

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 239



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The **HANSA LUBECK** seen at the Westerscheldt river outward bound from Antwerp

Photo : Mike Ebel ©

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The pilot tender **PIONEER** with in the background the **MSC SONIA** seen at Vlissingen pilot station –
Photo : Henk Nagelhout ©

Donjon is lead salvor in quest for vessel from War of 1812

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Donjon Marine, Co., Inc. served as the lead salvage contractor to the U.S. Navy to coordinate the locating and initial archeological investigation of the first **USS Scorpion**, the flagship of a U.S. Navy fleet known as the Chesapeake Flotilla during the War of 1812.

The recovery of the vessel from a location in the Patuxent River is to be accomplished in two to three phases. Phase 1, just completed, was designed to locate and conduct preliminary preparatory work for the more extensive archeological work to be done in concert with the bicentennial celebration of the War of 1812. Further stages will involve installing a cofferdam so that the Scorpion recovery and excavation can be done in the dry. The contract was awarded to Donjon on July 8, 2010 and will continue through the completion of the recovery in the summer of 2012. Donjon was very fortunate to be a part of this archaeological project and to touch a part of history at the same time, said John A. Witte, Jr., Donjon's Executive Vice President.

According to the Naval Heritage and History Command, the **USS Scorpion** was a sloop-rigged floating battery which could also be propelled by oars. It was probably built under contract for the United States Navy in 1812 for service during the war with England. Lt. Edmond P. Kennedy assumed command of the ship at Norfolk in September of 1812. On March 29, 1813, Scorpion was ordered to the Potomac Flotilla which was to protect Washington, D.C. Since Lt. Kennedy was to command the flotilla, Lt. George C. Read became the commanding officer of Scorpion on May 4, 1813.

On February 18, 1814, Scorpion reported for duty at Baltimore in Commodore Joshua Barney's Chesapeake Flotilla and became the Commodore's flagship. On May 24, 1814, with Major Wm. B. Barney, Joshua's son, acting as captain of Scorpion, the flotilla sailed for the lower Chesapeake Bay in an attempt to stop the enemy from advancing toward Washington. On June 1, 1814, a British squadron was encountered at the mouth of the Patuxent River and the flotilla was forced to retreat up the river. During the following weeks, Commodore Barney's flotilla engaged the enemy on several occasions and was able to delay the British advance.

Finally on August 21, 1814, facing overwhelming odds, Barney was forced to retreat and landed his men at Pig Point, near Upper Marlboro. Barney and his men then marched to assist in the defense of Washington, leaving Scorpion and the rest of the flotilla to be burned by a detail of men under Lt. Solomon Frazier. **Source : MarineLog**



On a beautiful Australian winter morning Vroon's **Silverstone Express** moves gently into the port of Fremantle
Photo: Jan Gossen Roos ©

Kodeco Platform Paralyzed After Cargo Vessel Crash



Kodeco Energy's platform off the coast of East Java, about 80 kilometers north of Gresik, has been hit by an unidentified cargo vessel, causing a delay in oil production at the site. Kodeco, which is involved in oil and natural gas exploration and exploitation in the country, operates under the West Madura production sharing contract.

"At this point, it is understood that Kodesco's KE 40 [platform] is relatively safe. There has been no loss of life, no oil spill and no fire," Budi Indianto, the deputy of operations for Indonesia's upstream oil and gas regulatory body, BPMigas, said on Saturday.



Budi said the regulator had conducted a preliminary inquiry into the incident, which took place on Wednesday, but that more investigation was needed. Also involved in the investigation are the Directorate General for Oil and Gas at the Ministry of Energy and Mineral Resources, Kodeco Energy and the Coast Guard and Navy, which are searching for the cargo vessel.

"Our investigation of Wednesday's accident is still continuing," he said. Budi said there had been no signs yet of an oil spill but that BPMigas and Kodesco would continue to monitor the site and make the necessary preparations in case a leak was detected later.

He said Kodeco had prepared oil booms to safeguard the location, supported by equipment provided by HESS, Santos, JOB Pertamina-Petrochina East Java and Kangean Energy. "All the basic equipment was moved to the site just three hours after the incident," Budi said.

According to the Web site of the Ministry of Energy and Mineral Resources, the crash caused the platform to tilt by 40 degrees and caused some other damage, forcing the company to stop operations immediately. The head of public and institutional relations for BPMigas, Elan Biantoro, said it was estimated that the incident might cause a production loss of 1,600 barrels of oil a day, or 15 million standard cubic feet per day.

Elan said that officials were assessing the stability and safety of the damaged platform, to determine where operations would be able to continue. He predicted that if cleared, it would take two to three weeks before work at the platform could get back to full-scale production.

Shipping volumes return to growth

Shipping trade volumes returned to growth in the first half of 2010, according to new figures from the Irish Maritime Development Office (IMDO). The data show a continued strong performance of export volumes which have risen 5 per cent year-on-year.

Import volumes were down 2 per cent which is largely due to ongoing weak domestic demand. However, the rate of decline in import volumes has eased sharply, IMDO said. According to the data, lift-on/ lift-off (lo/lo) export trades grew by 5 per cent in the first half of 2010 as against the same period a year ago. Roll-on/Roll-off export traffic was also up 5 per cent per cent on an all-island basis.

Roll-on/roll-off (ro/ro) traffic on an all-Island basis continued to make a steady recovery with an increase of 2 per cent, up to 771,585 units. The ro/ro segment remains largely weighted towards services to and from the UK which remains our largest trading partner.

Dry bulk volumes through ports in the Republic increased by 15 per cent for the first six months compared to the same period last year. Shipments in April this year saw the strongest monthly volume of bulk cargoes in over 2 years.

Dry bulk trades recovered some of the record volume losses seen in 2009 with a 15 per cent increase between January and June. Part of this recovery is attributed to stronger domestic demand for grains, fertilizers and other agricultural products, while improved global demand for steel and other ore aggregates also pushed up volume throughput.

Breakbulk volumes through ports in the Republic linked to construction inventories such as steel and timber continued to decline by 11 per cent, which is half the recorded figure for 2009. Nonetheless volume activity in this segment remains at a historically low level. Liquid bulk volumes such as oil fell by 4 per cent, with lower trans-shipment storage for the US market and other seasonal factors impacting on demand. **Source : Irish Times**



The **SKS TANA** seen arriving in Hamburg – **Photo : Michael Brakhage ©**

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SECURITY



Zoals vermeld afgelopen week is **CTE, (Chemical Tankers Europe)** failliet, omdat een bank zich terug getrokken heeft. Na ontslagen te zijn bij **Jo Tankers** was ik bij CTE begonnen, maar dat eindigt helaas nu weer. Gelukkig neemt **NST, North Sea Tankers** alle zeevarenden over en bijna het hele kantoor.

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BP scraps plans to drill in Arctic due to Gulf spill

BP has scrapped plans to drill in the Arctic, where a new oil rush is expected...

BP has scrapped plans to drill in the Arctic, where a new oil rush is expected, amid fears such a move would be "political madness" after the Gulf oil spill, Britain's Guardian daily said Thursday. The energy giant said it was no longer planning to try and win an exploration licence in Greenland, it said. "We are not participating in the bid round," a spokesman for the British firm told the paper without giving details on why the decision was taken.

BP's decision came after Scottish exploration group Cairn Energy revealed Tuesday it had discovered gas off Greenland's coast and said there may be other hydrocarbon resources in the region. The news fuelled expectations of a new oil rush, but also sparked concerns among environmental campaigners over the effect of energy firms targeting the area, which is home to blue whales, polar bears and seals. Greenpeace activists have travelled to the Arctic on board one of their ships to pressure Cairn into stopping its operations in the area.

The bureau of minerals and petroleum in Greenland's capital Nuuk said the names of successful bidders for exploration licences will be announced in the next couple of weeks, according to the Guardian. Senior sources told the paper that the Greenland government and BP had agreed it would be a bad idea for the company to be involved.

"With the Greenpeace ship already harassing Cairn off Greenland -- a company which has an exemplary safety record - everyone realised it would be political madness to give the green light to BP," one source said. The Gulf of Mexico oil spill, which started in April with the sinking of the **Deepwater Horizon** rig, unleashed millions of barrels of oil and caused massive environmental damage. BP managed to stop oil gushing from the ruptured well last month, but its image has taken a battering and the British firm is facing clean-up and compensation costs running into tens of billions of dollars.



Heerema's **RETRIEVER** arrived in Schiedam, looks like it got involved in a bar fight the night before....

Photo : Hans Hoffmann ©

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Japan to inspect damaged Mitsui oil tanker

Japanese inspectors were due to board an oil tanker when it sailed into Tokyo Bay, almost a month after a suspected militant attack in the Strait of Hormuz between Iran and Oman.

Officials for the United Arab Emirates have said they believe an explosives-laden boat struck the **M Star** in the July 28 'terrorist attack', which dented the hull of the Japanese vessel and slightly injured one crew member. Militant jihadists have made unconfirmed claims that a suicide bomber attacked the ship, owned by Mitsui OSK Lines and crewed by 16 Filipinos and 15 Indians, in the vital waterway leading to the oil-rich Gulf.

Japan has set up a special committee comprising Self-Defence Force, coastguard, diplomatic, police and other officials, and the government has described the suspected attack as 'extremely grave'. 'As soon as the **M Star** docks in Tokyo Bay, experts of the special committee will start an on-site inspection,' said Transport Ministry official Yasufumi Onishi, adding that the inspection would continue today. 'There are two major reasons - to take a close look at the ship for the first time and to search for more physical evidence regarding the blast.' Mitsui OSK Lines officials declined to comment, citing 'security concerns'. The transport ministry has reported that the tanker's voyage data recorder captured radar images showing a small vessel making suspicious movements nearby around the time of the blast.

The ministry also reported that the tanker suffered sizable damage both above and below the waterline, and that 'extraneous material' had been recovered from the blast area, the official said. The Strait of Hormuz, less than 100 kilometres across at its widest point, is the gateway to the Gulf and a vital shipping route through which an estimated 40 per cent of global oil exports pass. More than 80 percent of crude oil imported to resource-poor Japan passes through the Strait. **Source : business.times.com.sg**

CASUALTY REPORTING



Above seen the **SWAN DIANA** which ran aground at Mistley 25th August and was refloated by tugs **GRAY SALVOR** and **SVITZER INTREPID** - Photo : **Andrew Moors - Harwich lifeboat.(c)**

NAVY NEWS



The Korean destroyer **978 WANG GEON** seen arriving in Cape Town – Photo : Ian Shiffman ©

SHIPYARD NEWS

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Northrop Grumman announces layoffs at Pascagoula shipyard

Northrop Grumman Corporation says its Northrop Grumman Shipbuilding subsidiary has issued a Worker Adjustment and Retraining Notification (WARN) for 292 employees at its Gulf Coast shipbuilding facility at Pascagoula, Miss. Reductions will impact union-represented employees.

Irwin F. Edenzon, VP and general manager of Northrop Grumman Shipbuilding - Gulf Coast said that "the cyclical nature of shipbuilding, the sequencing of work within the production phases that determines requirements for different crafts and support personnel, as well as the timing of contracts can result in peaks and valleys in work where the number of employees exceeds the workload requirements."

Northrop Grumman says it is working to provide employees with information on applying for other opportunities and is assisting the Mississippi Department of Employment Security to provide information on unemployment claims, training and other services.

Additional layoffs for employees from the Pascagoula facility are expected this year. The company expects to reduce another 350 employees in Pascagoula by year's end. **Source : MarineLog**



Above seen the MV **Lady Rose** being towed by 4 tractors to the synchronised lift in the Astican shipyard facilities in Las Palmas Canary Islands. Lady Rose just completed an 8 day dry dock, the first since built 2007

Lady Rose a Refrigerated vessel of 20.8 kts with LOA 143, Dwt 10,618, and underdeck capacity of 4,550 plts fresh fruit plus 100 40ft reefer containers on deck. Total Pallet capacity 6,550 plts

Photo : Chris Larkin - Africa Express Line Ltd ©

MES Delivers M.V. "ARNICA", 56,000 DWT Type Bulk Carrier.

Mitsui Engineering & Shipbuilding Co., Ltd. (MES) completed and delivered a 56,000 dwt type bulk carrier M.V. "**ARNICA**" (MES Hull No. 1791) at its Chiba Works on 26th August, 2010 to NORDEN Shipping (Singapore) Pte. Ltd., Singapore.

This vessel is a handy-max type bulk carrier of 56,000 dwt with a huge cargo hold capacity over 70,000 cubic meters and marks the 106th ship of its series. This 56,000 dwt type bulk carrier series of MES is widely called "Mitsui's 56" and is highly appreciated in the market. More than 150 units of this series have been ordered from MES.

Length overall: 189.99 m
Length (between perpendiculars): 182.00 m
Breadth (molded): 32.25 m
Depth (molded): 18.10 m
Draft (molded): 12.69m
Gross Tonnage: 31,759
Deadweight: 56,106 metric tons
Main Engine: MITSUI-MAN B&W Diesel Engine 6S50MC-C x1set

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Maximum Continuous Output: 9,070 kW x 125.0rpm
Service Speed: abt. 14.5 knots
Complement: 26 persons
Classification Society: NK
Flag: Singapore
Date of Delivery: August 26, 2010

1. The vessel is designed in accordance with IACS Common Structural Rules. As a result, structural safety and operational flexibility are improved. The vessel is designed to have the following same features as "Mitsui's 56";

(a) Good manageable size of 56,000 dwt at the summer draft

(b) Length and draft in consideration for accessibility to world main ports

(c) Low Fuel Oil Consumption based on good propulsive performance

2. The vessel has five (5) cargo holds and four (4) cranes for handling cargo.

3. In order to load various kinds of cargo, the vessel is designed to have enough strength of tank top of cargo holds and to be suitable for efficient cargo handling.

(a) The size of hatch opening is the largest for this type of vessel in terms of both length and width.

(b) Each cargo hold has a sufficient clear length in order to load long pipes.

(c) Cargo hold is well strengthened to load heavy cargo such as hot coil etc.

(d) Out fitting arrangement on upper deck and strength of hatch cover is well designed for loading packaged lumber.

4. Main Engine is MITSUI-MAN B&W Diesel Engine 6S50MC-C, which is a light, compact and high output engine complying with MARPOL NOx restriction for exhaust gas. It has good enough power margin to provide a high degree of flexibility (at normal service output = 75% maximum continuous output) and the lowest fuel oil consumption shall be realized by the optimum matching at normal service output.

5. Ballast water can be changed during navigation for protection of marine environment.

6. Generator engines also comply with MARPOL NOx restriction for exhaust gas.

Source : Asahi



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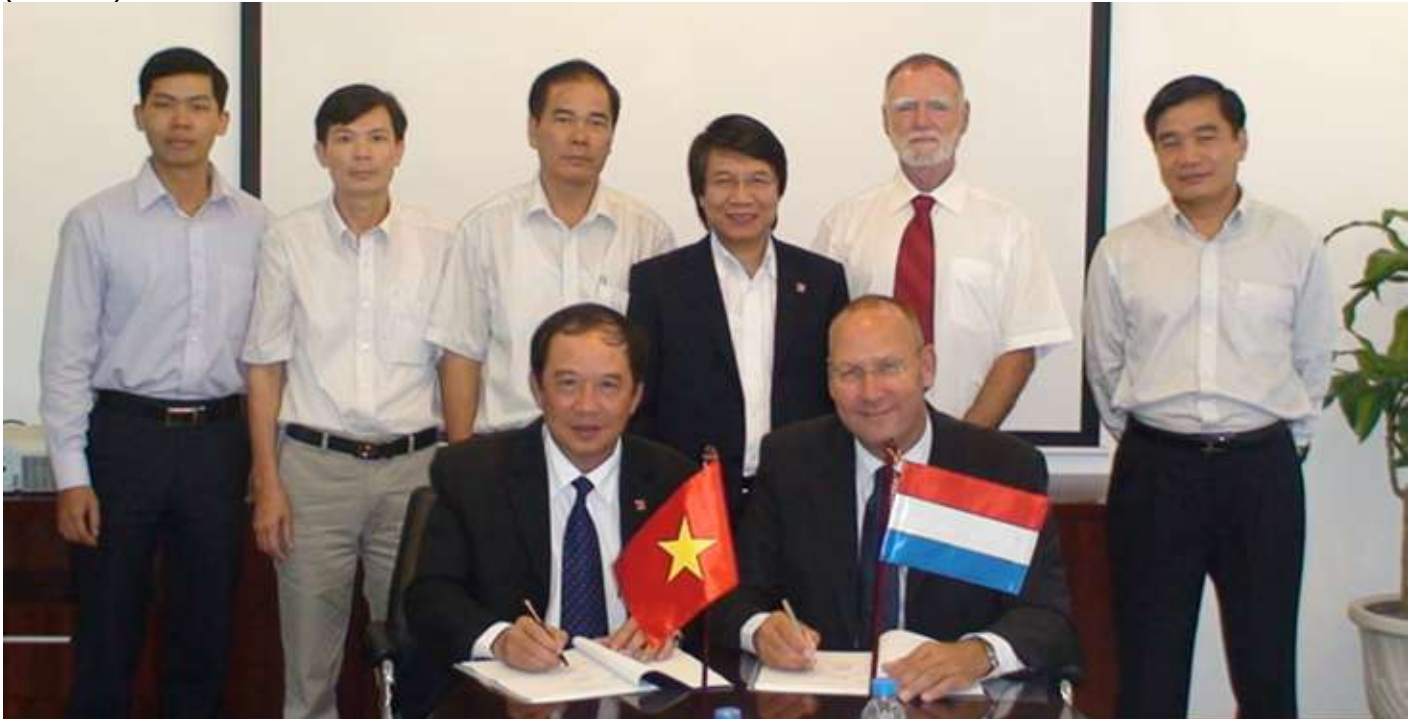


S.Korea Daewoo Shipbuilding wins \$300 mln order

South Korea's Daewoo Shipbuilding and Marine Engineering, the world's second largest shipbuilder, said on Wednesday it had won a \$300 million order to build a pipe-laying vessel from the Netherlands. Daewoo said in a statement that it would deliver the order to Heerema Offshore Services B.V. by 2012. The order came after Daewoo finalized a 2.15 trillion won (\$1.81 billion) contract for a floating production, storage and offloading vessel (FPSO) from an oil major in West Africa on Tuesday. **Source: uk.reuters.com**

NEW SHIPBUILDING FACILITY OF DAMEN IN HAIPHONG

On 19 August 2010 the signing ceremony for the start of construction of the new shipbuilding facility of Damen Vinashin Shipyard in Haiphong, Vietnam took place in the head offices of the Vietnam Shipbuilding Industry Group (Vinashin) in Hanoi.



Mr Nguyen Duy Hung, Vice Operations Director of Song Cam Shipyard signed together with Mr Erik van der Noordaa, Chief Operations Officer of the Damen Shipyards Group in The Netherlands. Song Cam Shipyard has been allocated by Vinashin to act as the local partner in the construction and operation of the new shipyard which is a joint venture between Vinashin and Damen. Completion of the first phase of the project is planned for February 2012. In the first phase the shipyard will concentrate on the outfitting, under cover, of hulls built by Song Cam Shipyard. Capacity is approximately twelve vessels per year, all current orders are for export.

Facilities in the first phase include a Syncrolift of 2500 ton capacity, an outfitting hall of 80 metre by 40 metre and various workshops and offices. In the second phase of the five year plan the capacity will be increased to maximum 30 tugs, workboats and high speed craft per year in a dedicated outfitting hall of 160 metre by 150 metre. Sufficient room is available on the 42 hectare site for the construction of hulls as well as for sub-contractors and suppliers in the final phase of the five year plan.



The livestock carrier **ZAHER III** seen in the C-Dock of Curacao dry dock in Willemstad (Curacao), vessel sails between Brazil and Venezuela with cows every 14 days. - **Photo : John Smit ©**

South Korea Shipyard To Build Oil Platform For Total

South Korea's Daewoo Shipbuilding and Marine Engineering said Tuesday it had signed a 1.8 billion dollar deal to build a floating oil production and storage platform for French energy giant Total. Daewoo, one of the world's top shipbuilders, said it would build the platform by May 2013.

The 110,000-tonne floating production, storage and offshore unit is designed to receive, process and store oil or natural gas, it said. It can be manoeuvred to different locations. It will be able to process 160,000 barrels of oil or 6.5 million square metres of gas a day and store up to 1.8 million barrels of oil, the company said.

Daewoo chief executive Nam Sang-Tae said the new vessel, named **Clov**, would help the shipyard achieve its goal of winning total orders worth 10 billion dollars this year. The shipbuilder won orders worth 7.3 billion dollars during the first seven months of this year, including a 1.2 trillion-won deal in July to build 10 container ships for an unnamed global ship operator. In July, it also struck a deal to build two cargo ships for Singapore's Neptune Orient Lines for 230 million dollars. **Source : oilandgaseurasia**

DAMEN SINGAPORE DELIVERS FAST CREW SUPPLIER



DAMEN Shipyards Singapore delivered yesterday the **TAMIMI 1** to Ali A. Tamimi from Saudi Arabia, the **Fast crew supplier 1605** is able to make 28 knots and will be operated by High Seas Marine and based in the port of Damman

Photo : **Damen Singapore** ©

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Dubai World plans to raise \$19.4b

Conglomerate to consult with creditors the proposed restructuring strategy Document says government will pump in more equity

Dubai World believes it can raise as much as \$19.4 billion (Dh71 billion) from selling key assets over eight years, or almost double the current price, if creditors back its restructuring, a document obtained by Reuters showed.

The state-owned conglomerate, which needs to get creditors to agree to its proposal by October 1 in order to go forward with the plan, thinks sales right now would generate a maximum of \$10.4 billion, according to the document, which was obtained yesterday.

As a further incentive to creditors, it is offering bankers a "consent fee" of between \$150,000 and \$800,000 for agreeing to the proposed plan. The plan, presented on July 22 to creditors at Dubai's Atlantis Hotel, details of which were also obtained by Reuters, stressed Dubai World's capital structure was inappropriate and needed "urgent" restructuring. Total debt stood at \$39.9 billion as of end-2009. "DW (Dubai World) lender recoveries (will be) significantly enhanced if DW is given time to rebuild and realise value over a five to eight year horizon," the document said.

Within the range of the money Dubai World said it may raise, it pegged a mid-point of \$17.6 billion. Among the prized assets slated for sale are stakes in luxury retailer Barney's, the Atlantis Hotel and casino operator MGM Resorts International, within the plan to raise up to \$7.6 billion in five years. The conglomerate identified ports operator DP World, Jebel Ali Free Zone and Dubai Maritime City (DMC) and Dry Docks World as its "strategic assets" which may generate up to \$11.8 billion in the next eight years.

In a sign of the deep overhaul that Dubai World has committed to, the company will appoint a new managing director and chief financial officer.

- \$10.4b can be generated by sales at the present time
- \$39.9b total debt as at the end of last year
- \$17.6b is pegged as mid-point for amount to be raised **Source : GulfNews**



The sheerlegs **GPS ATLAS** seen lifting dredging equipment onboard the **TSHD WILLEM VAN ORANJE**
Photo : Piet Sinke ©

Wan Hai, Interasia launch Japan-Thailand service on September 13

Taiwan's Wan Hai Lines and its Japanese affiliate Interasia Line (IAL) has announced the launch an express Japan-Thailand service on September 13. The service, called the Nihon Thailand Express by Wan Hai and the Super Thai Express by IAL (NTE/STX), will connect Tokyo, Yokohama and Nagoya with Bangkok and Laem Chabang.

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The 21-day loop deploys three ships in the 800- to 1,200-TEU range, two from Wan Hai, the **Cape Frio** and the **ULrike F**, and one from IAL, the **Henry Schulte**.

Wan Hai currently serves the Japanese-Thai trade with the JTT service, which also calls at three Taiwanese ports en route, and turning in four weeks and IAL also links the Japanese ports to Thailand through slots on MOL's Container Bangkok East Japan' loop (CBE), reports Paris-based Alphaliner. **Source: schednet**



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Above seen the 1974 built former German Government research vessel **SOLEA** bought in 2004 and rebuilt into an exploration yacht leaving Malta from Grand Harbour Marina with 7 persons onboard bound to Dubrovnik.

Photo : Darren Scicluna - www.maltashipphotos.com ©

Colombo Port 27th among best ports in the world

The Colombo sea port has now been placed amongst the 27 best ports in the world. The authorities have decided to import new machineries for the Jaya Cotainer terminal in order to enhance the efficiency of port handling further.

Arrangements have also been made to install new computers as well. The Bank of Ceylon will grant a special loan facility for this purpose. The relevant agreements were signed under the patronage of the chairman of the Ports Authority Dr. Priyath Bandu Wickrama.

At a time when the whole world is facing an economic down turn, the report 'Top 30 Container Ports in the World in 2008' published in the magazine 'Containerization International' recently, has placed Colombo Port in the 27th place among the best container ports in the world. This is due to the hard work achieved by the Port of Colombo. In the year 2007 the Port of Colombo handled a total of 3.38 million TEUs and in the year 2008 it has been increased up to a total handling of 3.69 million TEUs, a growth of 9.1 %.

Regional and other global ports such as Kaohsiung in Taiwan, Hamburg in Germany, Los Angeles, Long Beach and New York in the US and Dalian in China have shown only a negative growth during 2008 and have also lost their previous higher positions in the list of ranking. Although the global ports such as Singapore, Shanghai, Hong Kong, Shenzhen, Busan, Rotterdam, Antwerp, Port Tanjung Pelepas, Xiamen, Tokyo, Tanjung Priok, Jawaharlal Nehru, Yokohama and Gioia Tauro have shown positive growth rates in the world ranking, they have all maintained a lower rate of growth compared to the port of Colombo in 2008. Only eight ports including Dubai, Ningbo - Zhoushan, Guangzhou, Tianjin, Port Klang, Bremen, Laem Chabang and Valencia have been able to exceed their growth rates against the growth rate of 9.1% of the Port of Colombo in 2008. Hence, the leading first five ports namely.

Singapore, Shanghai, Hong Kong, Shenzhen and Busan that have positive growth rates in this ranking list have also been unable to exceed the growth rate of 9.1% maintained by the Port of Colombo.

Compared to these results all achievements acquired by the Port of Colombo under such pressurized world economic conditions are the results of long term contributions and dedications through a collective effort and team work of its human resource. Under the able guidance of the Minister of Port and Aviation Chamal Rajapaksa, recent measures taken to elevate the efficiency of human resource and other mechanisms implemented at Sri Lanka Ports Authority (SLPA) and necessary steps taken to obtain new technology and necessary operating gear and equipments have been directly resulted in the elevation of the TEU handling capacities successfully, in the port of Colombo.

The management of SLPA commending the dedicated contribution of all its human resource for the fruitful team work performed, has offered them with a number of modern and latest welfare facilities during recent times.

At present, a three year development plan has been initiated and implemented with the initiative of the Chairman of SLPA Dr. Priyath Bandu Wickrama at SLPA aiming better and higher efficiency and productivity levels at SLPA in all sectors of its operations. The total process has also won recognition and strengthened the reliability of the giant global shipping lines upon SLPA driving the whole port of Colombo towards a successful mission amidst this crisis.

At a time when the whole world has been hit by a giant economic down turn and the leading global ports are badly hit by their drastic drop of Container through puts, Port of Colombo has managed to be sustained, along with the effective measures implemented at SLPA with the initiative of its Chairman Dr. Priyath Bandu Wickrama and the management led by the Managing Director of SLPA Capt. Nihal Keppetipola encouraging the Port of Colombo to run efficiently maintaining a minimum loss of growth rates while effectively facing the future challenges of the global economic down turn. **Source : News LK**



The **BALTICLAND** seen moored in Amsterdam – Photo : Piet Sinke ©

Tauranga choice for big ship spending

Tauranga is the logical choice ahead of Auckland for investment to handle a bigger breed of ship, says a group of New Zealand's biggest exporters.

A report yesterday by the New Zealand Shippers' Council - which also represents importers - said that if some ports were not capable of handling 7000 twenty-foot equivalent unit ships within five years, there was a risk shipping companies might increasingly hub through Australia.

Council chairman Greg Steed urged all those involved in the supply chain to consider the report's findings and recommendations extremely seriously. "It is imperative to the future security of New Zealand's export trade [that] the country becomes capable of accommodating bigger ships as soon as possible."

All four major container ports of Auckland, Tauranga, Lyttelton and Otago could handle ships in the range of 4500-5000 TEU and would need to increase capability to support projected cargo growth, the report said. However, not all four ports would need to invest initially, and it was logical for two to invest to become 7000 TEU capable within five years - one each in the North and South Islands.

Tauranga and Lyttelton were the logical candidates to start exploring implementation of capital plans. Under the scenario, Auckland and Otago would continue to play a vital role in servicing exports and imports, the report added.

Ports of Auckland managing director Jens Madsen said the report did not hold any fears for the company. "The work that they have done is to be appreciated by a lot of different parties, and it's always nice to be challenged. We feel

that we are in control of future capacity. We can accommodate ships that are much larger than what we currently have ...

"At fairly short notice we would be able to do additional dredging in the shipping channel from Rangitoto." Port of Tauranga chief executive Mark Cairns said it was time for New Zealand to make some tough decisions on infrastructure investment to ensure exporters remained competitive globally.

An application to widen and deepen Tauranga harbour's shipping channels was about to be considered by the Environment Court following a recommendation from Environment Bay of Plenty to grant the resource consents.

"We have board approval to commence the first stage of the dredging project as soon as we have resolved the appeals," Cairns said. The Shippers' Council report said Ports of Auckland was the natural location for the North Island's initial bigger-ship port based on cargo volumes, but the council did not have confidence it was able to become 7000 TEU capable within five years.

The investment required at Port of Tauranga was between \$50 million and \$80 million, compared with \$200 million at Auckland, the report said.

Investment decisions at Ports of Auckland were likely to be stalled by political issues surrounding Super City governance and organisational structures, and whether port operations on prime waterfront real estate were the best use of the space. **Source : NZ Herald**

Aberdeen Harbour makes positive start to the year

Aberdeen Harbour reports a healthy first half of 2010, with quarter two closing ahead of forecast.

While the first quarter of 2010 was consistent with previous year's activity the second quarter has seen a rise of more than 1.2 per cent and 0.6 per cent respectively in overall vessel tonnage and cargo throughput. The period from April to June 2010 saw 1.19 million tonnes of cargo pass through the port and 6.26 million tonnes of shipping, compared with 1.18 and 6.19 respectively in 2009.



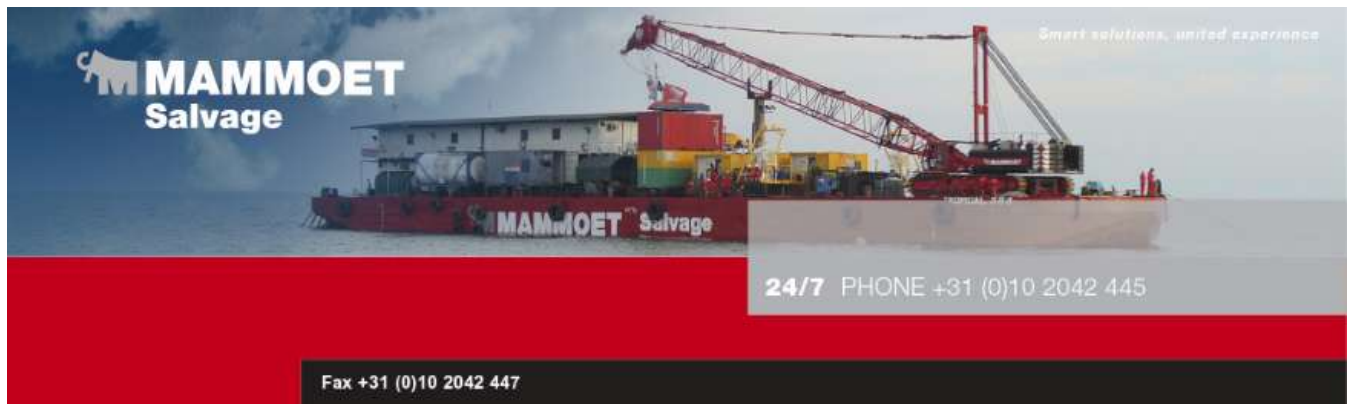
The **AUDACITY** seen arriving in Aberdeen
Photo : Richard Wisse – www.richard-photography.nl (c)

For the second consecutive year, the port has witnessed significant growth in passenger numbers using the regular ferry link to the Northern Isles. Over 68,000 people travelled between Aberdeen, Shetland and Orkney between January and June, against 63,000 over the same time the previous year.

Activity in the energy sector continues to increase following a slight decline in oil and gas related traffic during 2009 and the port has maintained its regular scheduled links to West Africa. General cargo including, scrap metal, salmon feed and grain exports were in line with projections.

Colin Parker, chief executive of Aberdeen Harbour said: "The results from the first half of the year have been extremely promising and we are delighted to have exceeded our forecast for the second quarter. We have maintained busy global links through our regular scheduled international shipping services and increased the number of passengers using the port. This highlights the regional importance of the harbour's role within the North-east.

"Despite this positive start to the year, we are not complacent and continue to invest in new port infrastructure, such as the Torry Quay redevelopment and Commercial Quay East. This ongoing investment in the port provides our customers with cost effective and fit for purpose facilities enabling us to maintain our position as one of the UK's busiest ports." **Source : Offshore Shipping Online**



www.mammoetsalvage.com

CSCL starts Qinzhou and Haiphong service

China Shipping Container Line (CSCL) recently launched a direct service from Qinzhou bonded area, Guangxi province to Haiphong, Vietnam, to enhance the development of the Sino-ASEAN trading zone. This direct service promises to cut transit time from 12 to five days. With the launch of its first direct service, Qinzhou is now building itself as a shipping and logistics hub, as well as export processing zone for Beibu Gulf or the Gulf of Tonkin nations. **Source: schednet**



The **PRIMORYE** seen at the Westerscheldt River – **Photo : Henk de Winde ©**

TUG DELIVERY DELAYED

THE ARRIVAL of two new tugs for the port of Sullom Voe has been delayed to iron out a number of teething problems.

Shetland Islands Council's harbour board heard on Wednesday that crews and management were happy with the tugs' performance during initial sea trials and the general standard of work, but more time was needed to go through the long list of problems.

The two £7 million tugs **Solan** and **Bonxie** are being built at the Union Naval shipyard, in Valencia, Spain. Both vessels were initially scheduled to be delivered in spring this year.

Harbourmaster Roger Moore told the meeting that there was no point in taking delivery of the tugs when they not ready to go into service straight away. The meeting heard that the number of problems had been reduced from around 500 items to just 99 over recent weeks.

"What we want is a tug that is as perfect as it can be before it comes here. Payment will be on delivery. The good news is that we are not over budget, but we are well over schedule," he said. **Source : Shetland Marine News**



Above seen the **Maersk Aberdeen** arriving at the Port Chalmers container terminal 23/8/10.

Photo : Ross Walker ©

Kampers' Green Light shines at SMM



Kampers Pump Service will introduce its Green Light Pump System © at SMM 2010. Kampers is exhibiting in the Holland Pavilion, Hall B7 stand 59. The new system is a tremendous step forward in easy discharging with twinscrew pumps. The intelligent Green Light Pump System regulates the flow of the pump. In case of cavitation, the system immediately revs down the pump, thus preventing damage to the pump and ensuring optimum flow.

The Kampers Green Light Pump System has many advantages. It guarantees the best discharge time. It makes operation of twinscrew pumps much easier, because the operator can simply start the pump and walk away. No one has to stay alert for cavitation, since the system is constantly on guard. This also means that no

energy is lost on ineffective pump energy. Therefore the system is not only friendly for the operator, but also for the environment. The system can be operated on deck (installed in an explosion proof control-unit) or from the bridge. The Kampers Green Light System was developed in cooperation with BITsoft (software) and HOVEKO BV (hardware). Each of the three companies has contributed their specific knowledge to make the system possible. The same applies for the after-sales: the customer can benefit from a one-stop-shop solution, while Kampers can rely on product specialists for the software and hardware.

Evergreen cancels shipbuilding orders with Korea's STX

Taiwan's Evergreen has terminated the negotiation with Korea's STX shipyard on an order for ten 8,000-TEU vessels signed in July.

But Evergreen is still looking to other shipbuilders to carry out new orders, reported American Shipper, adding that talks continue with Korea's Samsung and Taiwan's CSBC for an order of 20 containerships. Each will build ten 8,000-TEU ships for Evergreen with delivery starting in 2012 for Samsung and in 2013 for CSBC.

According to Japanese shipping newspaper Kaiji Press, Evergreen chairman YF Chang said that there was no need to hurry because the company might add orders. The carrier has not ordered any new containerships since 2008. It is reported to have a larger orderbook for a total of thirty-two 8,000-TEU vessels. **Source: schednet**

SCF Baltica arrives in Pevek

Sovcomflot's Aframax tanker **SCF Baltica** arrived at the port of Pevek in Northern Russia. This marked the end of the most challenging part of her voyage, from a navigational standpoint, from Murmansk to China. With an escort of nuclear-powered ice-breakers, the ship covered the 2,500 nautical miles between Murmansk and Pevek in 11 days. The vessel's route took her through the Barents Sea (North of Cape Zhelaniya on Novaya Zemlya Island); the Vilkitsky Strait, which ended in the Taimyr ice field, then through the Sannikov Strait, the Laptev Sea and ice fields of the East-Siberian Sea.



The tanker and her cargo of 70,000 tonnes of gas condensate (owned by OAO NOVATEK) completed this stage of her voyage ahead of schedule. This underlines the real scope to reduce transit times for cargoes along the Northern Sea Route. The voyage also confirms the economic potential of the Northern Sea Route, for delivering

hydrocarbons to the countries of Asia-Pacific Region. Sergey Frank, Sovcomflot President and CEO, said: "The Arctic voyage of the tanker SCF Baltica has confirmed the possibility of operating large ice-class tankers along the NSR. Statistics collected during the voyage will form the foundation of a unique data base, which will allow the preparation of similar voyages for large vessels in future. Sovcomflot is planning to send a Suezmax vessel of at least Ice Class 1A Super along the NSR, enabling it to pass through the fields 100 per cent covered with ice along the way." The voyage was undertaken in cooperation with the Ministry of Transport of the Russian Federation and the State Corporation

Rosatom. Close contact was also maintained with Russia's Maritime Operations Headquarters, from where the weather and ice conditions were monitored and operation of the ice-breaker escorts (from FGUP Atomflot) was coordinated.

Evgeny Ambrosov, Sovcomflot Senior Executive Vice-President, underlined that the voyage was preceded by thorough preparatory work, including risk assessment and management. The required actions of crews and shore units in potential emergency situations were assessed; contingency plans were developed, including oil spill containment procedures and the use of reserve repair bases for potential hull damage caused by ice. The crew of **SCF Baltica** received additional training to ensure good cooperation with the crews of the escort ice-breakers. Previous Arctic ice navigation experience allowed the captain and his crew to fulfil the task successfully and to cover the route safely and ahead of schedule.

Sovcomflot management wishes to express its sincere gratitude to all the participants in the Arctic voyage project for their cooperation and mutual assistance. **SCF Baltica** is expected to arrive at her discharge port – Ningbo (China) in the People's Republic of China - in the first half of September 2010. **Source: sovcomflot**



The **SMIT ORCA** seen alongside the **FPSO MONDO** – Photo : crew **SMIT ORCA** ©

Seanergy Maritime Holdings Corp. Announces New Time Charter for the M/V Hamburg Max

Seanergy Maritime Holdings Corp. announced that the **M/V Hamburg Max**, a 1994 built, 72,338 dwt Panamax vessel, was entered into a two year time charter agreement with a profit sharing arrangement to a first class charterer. The vessel is chartered with a base rate of \$21,500 per day and a ceiling of \$25,500 per day, with a 50% profit sharing arrangement to apply to any amount in excess of the ceiling less a 5% brokerage commission. The spread between floor and ceiling will accrue 100% to Seanergy. The base used for the calculation of the rate will be the Baltic Panamax 4TC route. The vessel is expected to commence her new charter on or about September 2, 2010.

Following this charter arrangement, the Company has secured 95% of its operating days for 2010, 64% for 2011, 30% for 2012 and 19% for 2013 under period employment. Dale Ploughman, the Company's Chairman and Chief Executive Officer, stated: "The improved market environment has enabled Seanergy to enter the M/V **Hamburg Max** into a new two year time charter that represents an increase of 39% from its current employment on the basis of the floor rate and a 52% increase on the median basis between the floor and the ceiling. This time charter enhances the size of our secured cash flows and additionally, the profit sharing arrangement allows Seanergy to benefit from any potential upside in the market. Overall, our current charter portfolio enables us to enjoy significant cash flow stability and

visibility coupled with upside potential through the profit sharing arrangements on three of our vessels and the portion of our fleet that is gradually opening for rechartering in improved market conditions."

Source: **Seanergy Maritime Holdings Corp.**

New shipping company enters Indian market

According to a report carried by The Times of India, Nexus Bulk Operators has entered the shipping business, with plans to begin commercial operations by September 15th. Born out of Nexus Minmet Merchandising - originally an iron ore trading firm - this would be Nagpur's first entity to diversify into the shipping sector. The company also plans to ship crude oil, gas, coal and agricultural products, and expects to carry exports of iron ore to China, and imports of crude oil and gas from the Middle East, and coal from Indonesia and South Africa.

The company plans to lease seven or eight vessels, procured from various operators around the world, and is reportedly negotiating with operators in Greece, Turkey, China and Japan. Talks are also underway with importers and exporters to secure cargo transport opportunities. Source: **EYE for Transport**



The **ROLLDock SUN** seen outward bound from Rotterdam bound for Karachi – Photo : **Henk van der Heijden** ©

Tallinn Port Kept Its Leading Position in the Baltic

Tallinn Port increased by 15.9% its cargo handling from July 2009 till the same date in 2010, when the quantity raised more than 21.000 thousand tons. About general cargo volumes, the ro-ro cargo (automobiles and trucks) ranks first, followed by containerized cargos, metals and forest products. When it gets about dry and bulk cargo, 3.400 thousand tons were handled in Tallinn Port distributed between coal, fertilizers, crushed stone, scrap metal and grain.

Oil and chemicals, what is also known as liquid cargo, increased 5%. Finally, the transportation of passengers has been 19% bigger (almost 740 thousand passengers more) in the Estonian capital in July 2010 in comparison with July 2009.

Right after Tallinn, Klaipeda Port ranks second in cargo handling, as the BC Marketing Department of Klaipeda port informed. From January 2010, the cargo handling in Klaipeda Port has increased by 13.4%. In this period of time, the return of dry/bulk cargo has grown further than the third part, and also the turnover of general cargo has been bigger.

In this last case, the ro-ro cargo, specially the consumer goods, has raised the most. The Port has handled in 2010 17.4 million tons of maritime cargo overall. However, if we speak about the container handling, Klaipeda Port has the mayor activity, while Tallinn Port is in the third position after Riga Port. **Source: Estonian Free Press**

Hallin Shows Commitment to Singapore with Opening of New, Purpose Built Facility

Hallin Marine Subsea International's new, state of the art, multi-purpose facility in Singapore has been officially opened by Dave Dunlap, the CEO of parent company Superior Energy Services.



The 11,000 square metre, purpose built premises are a 'clear indication of the commitment we have to South East Asia and our plans to continue to grow our presence in the region' Mr Dunlap explained during the opening ceremony for staff and guests.

He added: 'It gives Hallin Marine the best possible facilities: it's a great operational base next to where our vessels will tie up; a first class maintenance and

storage centre; an outstanding manufacturing facility for our dive and ROV systems; and a wonderful environment in which to work for our design engineers and our executives and support staff.

'This facility will also give other Superior subsidiary companies a base to grow their own operations in the region while working together to produce and deliver technically advanced solutions for our clients.'

The facility has been built on the marine jetty in Loyang (the centre for Singapore's busy offshore oil and gas industry) and been some two years in the planning and gives Hallin the room to further expand.

Hallin's senior team worked closely with the developers and the Singapore authorities to ensure the showpiece development fitted its current and planned future needs.

It brings under one roof the company's East operating division; its manufacturing and marine divisions; the company's administration centre and the Singapore arm of Prospect, Hallin's engineering design business as well as acting as a base for other Superior subsidiaries in the region.

The development is in excess of 11,000 square metres and boasts 5,000 square metres of yard space, of which almost a quarter is covered.

With 3,000 square metres of workshop space, including designated 'clean areas' for electronic, hydraulic and electrical assembly and testing, and a further 3,000 square metres of office space, Hallin believes it has planned for the next step of its expansion programme.



The **BAREND BIESHEUVEL** seen operating along the Dutch coast – Photo : **Hans Koster** ©

..... OLDIE FROM THE SHOEBOX



Johnson lines 1970 build **SAN FRANCISCO** seen passing Hoek van Holland May 1978 - Photo : **Iain Forsyth** ©

.... PHOTO OF THE DAY



Above seen the christening ceremony of the “**Deep Ocean Clarion**” an 6th generation drilling vessel, and the second vessel of 4 new builds ordered by Pride International. **Photo : Jef s'JEGERS ©**

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