

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 240



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**The COSCO NEW YORK seen passing the Panama Canal**

**Photo : Henk van der Linden ©**

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The **CITY OF WESTMINSTER** seen enroute Rotterdam-Europoort – Photo : Annette Barendregt ©

## Baron van Lynden in actie voor surfer.

Donderdag 26 augustus om 13.35 uur werd de bemanning van de **Baron van Lynden** van KNRM station Ouddorp buiten, door het Kustwacht Centrum gealarmeerd voor een windsurfer in de problemen aan de buitenzijde van de Brouwersdam, ter hoogte van de werkhaven. Met de reddingboot **Baron van Lynden** werd ter plaatse gegaan en na enkele zoekslagen gemaakt te hebben kwam het bericht dat de surfer veilig op het strand stond. Toen de reddingboot bij de locatie aankwam waar de surfer aan wal was gegaan, om gegevens op te nemen, bleek dat hij al weggereden was. Voor deze actie was ook de reddingsbrigade van Ouddorp (ORB) opgeroepen. Zij waren druk aan het zoeken met een waterscooter en een auto.



Above seen **Mammoet Maritime transport** executing the transport of a newbuild yacht (Y 706) from OCEANCO (Alblasserdam) to the Waalhaven for discharging, above is seen the pontoon **SCHELDE** passing the several bridges in Rotterdam city . **Photo : Jos Leentvaar - MAMMOET Maritime B.V. ©**

## Yacht with no one aboard mysteriously washes ashore on Redington Beach

About noon Wednesday, Gene Borg was sitting at his table, eating a bowl of cereal and fruit. Out in the gulf, something caught his eye. Amid crashing waves and a high tide, a 48-foot yacht was creeping toward shore. The boat crawled through the churning waters, perpendicular to a stretch of beach near Gulf Boulevard and 158th Avenue. It passed buoys marked for swimming. "I'm thinking hey, he's getting kind of close. I thought, he's got to turn," said Borg, 68. "But it didn't turn. It just came straight onto the beach." Borg rushed out of his house. His wife, Diane, called 911. When authorities got on scene, they realized they had a mystery on their hands. The yacht's engine was running. But no one was aboard.

Where did the boat come from and how did it get here? Officials from the Pinellas County Sheriff's Office and U.S. Coast Guard were trying to figure that out late Wednesday night. The large blue and white luxury boat is a 48 Sundancer made by Sea Ray. Its name is Makin Waves out of Jupiter, though the most recent registration on the boat is from Delaware. A Mexican flag is attached to its bow. An American flag flies at the stern. The value of a new **48 Sundancer** with standard equipment, including a 400-gallon fuel tank, is just over \$1 million, according to the Sea Ray website. Detectives spent most of the day Wednesday trying to find out who owns the boat. "Right now, they're not even sure who the owner is," said Sgt. Tom Nestor, a sheriff's spokesman. Detectives made contact with a previous owner, who said he had sold the boat within the past couple years. It also may have changed hands after that. "They don't think it was registered after it was sold," said Petty Officer Robert Simpson, a Coast Guard spokesman. Simpson said investigators were focused late Wednesday on a possible owner in Mexico. The Coast Guard joined the investigation shortly after the sheriff's office got the call. When authorities didn't find anyone on the boat, they launched a search by air and sea.

"We don't have any solid idea if there were or weren't any people on board," Simpson said. "So we have to err on the side of caution. We can only assume that there was at least one person, maybe more, on board at one time."

Two rescue boats from the nearby Coast Guard station in Clearwater searched near shore. A helicopter scanned the water from above. The search was suspended at 7:15 p.m. Officials said it will not resume unless they get evidence that someone is missing at sea. Officials said they found no obvious signs of foul play on the yacht, though the sheriff's office brought out forensic investigators to sweep the vessel. There also have been no reports of a missing



boat or boaters. Nestor and Simpson said it's not unusual for boats to wash ashore. People abandon their property. Thieves steal boats, then ditch them. Kids release boats from docks as a prank. But when a million-dollar boat washes up with its engine running, investigators can't help but think something bad may have happened. "With this one especially if the engine had been left running, it raises more concern," Simpson said. "It's a little strange. That's why we're really taking cautions on this." The yacht was under guard Wednesday night and will be towed away today. "It's a beautiful boat," Borg said. "That's the intrigue to the whole thing. If it was my boat I'd be beating the drums ... everyone would know it was gone." **Source : St. Petersburg Times**



Fairstar's **FJORD** arrived at the Everingen (Charlie) to take bunkers before continuing her voyage from Singapore to the Halfdan field off Denmark where Heerema's **THIALF** will offload the 9500 ton module.

**Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com) (c)**



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# China plants flag deep under South China Sea

## Feat underscores ambitions to tap ocean resources

China said that it had used a small, manned submarine to plant the national flag deep beneath the South China Sea, where Beijing has tussled with Washington and South-east Asian nations over territorial disputes. The submarine achieved the feat during 17 dives from May to July, when it went as deep as 3,759 metres below the South China Sea, the official China News Service said, citing the Ministry of Science and Technology and State Oceanic Administration.

Chinese news reports did not say where the submarine went, whether it visited disputed waters, or why the announcement was held off until now. It was the first time a Chinese submersible vehicle has gone that deep, said the reports.

China, Brunei, Malaysia, Vietnam, the Philippines and Taiwan all stake claims to territory in the South China Sea, which holds potentially big energy sources and is a major shipping route. All except Brunei have a military presence in the area, and the boundary claims have sparked naval clashes in the past. The submarine test underscored China's ambitions to join the race for resources in the ocean depths. 'This success also shows that our country has become one of the handful possessing deep-sea manned submersible technology,' Liu Feng, the engineer in charge of the deep-sea dive, told television news.

The South China Sea covers an area of more than 1.7 million square kilometres, with more than 200 mostly uninhabitable small islands, rocks and reefs. It reaches depths of up to 4,000 metres, according to Chinese government surveyors. The sea holds valuable fishing grounds and as-yet largely unexploited oil and natural gas fields. China accused the United States of meddling after Secretary of State Hillary Clinton raised the territorial claims in the sea at a regional forum in July, and said that Washington backed a multilateral approach to resolving them. In late July, Chinese naval forces carried out drills in the disputed southern waters. **Source : Reuters**



The **STOLT EGRET** seen enroute Rotterdam – **Photo : Frits Janse ©**

## An end to the HECTOR saga

The first most Capetonians heard of **Hector** was when the Cambodian-registered chemical tanker Hector anchored in False Bay last May. The occasional belching smoke interspersed with long periods of inactivity hinted at engine trouble and her illegal choice of anchorage was hardly going to pass unnoticed given that she lay just off the mouth of the naval harbour at Simon's Town. As the authorities boarded for inspection they were passed a hand-written note that hinted at the human dimension to the story. Crudely written in capitals it said; "Kindly help us go home. We are two Ghanaians on this vessel. The ship is not safe and our salaries are not paid for three months. We need our salary and plane tickets to go home Ghana. You are our hope. Thank you." Now that episode is drawing to a close as the last of its mixed crew flies back to Iraq, Syria, and Ghana – some seemingly still unpaid for as much as eight months. "Part of the problem was that none of them had contracts, so we couldn't tell how much they were due." explains Debbie James, assistant to Captain Dave Colly, Regional Director of SAMSA (South African Maritime Safety Authority).

It would seem that the tanker, which had previously plied its trade off the West African coast had been bought to be scrapped cheaply in the East and was sailing in ballast around the Cape before old age and neglect got the best of it and left her stranded. Finding the engines 'inoperable and beyond the capability of her engineers to repair' and given the risk she posed to the marine reserves of False Bay SAMSA ordered the tanker towed to Quay 500 in Cape Town harbour, a task undertaken by Smit Marine. Hector also turned out to be uninsured.

Attempts to contact the owners led to six crew being repatriated (the remainder stayed apparently in the hope of getting paid) but little else. So SAMSA took control of the vessel under the terms of admiralty jurisdiction and applied to the High Court for an order to sell the ship. That sale was confirmed on 8 August 2010 and the proceeds have gone towards the intervention costs. As it turns out the price the ship fetched was not enough to cover those costs but as SAMSA points out the shortfall was still a small price to pay compared to the likely clean-up costs of the tanker going ashore.

This week SAMSA reports that Hector is under new ownership and is hoped to be repaired and under way within the next three weeks. The last handful of her original crew is being repatriated with a flight ticket and (reportedly) US\$ 2000 courtesy of SAMSA stepping in as Good Samaritan. The port of Cape Town will doubtless be hoping not to hear of the Hector again. Whilst all seems to have ended well given the possible alternative outcomes the incident does raise concerns about sharp practice amongst ship owners and the temptation that cheap scrap yards in the East will continue to pose for cutting corners when it comes to disposing of vessels. As SAMSA's Debbie James observes - "we don't really want these wrecks coming around the coast – Hector was one of the smaller ones but if we get a really big vessel what happens then?"

## Maersk will continue with slow steaming



The **MAERSK EDINBURGH** seen in Zeebrugge

Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/orifocus/> ©



Maersk Line, which is another container carrier to have announced a strong return to profitability, says it will continue with the economy drive of slow steaming even as the economy improves. Writing in the company's house magazine, Morten Engelstoft, Maersk's COO says, "Maersk will continue slow steaming even as market conditions turn to the better – slow steaming is here to stay."

Slow steaming was introduced by Maersk and a number of other large container lines at the height of the economic crisis of 2007/08, when the instruction was given to run ships designed to operate at speeds well in excess of 20 knots, at much lower, more fuel efficient speeds. According to Maersk it was able to maintain a good record of on-time arrivals (Drewry ranked it as No.1 in this respect) by also tightening up on schedule reliability.



The **MAERSK ABERDEEN** – Photo : Ross Walker ©

Maersk says that slow steaming also assisted with reducing carbon dioxide emissions per container by 12.5% between 2007 and 2009 and says the company is aiming at a total reduction of 25% by 2020. This will be achieved by a combination of more efficient fuels and slow steaming. **Source : ports.co.za**

## **Coal ship oil spill coats Kooragang shoreline, Newcastle Harbour Australia**

Thick black oil pumped accidentally from a coal ship on Kooragang Island has coated rocks on the island shore despite efforts to contain the spill. Fuel oil was pumped into the harbour from the **Magdalene**, a 21-year-old "flag of convenience" ship at Kooragang No 4 berth. The German-owned, Liberian-flagged Cape-class vessel was taking coal from the Port Waratah Coal Services (PWCS) Kooragang terminal. A spokesman for the ship said it seemed a fuel tank had ruptured or leaked internally, sending fuel oil into a saltwater ballast tank.

The oil and water mixture was pumped into the harbour as the ship was "deballasting" to take on coal. Newcastle Port Corporation chief executive Gary Webb said the oil spill had been contained and booms had been put in place at the Kooragang Island berth and across the harbour from Dyke Point to the Newcastle foreshore to stop oil drifting up to Carrington. Mr Webb said the alarm had been raised about 2.20pm on Wednesday and the booms had been put out about three hours later. He defended the time taken, and said clean-up teams worked through the night to contain the spill. The clean-up was made harder by strong westerly winds. Oil left on the rocks would be removed in coming days with "cold-water blasting".

Mr Webb said oil and water samples were taken from every ship that entered the port to provide a "fingerprint" in the case of any spill, and further samples were taken yesterday from the Magdalene and the JP Citrus, which was in the K5 berth. The International Transport Federation, which is investigating the incident, said the **Magdalene**, was one of the worst examples of the "ships of shame, flag-of-convenience" vessels it had encountered. A "flag of convenience" title refers to the ship being registered in another country to reduce operating costs or avoid government regulations. "This is a ship that records show has been spending most of its time in the Middle East, in Bahrain, where they don't have the sort of scrutiny and port-state control we do here," federation spokesman Dean Summers said. "This spill shows the environmental dangers that flag-of-convenience ships pose." **Source : Garry Luxton**

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## **Cruise ship to sail past**

Despite a record season on the horizon for the Hunter's cruise-tourism industry, one company has scratched Newcastle from its list of stop-over ports for the 2010-11 season. Holland America Line's **Volendam** visited the Hunter in March this year for one day, where many of its 1400 passengers enjoyed day-trips to see the our beaches, King Edward Park and the always-popular wine region.

John Primeau from Holland America Line said last season's circumnavigation of Australia, which took in the Newcastle stop over, was not planned for the coming season. "Our itineraries do vary year to year," he said. "In 2010-11 we will visit other ports of call. "Final plans for the 2011-12 season are still being finalised."

Newcastle Port Corporation spokesman Keith Powell said the company had not booked a visit for this season but negotiations would continue to attract the company's vessels in the future. "Cruise company itineraries vary all the time," he said. Mr Powell said there were 14 visits from cruise ships booked between September this year and April next year.



HAL's **VOLENDAM** – Photo : Glenn Towler ©

"It's a record number of cruise ships for the season," he said. A majority of these visits will be from P&O Cruises' luxury liner the Pacific Sun but even its scheduled visits for the 2011 half of the season have been reduced from six to four. It will visit the Hunter five times later this year. Mr Powell said the upgrade to the channel berth at Dyke Point remained a focus for the port corporation. "We have spent \$2.55 million on refurbishing that berth for home berthing," he said. **Source : Garry Luxton**



## CASUALTY REPORTING



August 26th at about 18.00 the mv **Paula** and **WEC van Ruysdael** collided off Moerdijk (The Netherlands). The **Paula** is moored at Moerdijk , the **WEC van Ruysdael** at Dordrecht both ships are seriously damaged.

Photo : Huug Pieterse - [www.shipspotters.nl](http://www.shipspotters.nl) ©



In the port of Willemstad (Curacao) Wednesday evening 23:45 hrs the 2003 built yacht **LA MASQUERADE** was hit whilst moored alongside by the tanker **PLATINUM**, after parting the mooring lines the yacht was dragged by the tanker for over 100 mtrs, as can be seen at the photo the yacht encounters a lot of damage

**Photo top : Kees Bustraan**



Above seen the damage to the 55 mtr long Amels Yachts (Of The Damen Shipyard Group), whilst the tanker only is having some whit scratches on her SB stern **Photo's : Els Kroon (c)**



## NAVY NEWS



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The 2<sup>nd</sup> **NH-90** helicopter for the Dutch Navy arrived at De Koij naval air station

## SHIPYARD NEWS

### Daewoo may produce wind turbines at Romanian shipyard

Korean industrial giant Daewoo Shipbuilding and Marine Engineering could start producing wind turbines from a shipyard it owns in Romania, depending on European demand, officials say. Daewoo controls Daewoo-Mangalia Heavy Industries, which builds ships in the Romanian Black Sea port of Constanta. Romania and neighbouring Bulgaria are among the fastest growing turbine markets in Europe. Daewoo has said that as much as 30% of its earnings could come from wind turbines by 2020. The Korean conglomerate bought California-based turbine manufacturer DeWind last year, which gave it access to tried and tested designs and a factory in the US. Daewoo is also developing an offshore turbine and plans to open a plant in China by the end of the year. **Source: Recharge**

### Krasnoye Sormovo delivers to the Cyprus customer the latest 5,500-ton capacity tanker



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Krasnoye Sormovo Shipyard (Nizhny Novgorod, the MNP Group) has delivered a tanker to the customer - Moorpark Ltd. (Cyprus), the enterprise press release said. The tanker, named the Thetys is the fourth ship, the last in a series of tankers built for the customer. The vessel was launched in late June this year, then she successfully passed sea trials. The first in a series, **Titan** tanker was delivered in October 2009, the **Enceladus** and **Yapetus** were handed over in June and July 2010.

The contract for three tankers of project 19614 was signed in April 2008. The option for the fourth vessel was confirmed in the summer of that year. The tanker is intended for transportation of crude oil and petroleum products and chemical goods in accordance with the class: KM \* Ice1 R2-RSN AUT3 VCS Oil tanker / Chemical tanker type 2 (vegetable oil) (ESP), and belongs to the class of river-sea going ship.

"This is the contract's fourth and the last tanker of our own project in a series of oil tankers for the company Moorpark Ltd. Besides, this one is the seventeenth tanker of 19,614 project, built at our enterprise. These tankers are the largest river-going vessels. However, the serial tankers built for Moorpark Ltd. differs from previous series because they were constructed according to additional requirements of the customer to expand the range of transported goods and improved functionality of the vessels. Technical project was substantially modified and all the requirements were implemented during construction", says General Director of MNP Vadim Malov.

Ship dimensions: LOA - 141 meters, breadth - 16,9 m, depth - 6.1 meters, draft - 3,73 / 3,60 m, ship-load - 5530/5030, the volume of cargo tanks - 6720 cu. m, maximum speed - not less than 10 knots, the crew - 14/16, cruising range - 15/10 days. Navigation area - inland waterways and sea non-arctic areas in accordance with the ship class. The cargo ship with the cruising range of 12 days is equipped with double hull and double bottom in order to prevent accident oil spills. The Shipyard Krasnoye Sormovo Plant is one of the oldest Russian shipbuilding companies, founded back in 1849. All vessels built at the Krasnoye Sormovo meet the requirements of MARPOL conventions, having the state-of-the-art equipment.

MNP Group, Sea, Oil & Gas Projects, is the Company Manager of shipbuilding projects. The Group is comprised of Plant Krasnoye (Red) Sormovo (Nizhny Novgorod), Sormovskoe (Sormovo) Engineering (Nizhny Novgorod) and the Volga-Caspian Design Bureau (Nizhny Novgorod). **Source : PortNews**



Seatrials of the SS DR "**Bicentenario**" DSME Shipyard- South-Korea

**Photo : Marcel Faasse ©**



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## Dormac announces expansion into African oil and gas market

Dormac (Pty) Ltd, the well-established, multi-national ship repair company, announced today (Wednesday) that it is establishing a new division within its ranks in order to expand its facilities and service capabilities into the oil and gas markets.

In its statement Dormac says that this will enable it to better engage the major role players in the oil and gas industry with a dedicated division to better service their clients' individual requirements. Dormac has strategically placed workshop facilities around Southern Africa.

"We have invested in new facilities and expanded our service capacity on the African continent. These investments will allow Dormac (Pty) Ltd to become a major service partner for our existing and new clients, as well as enabling Dormac to competitively tender on larger upgrade and fabrication projects that might take place at any one of our five yards," said Chris Sparg, Managing Director.

"The five yards are all equipped with the necessary workshop facilities one would expect from a major ship repair yard, serving all, in port requirements. We have also created various alliances on the continent and we are thus able to offer our technical expertise and travelling squads to all the major African ports. We are very pleased to be able to offer our customers this expanded service element," added Craig Samuel, Financial Director.

Dormac has been involved in major ship repair since 1903. The company is known for its strong safety culture coupled with a high degree of competence in all ship repair disciplines.

"Dormac is in a great position to expand competitively into the oil and gas markets. We are definitely on our way to achieving our set goals of having the best repair facilities in Africa," said Sparg.

The company is actively involved in the concessioning of government repair facilities and has also built new workshop premises in the Cape Town port, which is in the process of being brought up to operational capability. This is in addition to the facilities acquired in Walvis Bay last year, which have been further expanded. **Source : [ports.co.za](http://ports.co.za)**

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Seen in Rotterdam-Calandkanaal from the wheelhouse of the departing 243 mtr long **DP Vincenzo P** the inbound 264 mtr long **Elisabeth Knutsen**, the 112 mtr long **Crystal Diamond** and the outbound 274 mtr long **Dilong Spirit**  
Photo : Rik van Marle (c)

## Dredging Program on Jakarta Waterways to Begin Next Year

The dredging program on 10 rivers in Jakarta area is expected to start by early 2011. In addition to dredging rivers, the flood control program, which is a form of assistance from World Bank, also includes dredging on a canal and four reservoirs. For the first phase, the activity will begin for Melati Reservoir in Melati urban village, Tanahabang sub-district, Central Jakarta. This reservoir will be dredged as deep as 1 to 1.5 meters; thus, it is expected to free the areas of Sarinah, Sabang, Menteng, and Jl Thamrin-Sudirman from flooding.

World Bank Communications Specialist Consultant Abdul Rahman Rasyid explained the Jakarta Urgent Flood Mitigation Project (JUFMP) would be divided into seven packages to be undertaken by Jakarta government along with the Directorate General of Water Resources and the Directorate General of Cipta Karya of the Ministry of Public Works (PU). The city government will handle three packages, while the two directorate generals will work on four packages of the project.



"Therefore, not all of the project activities are run by Jakarta government; instead, the World Bank wants there is coordination between the central and local governments in this project," Rasyid said in Jakarta on Friday (8/20).

The project activities will begin with the dredging of a 7.44 km long area of Sentiong River-Sunter River, a 6.67 kilometer long area of Ciliwung River-Gunung Sahari River, and the 8.5 hectare Melati Reservoir. All these activities are incorporated as the first package of the project, and will be handled by the city government with a project value of \$ 14.36 million or approximately Rp. 143.6 billion. It is estimated that the dredged sediment from the four rivers and a reservoir will reach 376 thousand cubic meters, which will be disposed in Ancol area. "However, we will prioritize the dredging on Melati Reservoir considering its significant role towards the condition of some protocol roads in Jakarta," he added. Meanwhile, World Bank Social Specialist Consultant Rambat Sakwan disclosed, the reservoir dredging costs were drawn from loans by the World Bank amounting to 150 million U.S. dollars, or Rp 1.5 trillion, of which 8.28 million U.S. dollars, or around Rp 82.8 billion was used for the dredging on Melati Reservoir.

"Melati Reservoir works to accommodate water from an area of 350 hectares; however, as the reservoir is filled with sediments of mud and other materials, it is no longer able to accommodate water from heavy rains, leading to overflowing into some protocol roads," said Rambat. **Source : Dredging Today**



The **VIGILANT** seen in IJmuiden – **Photo : Willem Harlaar ©**

## **TS Lines to offer Japan-Philippines loop, amends JTK1&2**

HONG KONG's TS Lines plans to add a direct Japan-Philippines service, following the restructuring of two of its existing intra-Asia loops. As a result, the existing JTK-1/JTK-2 loops will be replaced by new JTK-1/JTK-2 loops, deploying eight ships, with four per loop, instead of the six ships used currently. A report by Alphaliner said the new rotations will be introduced in September. The existing port rotation for the JTK-1 is Tokyo, Yokohama, Nagoya, Kobe, Osaka, Keelung, Taichung, Kaohsiung, Hong Kong, Shenzhen-Shekou and back to Tokyo.

The new rotation for the JTK-1 will be Tokyo, Yokohama, Nagoya, Busan, Keelung, Taichung, Kaohsiung, Hong Kong, Shenzhen-Shekou, Jakarta, Surabaya, Hong Kong, Shenzhen-Shekou, returning to Tokyo. The port rotation currently

for the JTK-2 is Tokyo, Yokohama, Nagoya, Osaka, Kobe, Keelung, Taichung, Kaohsiung, Hong Kong, Shenzhen-Shekou, Jakarta, Surabaya, Hong Kong, Shenzhen-Shekou, Xiamen and back to Tokyo.

The new rotation will be Tokyo, Yokohama, Nagoya, Osaka, Kobe, Keelung, Taichung, Kaohsiung, Hong Kong, Shenzhen-Shekou, Manila (N&S), Shenzhen-Shekou, Hong Kong, Xiamen and back to Tokyo. **Source : Schednet**



The tug **ZUIDPOOL** – Photo : Willem Harlaar (c)

## **GSP successfully completed the topside installation of the largest offshore platform in the Black Sea**



GSP is the general contractor within the offshore EPIC (engineering, procurement, installation & commissioning) project for Türkiye Petrolleri Anonim Ortaklığı (TPAO), the national oil and Gas Company of Turkey.

The installation operation was successfully completed at 00.20 a.m., the topside being safely positioned on the 101 meters steel jacket, in Akcakoca perimeter, offshore Turkey, in the north western part of the Black Sea. The double

deck topside was transported to the location onboard **GSP Bigfoot 2**. The platform installation was performed with



the help of GSP Neptun, the 1800 tons heavy lift crane moored to **GSP Bigfoot 3**, the spacer barge, barge P4 and GSP Bigfoot 2, the semisubmersible barge. After removing the welded seafastening, the steel double deck platform was lifted from the semisubmersible barge **GSP Bigfoot 2** and **GSP Neptun** lowered the topside and stab cones in the jacket piles. The topside will be welded to the jacket, according to the procedures.

GSP has mobilized a complex fleet of technical and support vessels, including: **GSP Bigfoot 3** (accommodation and work barge for offshore operations), **GSP Neptun** (heavy lift crane, 1800 tones), **GSP Bigfoot 2** (semi-submersible heavy lift transport barge), **GSP Queen** (ROV support vessel), **GSP Licorn** (supply ship), **Agat** (AHT), P4 flat-top ocean going transport barge, and Aran.

The 101 meters steel jacket installation was followed by the pile installation with: foundation pile and conductor installation, grouting operation (the main and the skirt piles being grouted to the jacket), pile cut-off, and miscellaneous completion activities. These activities were performed according to the project schedule. The top side installation operation will be followed by the completion activities.



Rotterdam based **Worldwide Offshore Solutions** provided the installation engineering and project management services for **GSP**. [www.gspoffshore.com](http://www.gspoffshore.com)

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## Cosco Rotterdam volume doubles, while Hamburg cargo plummets

COSCO has doubled its throughput in Rotterdam this year, discharging 80 per cent of its total in the Dutch port while its volume through Hamburg fell to 20 per cent, reported the Berlin daily Die Welt.

Cosco president Wei Jiafu told a recent Chinese-German economic conference in Xian that the River Elbe through which ships go to Hamburg must be dredged to accommodate larger ships now entering service, according to the report that was translated and published in the Port of Rotterdam official newsletter. **Source : Schednet**





The **SONGA TOPAZ** seen enroute Rotterdam – Photo : Bas van Hoorn ©



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One-Stop Solution

## Weak demand kills AAP, Safmarine starts intra-Asia service

THE AAUS Group, made up of APL, Hamburg Sud, Hapag-Lloyd and Hyundai Merchant Marine, have scrapped their China-Australia peak season string (AAP).

Spot rates from Shanghai to Australia halved from US\$1,620 per TEU in late January to US\$800/TEU at present. The move came earlier than first expected and was prompted by poor utilisation and rapidly declining freight rates on the Asia-Australia trade route.

Since the AAP service was launched in early July it was terminated after seven out of 20 scheduled sailings, with the last sailing from Shanghai having departed on August 17.

To replace the AAP slots, the individual carriers are taking slots from other consortiums including ANL/CSCL/OOCL's North Asia China Australia Express (AANA), and NYK's, MOL's, "K" Line's North Asia China Australia Express (AANA 2), reports Alphaliner.

In other news, Safmarine/Maersk has started providing a new South East Asia-India-Middle East service through slot buying on the new ASEAN-Gulf-ISC (AGI) service operated by Evergreen Line, OOCL and Simatech. Sister company, Maersk Line, is also to take slots.

The first sailing was launched from Thailand's Laem Chabang Port on August 20 with the **LT Genova**. The service calls at Laem Chabang, Singapore, Tanjung Pelepas, Port Kelang, Colombo, Jebel Ali, Karachi, Mundra, Colombo, Port Kelang, Singapore, then returns to Laem Chabang.

The service deploys five 2,200- to 3,000-TEU vessels. **Source : Schednet**



"Dutch Pearl" & "Aileen M" seen guiding "M/V Aura" into the moon bay of "HLV Svanen" delivering mono piles and transition pieces for the construction of the "Sheringham Shoal Offshore Wind Farm"

**Photo : Lennart van der Meulen ©**

## Brazil govt to take over five Amazon ports

**Newspaper cites corruption and mismanagement as reasons for takeover**

The Brazilian government will take over control of five Amazon ports as well as partial administration of the two southern grain ports of Paranagua and Rio Grande, a local newspaper reported on Wednesday. Pedro Brito, minister of the special secretary of ports, was quoted by O Estado de Sao Paulo as saying that the government will fully intervene in the administration of five ports in the Amazon due to alleged corruption in the state management of the concessions.

The five ports include Manaus, which accounts for half of the goods that move through the state capital of the same name, most of which are products coming in through the free trade zone of the city. Itacoatiara is also one of the ports in the region that will be taken over by the government. It is a major corridor for the export of soybeans out of the centre-west. Mr Brito said the government would also partially take over administration of the public sectors of two southern ports of Paranagua in the main grain state of Parana and Rio Grande in the state of Rio Grande do Sul. The intervention in the southern ports, which traditionally fall under state management, is in part to oversee the administration of federal investments in their expansion. Most of the private sector terminals in Itacoatiara, Paranagua and Rio Grande are not expected to be affected directly by the federal intervention, the paper said.

Paranagua had been plagued by problems during the administration of Eduardo Requião, the brother of former state governor Roberto Requião. The private sector port operators there have called for federal intervention for years. The situation came to a head in past weeks when the environmental agency Ibama shut down the port for about six hours because it was well in arrears on its environmental licensing permits.

Brazil is a major exporter of commodities such as soybeans, sugar, corn, coffee and iron ore. Mr Brito was not immediately available to confirm the report. The government's decision was based on a recommendation of the National Naval Transport Agency and was sanctioned by the ministry of transport. The federal government action is part of a broader decision to define all ports as areas of strategic interest for the economy, including Latin America's largest port of Santos in Sao Paulo state, Rio de Janeiro and Itaguai in Rio de Janeiro, Vitoria port in Espirito Santo and Itaquí in Manaus. No mention was made of the government intervening in any of these latter mentioned ports.

**Source : Reuters**



Above seen **Albert de Heer** (Fairmount Marine) (left) and the editor of the newscippings **Piet** during the **SAIL 2010** in Amsterdam last week

**Photo : Giuliana De Novellis ©**

## **New gambling ship sets sail next month**

A new gambling cruise company that will begin operating out of Mayport next month plans to hire 100 people.

Jacks or Better Casino hopes to begin sailing the 155-foot vessel with 17 gaming tables twice daily starting Sept. 15, said Mark Slotkin, the company's president and head of Antiquarian Traders, a Beverly Hills, Calif.-based antique



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business with high-profile clients. The 500-passenger ship, which will have 200 slot machines, two roulette tables and two crap tables, will sail three miles off the coast into international waters, where gambling is legal.

"I pulled a lot of money out of the stock market because it is more of a gamble than this is," Slotkin said. "I was looking for a business where you knew where you had a reasonable chance of having the odds in your favor."

The cruises will run from Wednesday through Sunday and cost from \$20 to \$25 a ticket, which includes a buffet and nonalcoholic beverages. The last gambling ship out of Mayport, operated by SunCruz, shut down in late 2009 after its parent company, Oceans Casino Cruises Inc., filed for Chapter 7 bankruptcy. A Chapter 7 filing usually leads to liquidation of the company. **Source : bizjournals**



The SVITZER tug **ROTTERDAM** seen approaching Pointe Noire anchorage, delivering together with the **ITC CYCLONE** (below) the barge **CAMELOT** for a new charter to SAIPEM in West Africa after a long tow (8500 nm) from Singapore. **Photo's : Capt. Christian Schmidt ©**



## P&O's Newest Ferry the Spirit of Britain

P&O's new ferry, the 49,000 GRT **Spirit of Britain** just recently floated out onto the water at STX Europe shipyard in Rauma, Finland. She will after delivery serve the Dover-Calais route from January 2011. Construction is also started on her sister; the Spirit of France, due to operate from September 2011.

When the vessel is completed, the **Spirit of Britain** will be the biggest ferry operating on the English Channel, at a capacity of 3746 lane meters (lm) for trailers, cars and other cargo and space for approximately 180 freight trucks, 195 passenger cars and 1.750 passengers.

The two ships not only represent a major investment of more than \$455.5m by P&O Ferries and are designed for a life span of 25 years, they are further designed as the world firsts vessels ever to comply with new amended SOLAS 2010; Safe Return to Port (SRtP) regulations. **Source : MarineLink**

## OLDIE – FROM THE SHOEBOX IRON MONARCH ex Koolonga (1)



Photo Credit: Unknown Source

Above seen the Australian 4,260 gross tons, 2632 net, Lbd: 110.9 x 15.5 metres **IRON MONRACH**, a steel single screw cargo ship built by Sunderland Shipbuilding Co., South Dock Sunderland as the **Koolonga** for McIlwraith, McEacharn Line Pty Ltd, Melbourne. Held triple expansion three cylinder engine manufactured by North Eastern Marine Engineering Co Ltd., Sunderland. 344 nominal horsepower. 6th August requisitioned by the Royal Australian Navy as a collier.

May 1915 returned to owners and occasionally employed on BHP cargo trades from South Australia - Newcastle New South Wales. October 1917 co-purchased by Scott Fell & Co., Newcastle, New South Wales (11/64th shares) and BHP Ltd (Broken Hill Proprietary Ltd) via Sydney solicitor as nominee for BHP., Mr. Edward Simpson (53/64th shares). Renamed Iron Monarch and registered at Sydney. 1920 sold to Interstate Steamships Ltd (Scott Fell & Co) yet remained in registered ownership of Simpson and Fell. 1928 registered to Interstate Steamships Ltd. On July 7, 1933, vessel ran into breakwater at Port Kembla, NSW during 100 mph squall. Towed free by Newcastle tugs **Rollicker** and **St. Giles**. On October 23rd 1934, ran aground in dense fog at Cape Three Point, Broken Bay. Vessel quickly freed

itself; damage £1,763; Captain T. J. Wilson, found guilty at inquiry of 'poor navigation', & had his licence suspended for 3 months. On November 26th 1934, ran aground approaching Newcastle Steelworks (on 'Stockton rock breakwater') when loaded with 6,600 tons of iron ore from Whyalla, South Australia.

Almost half the load had to be dumped; vessel seriously damaged; temporary repairs were effected; repaired at Cockatoo Dock, Sydney, New South Wales, at cost of £8,985. 1937 owners renamed as Interstate Steamships Pty Ltd. Sold in 1937 to Madrigal & Co., Philippines and renamed Paz. March 1942 scuttled at Sourabaya Harbour, later salvaged by Japanese forces and under ownership of the Government of Japan was renamed Hatsu Maru. Bombed and sunk by US carrier based aircraft in Manila Bay, Philippines, on November 13, 1944

**Information supplied by John E. Hoskin [www.flotilla-australia.com/](http://www.flotilla-australia.com/)**

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



Another photo of the **FJORD** seen outward at the Westerscheldt River bound for Denmark

**Photo : Toon Poppe - [www.boulevard-bankert.nl](http://www.boulevard-bankert.nl) (c)**

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