submergence rescue vessels). More like 'mini submarines', DSRVs can rescue 24 sailors at a time after 'mating' with the hatch of the stricken submarine, equipped as they are with pressurised chambers, sonars, cameras and other hi-tech facilities.

For another, as the latest CAG report states, the contract inked with the US Navy's "global submarine rescue fly-away kit service" is "yet to be fully operationalised" despite being finalised way back in 1997. "Lack of adequate need assessment, poor planning and absence of a conclusive time-bound agreement with the US Navy led to extensive delays in the timely commissioning of the essential and life saving submarine rescue facility," observed CAG.

When India had first inked the contract for the US rescue service in 1997, paying a total of \$734,443, it was meant to be more of an interim measure till the Navy got its own DSRVs.

While the DSRVs still remain a pipedream, even the implementation of the US submarine rescue programme has been plagued by delays. The CAG report holds its utility is "questionable" since 75% of the submarines in the Indian fleet (10 Russian Kilo-class, four German HDW and one Foxtrot) have already completed three-fourths of their estimated operational life.

The report stated that "Padeyes", which are holding devices welded into the escape hatches of submarines to secure the DSRV, had been fitted on to only 11 of the 15 Indian submarines till date. Of the 11, only four Kilo-class submarines have, so far, been certified by US Navy for mating with its DSRVs, and that, too, for a period of three years effective from December 20, 2007. The Foxtrot submarine, on which the Padeyes has been fitted, is slated to be phased out in 2011.

Moreover, the US Navy's DSRVs are only supposed to be transported to India in case of an emergency. "The nominal response time is 72 hours from the time the DSRV is lifted from its location to reach the rescue site. It has the capability to rescue up to a depth of 610-metre," said CAG. "Such time and depth restrictions further dilute the effectiveness of a rescue facility, which in any case is nowhere close to completion," it added. **Source : timesofindia**

Royal Navy 'dangerously weak', says RUSI

The Royal Navy is "dangerously weak" and needs urgent expansion to secure trade routes, a think tank has warned. The Royal United Services Institute said ships in the current fleet were near the end of their useful life and at least 10 more frigates were needed. An article in its journal said vessels should be cheaper and more adaptable, rather than expensive and specialist.

The Ministry of Defence (MoD) is reviewing future military requirements and looking at ways to cut costs. The article, by retired Vice Adm Jeremy Blackham and Gwyn Prins from the London School of Economics, said the average age of surface combatant ships was forecast to rise from 15 years in 2012 to 21 years in 2021.

"Real world tasks urgently require significantly more surface combatants, of lower cost and capability. Use of the sea demands presence along the sea routes," the article said. "A poised force is the prerequisite for pre-emptive action. It is also the prerequisite for surprise. Surprise is often the ability to appear without warning and in force.

"The ships needed to fulfil these missions must have endurance, versatility, role adaptability and number, and be cheaper." Sea trade Britain has more than 70 warships, including 24 frigates and destroyers, and the article pointed out that 95% of British trade by volume and 90% by value is carried out by sea. The article by the independent institute argued that future orders should be "seriously cost-constrained" so that ships were more basic and more could be bought.

The MoD has said one of its long-term aims will be to use less specialised, cheaper ships that are easier to sell abroad. A spokesperson said: "The future configuration of our Armed Forces will be based on the findings of the Strategic Defence and Security Review which is under way. "The complex process of a SDSR will conclude in the autumn and speculation at this stage about its outcome is entirely unfounded." The defence review comes at a time of intense financial pressure from the government and considerable military risk in Afghanistan. The article said it would be a "grave failure" if the review "attended principally - or worse, exclusively - to the clamour of those issues".

It warned that the UK may be unable to safeguard trade routes from pirates, terrorists or non-friendly governments, unless the Navy received more funding. **Source : bbc.co.uk**

Northern Fleet started exercise

Russia's Northern Fleet this week started an exercise, which aims at strengthen coordination between different fleet units. The exercise, which is lead by Fleet Commander Vice-Admiral Nikolai Maksimov, will involve a number of different Navy units, as well as units from other defence branches, Interfax reports. The exercise is to strengthen

interaction between different fleet units, as well as coordination with other weapon branches, the news agency informs. It will last until 31 August. **Source : BarentsObserver**



The proud of the Northern Fleet the nuclear powered **POTR VELIKIY** – **Photo : Piet Sinke (c)**

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Successful testing of "Yuri Dolgorukii"



The vessel, which will become one Russia's most lethal Navy weapons, the strategic nuclear submarine "**Yuri Dolgorukii**", has returned to Severodvinsk after successful testing in the White Sea. The vessel completed the test programme and showed good sailing results, a press release from Sev mash reads. All the submarine's systems are reported to have operated stably.

The testing has been conducted by a special crew with experts from Sev mash, the yard which has built the vessel. The Navy crew which is to permanently man the vessel will do its first testing in the course of September. The "**Yuri Dolgorukii**" is Russia's first fourth generation strategic submarine of the Borey class. **Source : BarentsObserver**

How safe are submarines in the Malacca Strait?

Technically speaking, it is not likely that a submarine can operate safely in the shallow waters of the Malacca Strait. At its shallowest, it has a reported depth of just 25 metres. At certain speeds, a sub cannot travel near the bottom of the sea. And many tankers have a hull depth of more than 12 meters.

The chance of collision is not remote, given that at least 50,000 ships sail through the strait every year (source: International Maritime Organisation). Sink an oil tanker and you have a major environmental disaster - and a major disruption to the world's oil traffic. We fear the world's terrorists plotting to sink a ship in the straits. Maybe we will accidentally do this for them by operating subs in the shallow cut near Singapore.

The strategic purpose of a submarine is to hide beneath the surface. Name one port in the western Malay coast deep enough for a sub to enter while submerged. Satellite surveillance is cheap and available to all, including Malaysia's enemies. A sub operating in the straits cannot go undetected. I'm not a warrior, but I too have questions about how a sub can operate effectively in the straits. Maybe they are only meant for the South China Sea? **Source :** FreeMalaysiaToday

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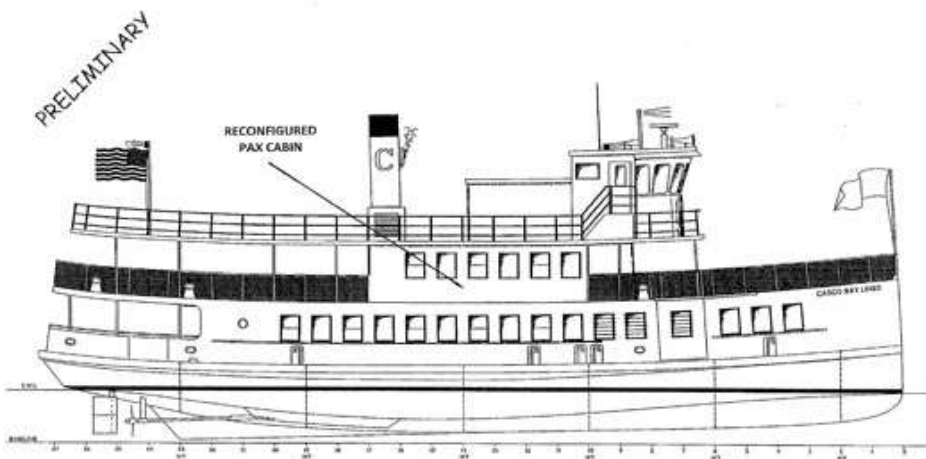
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Blount Boats wins Casco Bay ferry contract

Blount Boats, Warren, R.I., has been awarded a nearly \$3.4 million contract to build a new ferry for Maine's Casco Bay Lines. The ferry is being built with a Recovery Act stimulus grant awarded Maine in July last year.



Set to enter service in fall 2011, the new vessel is to replace the 65 ft Island Romance, which was built in 1973. The new ferry will be 100 ft long and able to carry 399 passengers -- 100 more than the Island Romance. It will be equipped with electronically controlled diesel engines that meet the latest EPA standards.

Website MaineBiz quotes Paul Pottle, the Maine Department of Transportation's project manager for the ferry, as saying Blount

Boats was officially awarded the job Friday after it submitted the lowest bid. It quotes Mr. Pottle as saying the second lowest bid of \$4.3 million was from Washburn Doughty & Associates of East Boothbay, Maine, with the third lowest bid being submitted by Steiner Shipyard Inc. of Bayou La Batre, Ala. **Source : MarineLog**

Havyard signs contract for PSV



The Norwegian Havyard Group has received a contract from Supply Service, Faroe Islands, for a Havyard 832 L platform supply ship, the tenth in a row of this design. Havyard 832 has defined a new segment of medium sized PSVs which the company claims offer higher cargo capacities, better flexibility, better sea keeping abilities and lower fuel consumption than competing designs. Havyard 832 L is a further development of the previously designed and delivered Havyard 832s.

The newbuilding is to be delivered in August 2011 and will be built at Havyard Leirvik AS in Norway at a cost of over \$48 million.

STX Norway Offshore books order for two icebreaker tugs

STX Norway Offshore has signed contracts for the building of two icebreaker tugs for JSC Circle Marine Invest. The vessels will be delivered in 2011, and the total value of the two contracts amounts to approximately NOK 450 million (about \$71.5 million).

"We look forward to continuing the good cooperation with JSC Circle Marine Invest. We have in total five vessels under construction to JSC. In these days the first vessel in this series is ready to be delivered from our shipyard in Braila" says Roy Reite, President of STX Norway Offshore AS. JSC Circle Marine Invest will, through its subsidiary Caspian Offshore Construction in Kazakhstan, operate the vessels in the Kashagan field of the northern Caspian Sea.

The vessels are designed by the STX Europe subsidiary Aker Arctic, and have a length of 65 meters and a beam of 16,4 meters. The vessels will have the Ice class notification 1A Super, according to the Finnish-Swedish Ice classification rules. The vessels will be equipped and designed for additional operations such as firefighting, rescue operations and towing in shallow waters. **Source : MarineLog**

Yangzijiang Shipbuilding invests in yard expansion

Yangzijiang Shipbuilding is investing RMB107m in additional land to expand its shipbuilding operations. Jiangsu Yangzi New Shipyard is acquiring 147,532 sq m of land with 500m of coastline on a 50-year lease from the local government in Jiangsu. The land includes a 374m wharf currently under construction, which is expected to be completed in September. "With the acquisition, the production area of the group will be readjusted to a more efficient layout. Its strategic location and proximity to the exiting production area will give the group an extended shipbuilding capacity without incurring any substantial management costs," Yangzijiang said. The land was purchased at a 32% discount as part of a government incentive scheme. **Source: seatradeasia**

South Korean shipbuilder STX Europe replaces CEO with senior executive

South Korean-controlled shipbuilder STX Europe said Tuesday it has replaced its chief executive and president with a senior executive from its parent company STX. Su-Jou Kim replaces Sang-Ho Shin with immediate effect and the latter is to return to South Korea to be the chief operating officer of STX Offshore and Shipbuilding. South Korean conglomerate STX took control of the Norway based shipbuilder Aker Yards in 2008 and subsequently changed its name to STX Europe. **Source: chinapost.com.tw**

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Saldanha could attract investments worth R83bn over 20 years



As the municipality of Saldanha seeks to develop and diversify its economy, the focus is on the concept of it becoming a 'Clean Technology Bay', which could see up to R83-billion invested into the area by 2030, creating up to 40 000 jobs.

Left : The tug **JUTTER** seen assisting an arriving vessel in Saldanha **Photo : Capt. Wim van der Kort - Master FAIRMOUNT EXPEDITION ©**

The Saldanha industrial development hinges on sustainable 'green' developments, and covers integrated port management, clean-tech bay framework, the cluster development of renewable energy products,

aquaculture, metals, minerals, competence and skills training.

"We wish to set a benchmark of sustainable back-of-port development, which is solely possible by tapping into resources and knowledge that has not been seen in South Africa before," comments Saldanha industrial development lead consultant Peter Stuivenberg. The first project worth R11-billion involves the development of some 1 060 MW of energy generation, consisting of 720 MW syngas base-load power, a 100-MW wind farm and a 200-MW solar plant, phased out over ten years.

A 40 Ml/day desalination plant will also be part of these plans. Affordable energy and water provided over the long term to potential businesses in the area, is seen as an incentive for the manufacturing sector to locate their operations in Saldanha. The second major project would be the Rare Metals Industries (RMI) - a R10-billion integrated titanium, zirconium and magnesium pure metals refinery plant in Saldanha, on a bilateral and partnership agreement with Russian and American institutions, explains Stuivenberg. The smelter would need to be built using the latest zero-emission technology. This project involves the Strategic Projects Fund as a part of the National Empowerment Fund (NEF) spearheaded by Philisiwe Buthelezi.

This initiative is said to offer many opportunities and would enable the NEF to be a forerunner in the expansion and creation of new industrial and manufacturing capacity of South Africa, investment in economically depressed areas or poverty nodes, increased export earning potential of South Africa, and reduce the country's dependency on imports.

Stuivenberg says that RMI will imminently release its feasibility study, but cautions that, while enthusiasm is evident, the project is "still a long way to go". The third large project is a R6-billion 'Solar City', which is being spearheaded by Dutch property developer Robert Baron Groeninx von Zoelen. The ambition is to construct 6 000 houses for low- to middle-income levels, which would be designed according to efficient, sustainable and green building principles. The city, which will be one of the first of its kind in the world, will also introduce downstream opportunities like production of solar heaters and coolers, and LED street lights. In 2010, Cabinet gave the go-ahead to the Saldanha Bay municipality to conduct a feasibility study for developing an Industrial Development Zone (IDZ). This study is expected to be complete by May 2011, and follows a prefeasibility study into a Saldanha IDZ, which was completed in October 2009, after being commissioned by Wesgro for the Department of Economic Development and Tourism in the Western Cape.

The IDZ concept is being driven by Saldanha municipal manager James Fortuin, and Saldanha industrial strategy developer Shane Cordon. Earmarking the area as an IDZ would mean tax incentives for companies to locate business there, as well as building trust in the global market and ensuring that establishing operations could be done with fewer hassles. The creation of the IDZ - with offices, increased port and cargo capacity, port functionalities, and marine repair and maintenance facilities which could include floating and an inland dry dock - could attract investments between R25-billion and R40-billion. Saldanha is already South Africa's largest and deepest natural harbour and further port development is key. In this regard, a 'brotherhood' agreement has been signed with a Rotterdam-based company in 2009, which expressed interest in boosting port activities. The Saldanha Bay municipality is about 140 km from Cape Town, and currently relies heavily on steel industries and steel export from ArcelorMittal South Africa's Saldanha steel operations. **Source : engineeringnews.co.za**



The **MSC SONIA** seen outward from Antwerp – **Photo : John Michielsen ©**

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Major Indian ports re-open for business as normal

India's two biggest ports were reported to have resumed operations yesterday, after the last of 250 spilt containers blocking the approach channels to Jawaharlal Nehru (JNPT) and Mumbai were cleared, according to local reports.

The Indian Directorate General of Shipping has said the Navy will no longer be needed to escort vessels in and out of the ports. Over a fortnight ago, a collision between the containership MSC Chitra and cargo vessel Khalijia 3 off the Mumbai coast closed the ports completely. Joint Shipping Secretary Rakesh Srivastava said: "There is no congestion at the ports now. Around 93 vessels have left Mumbai and JNPT and 80 others have entered the ports to discharge or load cargo." **Source : cargoinfo.co.za**



The **MSC SORAYA** seen enroute Antwerp – **Photo : John Michielsen (c)**

Top container maker's first half profit up 10.5%

China International Marine Containers (Group) Co's first-half net profit rose 10.5 percent from a year earlier, due to a surge in demand for its main dry-bulk container business amid the global economic recovery, reported Dow Jones Newswires. China International Marine, the world's largest manufacturer of shipping containers by output, said its net

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profit for the six months ended June 30 was US\$134.17 million, up from \$121.42 million a year earlier, according to Chinese accounting standards.

Revenue more than doubled to \$3.12 billion from \$1.38 billion. The company said it expects net profit for the January-September period to rise 150 to 200 percent from a year earlier, partly because of a low comparison base a year earlier. China International Marine had a net profit of \$114.06 million in the nine months ended September 30.

Source: cargonewsasia



Above seen, two of our four tugboats, **Oita** at the back and **Pannawonica I** at the front ready to make fast on the inbound Japanese bulk carrier **Pleiades Dream**, and on the left is seen the **Lambert** making fast on the shoulder of incoming bulk carrier **Su-Oh**

Photo's : Carl Jernert (c)

MODEC to convert VLCC to FPSO for "pre-salt"

MODEC (Mitsui Ocean Development & Engineering Co., Ltd.) is to convert the VLCC Radiant Jewel into the FPSO Cidade de Sao Paulo MV23. The FPSO will be capable of processing 120,000 barrels of oil or 150,000 barrels of total fluids per day. It will operate on the BM-S-9 (Guara) Block in the giant "pre-salt" region of Brazil's Santos Basin. The BM-S-9 block is under concession to a consortium formed by Petrobras (45%), BG (30%), and Repsol (25%).

Petrobras subsidiary PNBV has issued a letter of intent on behalf of the BM-S-9 consortium for the supply, charter, and operations of the FPSO (Floating, Production, Storage, and Offloading) vessel to Brazil's Schahin Group and MODEC, Inc. This is the first venture between the Schahin Group and MODEC, Inc. The Schahin Group and MODEC, Inc. are responsible for the engineering, procurement, construction, mobilization, and operation of the FPSO, including topsides processing equipment as well as hull and marine systems. SOFEC will design and provide the spread mooring.

Scheduled for delivery during the 4th quarter of 2012, the FPSO will be installed in the Guara field . This is the seventh vessel MODEC will provide and operate in Brazil. MODEC is currently operating the FPSO Fluminense, the FPSO Cidade do Rio de Janeiro MV14, the FSO Cidade de Macae MV15, the FPSO Cidade de Niteroi MV18, and the FPSO Cidade de Santos MV20. The FPSO Cidade de Angra dos Reis MV22 was delivered to MODEC today by China's COSCO Dalian shipyard and is scheduled to be installed in the fourth quarter of 2010.

"This is our second vessel for Petrobras in the pre-salt discoveries and we hope to participate with Petrobras in future production units for this exciting area," said Nobuhiro Yaji, President and Co-CEO of MODEC, Inc. The Schahin Group has a significant presence in the drilling services market and has been working with Petrobras Group and consortia in which Petrobras has been participating since 1982. **Source : MarineLog**

Novoship takes delivery of 2 new Suezmax tankers this fall

Novorossiysk Shipping Company (Novoship OJSC, part of Sovkomflot OJSC) plans to put into operation by this fall two more tankers of a series of four ships built at Jiangsu Rongsheng Heavy Industries, China, RZD-Partner reports citing Interfax. The delivery of the **Leonid Loza** and **NS Bravo** Suezmax tankers is scheduled for the end of the 3rd, early the 4th quarter this year. "The ships' design will be absolutely the same of the previously built NS Bora, and NS Burgas", Interfax quoted a representative of the shipping company as saying. "At the final construction phase the vessels will pass tests so that engineers could make the necessary adjustments. Following the commissioning procedure the new ships will set out on a maiden voyage," he said.

The interviewee recalled that the new tankers meet the requirements for the transportation of crude oil for the Burgas-Alexandroupolis project, "but they are not constructed for a specific project, and Novoship is going to use them for its own needs". Sovkomflot running its fleet upgrade program ordered the Suezmax tankers at the Chinese shipyard. The vessel's DWT is 156.800 tons, draft - 17 meters. She can simultaneously carry 3 types of cargo.

Currently, the Company owns and operates its fleet of 54 vessels with total deadweight of 4.5 million tons. Sovkomflot holds a 86-percent stake in Novoship. The company plans to consolidate the remaining stocks within the next two years. Earlier, Transneft, Sovkomflot, Novoship and Trans-Balkan Pipeline B.V. had signed an agreement of intent of cooperation on transportation of liquid hydrocarbons en route Novorossiysk / port of Yuzhnaya Ozereevka - port of Burgas as part of the Burgas-Alexandroupolis pipeline project. **Source: Portnews**

Top container maker's first half profit up 10.5%

China International Marine Containers (Group) Co's first-half net profit rose 10.5 percent from a year earlier, due to a surge in demand for its main dry-bulk container business amid the global economic recovery, reported Dow Jones Newswires. China International Marine, the world's largest manufacturer of shipping containers by output, said its net profit for the six months ended June 30 was US\$134.17 million, up from \$121.42 million a year earlier, according to Chinese accounting standards.

Revenue more than doubled to \$3.12 billion from \$1.38 billion. The company said it expects net profit for the January-September period to rise 150 to 200 percent from a year earlier, partly because of a low comparison base a year earlier. China International Marine had a net profit of \$114.06 million in the nine months ended September 30.

Source: [cargonewsasia](#)

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Hapag Lloyd to discuss debt restructuring



The **DRESDEN EXPRESS** seen at the Westercheldt River - Photo : Peter Hollands (c)

Container shipping company Hapag Lloyd will discuss plans to restructure its debt at a supervisory board meeting on Thursday, Financial Times Deutschland said. The meeting will discuss whether a German government loan guarantee pledge for 1.2 billion euros (\$1.51 billion) is still needed, and whether to issue a bond of at least 500 million euros, and extend existing loan facilities, the paper said in its Wednesday edition without citing sources.

Hapag, the world's fifth-largest container shipping company, in 2009 secured a pledge for German state loan guarantees. Source: [uk.reuters.com](#)

KTK wil regels verscherpen voor koraalbehoud

De nieuwste en grootste aanwinst van Kompania di Tou Kòrsou (KTK), de sleepboot 'Orca', heeft gisteren in de Caracasbaai verschillende manoeuvres uitgevoerd om de meetkracht van de achterste lier te meten. De elektronische meetapparatuur op de brug gaf verkeerde metingen door.



Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Op de vraag of dat soort wilde manoeuvres niet schadelijk zijn voor het koraal in de baai antwoordt KTK-directeur Marcelino 'Chonky' de Lannooy: "De kapitein heeft de manoeuvres op een diepgang van 20 meter uitgevoerd. De KTK heeft dit altijd als regel gehanteerd omdat bij deze diepgang de turbulentie geen schade op kan leveren voor het koraal. We willen zelfs de regels aanscherpen. Zo gaan wij voortaan bij sleepmanoeuvres langere kabels hanteren waardoor de boot dieper in het water komt te liggen en daardoor minder turbulentie ontstaat. Wij achten het belang van koraalbehoud bijzonder belangrijk en vandaar dat we nu ook naar andere plekken – met nog meer diepgang – gaan uitwijken", aldus De Lannooy.

De Lannooy laat weten dat er in het begin altijd wat kleinigheden niet geheel goed functioneren en dat dat onder de garantie valt. Vertegenwoordigers van Damen Shipyard, bouwer van de sleepboot, zijn naar Curaçao gekomen om het probleem op te lossen. De werkzaamheden komen onder 'garantieclaims' te vallen.

De Lannooy: "Dit soort boten kun je niet bijvoorbeeld met een auto vergelijken. Er moeten gaandeweg altijd nog wat aanpassingen verricht worden. We hebben dit ook in het verleden met de sleepboot 'Mero' gehad. De verwachting is dat de mensen van Damen Shipyards morgen hun werkzaamheden afronden. De 'Orca' is nu tien dagen buiten bedrijf geweest", aldus De Lannooy. **Bron : Amigoe**

DEME reclaimains site of Olympic Winter Games 2014 in Sochi, Russia

The Belgian dredging, marine engineering and environmental Group DEME, has been awarded a contract for dredging, transport over a distance of 120 km. and reclamation works to prepare the Imeretinskaya Lowland area at Sochi for construction of the Olympic village for the 2014 Olympic Winter Games. The contract has a value of € 105 million. For DEME this is a new link to the Olympic Games, since their environmental specialist company DEC have completed the remediation of the site for the London Olympics 2012 earlier this year.

The ultimate client of the project is SC Olympstroy, the Russian State Corporation managing the design, construction, renovation and putting into operation of the Venues needed for holding the Winter Olympic Games XXII and Paralympics Winter Games in Sochi city in the year 2014 and for development of Sochi city as a mountain climatic resort. Sochi is famous for being what is called the '**Riviera of the Black Sea**'. The quality and timing of the works is being closely monitored by the International Olympic Committee. On 5 January 2010, the Russian President Dmitry Medvedev proclaimed that "quality preparation for the Olympic Games in 2014 gives us a unique opportunity to solve several problems at once. The first task is the development of the city of Sochi, the creation of a modern, high-quality mountain climatic resort, where millions of our Russian citizens and citizens from other countries will come to relax". The project involves 8 million m³ sand winning in the Black Sea, transport over a distance of 120 km. and direct shore delivery via a floating pipeline system to reclaim a swamp area of 412 ha to 2.5 m above Black Sea zero level. The area to be reclaimed is located at the east side of Sochi, between the rivers Mzymta and Psou. The initial contract was signed by DEME in January of this year. A further extension to this contract was signed on 18th August 2010. Site preparation works and mobilization were started in May 2010. The actual dredging works started early July 2010 with the 11.650 m³ capacity trailing suction hopper dredger "**Brabo**". The "**Brabo**" will be joined in September by DEME's 17,000 m³ capacity jumbo trailing suction hopper dredger "**Nile River**". The contractual execution period is 14 months. **Source : I-dredge**



The **FR8 ENDURANCE** seen outward from Amsterdam – **Photo : Erwin Willemse (c)**

Sri Lanka port to borrow \$6.3m to buy cranes

The Sri Lanka Ports Authority is to borrow US\$6.3 million from the state-owned Bank of Ceylon to fund the acquisition of new cargo handling cranes from China, according to Lanka Bbusiness Online.

The equipment is urgently needed to replace aging cranes at the Jaya Container Terminal, the port's main container transshipment facility, where cargo handling operations are slowed down and ships delayed owing to breakdowns.

The port authority said it expects to boost its capacity at the JCT when the cranes, being made at the manufacturer ZPMC in China, arrive in the first quarter of next year. It said it has struck a deal with the Bank of Ceylon to borrow the money considering the advantages of doing so in the local finance market on the instructions of the Treasury.

Sri Lanka has built up considerable foreign exchange reserves owing to heavy inflows of investments and remittances from migrant workers. The port authority said it would buy one crane of 50 tonne capacity, two cranes of 41 tonne capacity and 24 rubber tyred gantry cranes of 41 tonne capacity. **Source: cargonewsasia**

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Indian ports to outsource all clean-up jobs

Ports in India will be allowed to outsource all future clean-up operations to global agencies with expertise in the area. Canine care: A pet owner walking his dogs, their paws wrapped with plastic material to protect from oil leaking from a ship which spread to the coast in Mumbai According to the Press Trust of India (PTI) news agency, the Ministry of Shipping agreed on this after reviewing India's preparedness to handle oil spills. 'We are most likely going to outsource it, as it is not possible for ports to buy all the equipment which runs into several hundred crores (billions of rupees). We are planning to authorise the ports to outsource the job of clean-up to people who have prior experience in handling such cases,' Rakesh Srivastava, joint secretary in the ministry, said. The ministry came to this conclusion after the government's disastrous experience in combating the spill from a damaged ship, **MSC Chitra**, at the mouth of Mumbai harbour. 'We are not equipped to handle an oil spill of even 700 tonnes,' said a senior government official involved in the Mumbai clean-up operation. 'The equipment needed for cleaning up the oil slick is very expensive and its maintenance is very difficult,' the official told PTI. 'The equipment needed for cleaning up the oil slick (near Mumbai) is very expensive and its maintenance is very difficult.'

- A senior government official

The ministry has created a contingency fund for clean-up operations. The money has been collected by ports, which handle oil imports and exports, by charging 50 paise (less than two Singapore cents) per tonne from oil passing through these ports. 'We will prepare an approved list of people or companies which handle oil spills . . . technical people from all over the world,' Mr Srivastava said. Cabinet Secretary K M Chandrashekhkar recently reviewed the ongoing clean-up activity for a speedy restoration of sea lanes leading to Mumbai Port.

However, the responsibility of combating small oil spills has been divided between the ports and the Coast Guard. Ports are expected to handle oil spills of less than 700 tonnes in their vicinity. A possibility of a spill exceeding 10,000 tonnes had not even been contemplated until the BP spill in the Gulf of Mexico happened, which caught governments

off guard, with no clear guidelines on handling oil spills of such a magnitude. The director-general of Shipping, S B Agnihotri, said that the Coast Guard and the Ministry of Environment are the primary agencies tasked with combating and containing oil spills. The Coast Guard had a supply of booms, surface skimmers and chemical dispersants but they could be in short supply, he said. According to reports, the oil spill has spread to the Elephanta Caves, and the Alibaug coast in neighbouring Raigad. Minister for Environment of Maharashtra state Suresh Shetty said the state will clean up the waters, and bear the cost which will later be recovered from the the ships involved. **Source: Business Times**



The **SEVEN SEAS VOYAGER** seen enroute Stockholm – **Photo : Rien Snoep (c)**

Owners withdraw two ships from ETA charters

The of the 53,609dwt Supramax bulk carrier **PAGUERA** and the disponent owner of the 51,215dwt **PAPILLON**, have withdrawn their ships from long-term time charters with Emirates Trading Agency LLC (ETA), a company registered in Dubai. With effect from this month (August), these ships are no longer available to ETA.

The 2003-built **PAGUERA** and the 2002-built **PAPILLON** are both managed by HARPA Bulk Shipping & Management GmbH & Co. KG in Bremen. HARPA is a shipmanagement company specialising in the bulk sector within the Harren & Partner Group in Germany. The Group operates close to 60 ships. According to HARPA, ETA had repeatedly failed to pay due hire in time and then defaulted completely in paying hire as of early July 2010. HARPA revealed that this was despite the owners having shown considerable flexibility in accommodating the charterer's alleged cash flow problems following the downturn of the shipping market in 2008 and thereafter. The owners of both vessels have sought remedy in London arbitration. The arbitration tribunal decided in the owners' favour and awarded in excess of US\$10 million of outstanding hire. HARPA states that ETA has still not honoured these awards. **Source : PortNews**

OLDIE – FROM THE SHOEBOX



The m.v. **SAUDI MOHAMMED REZA** approached the New Rotterdam Waterway on the sunny midday of 12 June 1983. It is the former **SCHIELLOYD** of Royal Rotterdam Lloyd.

Photo : Capt. Frank Haalmeijer ©

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.... PHOTO OF THE DAY



The 301,000 DWT, ULCC tanker **KOHO I** seen in JSL # 3 drydock Singapore, getting a new 'coat'
Photo : John McAuslin (c)