

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 247



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Maersk latest, the MAERSK ESSEN seen departing from Korea for her maiden voyage

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The **PONTREMOLI** seen departing from Tj Priok (Jakarta) – **Photo : Piet Sinke (c)**

**Due to travelling abroad this week the
newsclippings may reach you irregularly**



AHTSV **Bourbon Liberty 223** operating together with the crew transfer boat **MALEMBO TIDE** alongside the accommodation barge **CAMELOT** offshore Angola

Photo : Capt. Christian Schmidt (c)

Oil rig explosion

An offshore petroleum platform exploded and burned Thursday in the Gulf of Mexico off Louisiana, west of the site of BP's massive spill, but no leaks were reported. The Coast Guard said no one was killed in the explosion, which was spotted by a commercial helicopter flying over the site Thursday morning. All 13 people aboard the rig were found floating in the water in survival gear called "gumby suits", sticking close together, Coast Guard spokesman Chief Petty Officer John Edwards said. "These guys had the presence of mind, used their training to get into those gumby suits before they entered the water. It speaks volumes to safety training and the importance of it because beyond getting off the rig there's all the hazards of the water such as hypothermia and things of that nature," Edwards said.

The platform was in about 340 feet of water, considered shallow water and far less than the roughly 5,000 feet where BP's well spewed oil and gas for three months after an April rig explosion.

The crew were rescued from the water by an offshore service vessel, the **Crystal Clear**, and taken to a nearby platform, said Coast Guard Cmdr. Cheri Ben-Iesau. All were being flown to a hospital in Houma to be checked over. Ben-Iesau said one person was injured, but the platform's owner, Houston-based Mariner Energy, Inc., said there were no injuries. "Mariner has notified and is working with regulatory authorities in response to this incident. The cause is not known, and an investigation will be undertaken," the company said in a statement. "In an initial flyover, no hydrocarbon spill was reported," Mariner said. It said the platform was located on **Vermilion Block 380**, approximately 100 miles off the Louisiana coast. The platform is a fixed petroleum platform that was in production at the time of the fire, according to a homeland security operational update obtained by The Associated Press.

The update said the platform was producing about 58,800 gallons of oil and 900,000 cubic feet of gas per day. The platform can store 4,200 gallons of oil. Seven Coast Guard helicopters, two airplanes and three cutters were dispatched to the scene from New Orleans, Houston and Mobile, Ala., Ben-Iesau said. She said authorities do not know whether oil was leaking from the site. White House press secretary Robert Gibbs said President Barack Obama was in a national security meeting and did not know whether Obama had been informed of the explosion. "We obviously have response assets ready for deployment should we receive reports of pollution in the water," Gibbs said.

Mariner Energy focuses on oil and gas exploration and production in the Gulf of Mexico. In April, Apache Corp., another independent petroleum company, announced plans to buy Mariner in a cash-and-stock deal valued at \$3.9 billion, including the assumption of about \$1.2 billion of Mariner's debt. That deal is pending. Apache spokesman Bob Dye said the platform is in shallow water. Responding to any oil spill in shallow water would be much easier than in deep water, where crews depend on remote-operated vehicles access equipment on the sea floor. Mariner said in initial flyover for no hydrocarbon spill. A company report said the well was drilled in the third quarter of 2008 in 340 feet of water. The platform is about 200 miles west of BP's blown-out well. On Friday, BP was expected to begin the process of removing the cap and failed blowout preventer, another step toward completion of a relief well that would put a final seal on the well. The BP-leased rig **Deepwater Horizon** exploded April 20, killing 11 people and setting off a three-month leak that totaled 206 million gallons of oil .



The **HS LIVINGSTONE** seen in Antwerp – Photo : Steven Oppeel - www.stevo.be (c)

Enviro ministers to discuss Benguela Current Commission

Ministers responsible for marine industries management and marine environment in South Africa, Namibia and Angola are to gather in Cape Town later this week for the 2nd Ministerial Conference of the Benguela Current Commission.

The ministers will among others, discuss progress made by the commission which was established in 2007 to promote the optimal and sustainable utilisation of the Benguela Current Large Marine Ecosystem (BCLME). This is the coastal area that stretches from Port Elizabeth to Northern Angola. The commission has a mandate from the three countries to work towards restoring, maintaining and conserving the biological integrity of the area. Among its key focus include the management of shared fish stocks, environmental monitoring, biodiversity and ecosystem health, mitigation of pollution, minimising the impacts of marine diamond mining and oil and gas production.

During the meeting on Thursday, South African Minister for Water and Environmental Affairs, Buyelwa Sonjica will meet with her ministerial counterparts in Angola including Deputy Minister of Environment Anibal Actavio Da Silva, Deputy Minister of Petroleum Sianga Kivula Samuel Abilio and Secretary of State for Fisheries Victoria de Barros Neto.

The Namibian delegation will include Minister of Fisheries and Marine Resources Bernard Esau, Mines and Energy Minister Isak Katali and Minister of Works, Transport and Communication Erkki Nghimtina. The delegates will also discuss the setting up of organisational structures and the implementation of the science plan and training and capacity building initiatives.

One of the most important objectives of the meeting will be to chart the way forward for the commission and it is expected that the ministers will begin discussions around a legally binding multilateral convention that will formalise and entrench the commission.

The three countries are hoping to sign the convention in 2012 and in doing so, they will recognise the unique character of the BCLME and commit themselves to taking joint responsibility for its sustainable management. **Source : BuaNews**



The **VEGA AZURIT** seen arriving in Willemstad (Curacao)

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

The chemistry of design

What is the most important science to be applied in the design of ships? A strong case can be made for chemistry – not the science of formulae and test tubes, but the “personal chemistry” of understanding between the designers and the ultimate users of those vessels. There is no shortage of rules and regulations, standards and recommendations that govern much of the design of ships, but the designer needs to have some idea of the way in which the ship and its equipment will be used by the seafarers during its hopefully long and productive life. This assertion is made in the latest issue of the International Maritime Human Element Bulletin Alert! which focuses on the role of the designer in ensuring that the ship and its systems are “user-friendly”. To do this, it is argued, the designers need to have more than a passing knowledge of ship operation at sea and in port and the way that a crew interacts with the ship to which

they are appointed. The reader is introduced to what is described as "human-centred design", in which there is a recognition that a ship reaches its optimum efficiency only because of its "usability" in the hands of its crew. The designer thus needs to be familiar with every aspect of ship operation, which is often easier said than done, since naval architects may not have much opportunity to go to sea and experience their products in action. It might be very beneficial but it is sometimes quite difficult to accomplish, as a naval architect's training is already very crowded. Nevertheless, where this has been possible, it has clearly paid dividends in enabling designers to realise the reality of a dynamic work platform in a hostile environment, and the importance of a ship and equipment that is friendly to its crew. The bulletin also notes that the shipowner/operator also has many responsibilities in this respect, as the context of use is established in the form of specifications. Here the link between the owner/operator and the ultimate users needs to be strong and positive, so that lessons learned from earlier designs and current operations can be implemented as the new ship is planned. This implies a healthy system of feedback from ship to shore. Naval architects and systems designers, so the bulletin suggests, need to be able to properly identify and positively relate to the way in which the ship and its systems will be used by those who live and work aboard her. Human-centred design will ensure that there is "full integration" of the user with every system, and that the seafarer merely does not find that his or her contribution is an afterthought in the design process. And of course it is made more important by the fact that the seafarer does not merely work aboard a ship, but lives adjacent to his or her place of work.

It might be suggested that an experienced shipowner will invariably have such processes in place, but there is sometimes substantial distances between the designers of the "standard" ships of today, its buyers and its ultimate users. So it is perhaps doubly important to reiterate the need for designers to get closer to users, and to keep firmly in mind the important human element factors of habitability, maintainability, workability, controllability, manoeuvrability, survivability, reliability, supportability and acceptability. What has been described as the "man-machine interface" is the key. **Source: Watchkeeper, BIMCO**



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Queen to name Cunard's new ship

The Queen will name Cunard's new liner, the **Queen Elizabeth**, it has been announced.

The naming ceremony will take place in Southampton on October 11, before the 2,092-passenger ship sets sail on her maiden voyage - a 13-night cruise to the Canary Islands - the next day.

It is the third Cunard ship to bear her name. The Queen also launched the line's **Queen Elizabeth II** in 1967, and named Cunard's current flagship, Queen Mary II, in 2004. The Queen also attended the naming ceremony for Cunard's original Queen Elizabeth, launched in Clydebank, Scotland in 1938.

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"The naming of a Cunard Queen is a very special occasion and this will be an historic event in the true sense of the word," said Peter Shanks, president and managing director of Cunard. "We are both honoured and proud that Her Majesty will name our new liner." The Duchess of Cornwall named the cruise line's Queen Victoria in 2007. **Source :** telegraph.co.uk



Jan de Nul's mining and fallpipe vessel **SIMON STEVIN** seen alongside E-Mole Cape Town.

Photo : Aad Noorland ©



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The **MSC BETTINA** seen enroute Antwerp during her maiden voyage – Photo : Adri de Schipper (c)

CASUALTY REPORTING



Russian Chief engineer died on board of IRISL bulk carrier

At 2204 September 1 MRCC Vladivostok received distress message from Hong Kong flagged m/v **Alameda**, sailing in Red sea to Port Sudan. Chief engineer drank industrial spirit and got poisoned, soon he was in a critical condition. All possible measures taken, vessel consulted Center of Emergency Medicine, but at 2350 Port Sudan medics boarded vessel and proclaimed him dead. I presumed accident took place on board of bulk carrier **Alameda** IMO 8320195, dwt 43480, built 1986, flag Hong Kong, manager Sapid Shipping Co Iran (actually owner is IRISL). But AIS shows bulk carrier **Alameda** is in Taiwan, anchored at Kaoshiung road. There's another vessel with "**Alameda**" word in her name, LPG tanker **Norgas Alameda**, IMO 9240158, dwt 9260, built 2003, flag Hong Kong, manager Norgas Carriers Oslo Norway. Vessel last seen 31.08.2010 06:45 in Red sea.

Russian MRCC officers more often than not, don't bother themselves with exact name of the vessel and especially, pronunciation, transliterating english or chinese into russian cyrillic alphabet, and also, they aren't curious enough to give IMO number. Russian MRCC service has it's own web site gmrss.ru, but you won't find there accidents news and updates, just news about Russian authorities saying that and visiting this. So, there are no official news on accidents, only news are - how well Russian authorities perform their duty. Source : Mike Voytenko

Fuel tanker runs aground in Canadian Arctic

A fuel tanker loaded with 9 million liters (2.4 million gallons) of diesel fuel has run aground in Canada's Far North but none of the fuel has spilled, the Canadian Coast Guard said on Thursday.

The 117 meter (384 foot) vessel, called the **Nanny**, got hung up on a sand bar southwest of the community of Gjoa Haven in the territory of Nunavut on Wednesday, said Larry Trigatti, superintendent of environmental response in the Canadian Coast Guard's central and Arctic region.

"There's no pollution. We've had two overflights of the area," Trigatti said. "The vessel has not reported any damage. There is no egress of water into the vessel and the crew is safe." The vessel is owned by Woodward's Oil and was carrying the diesel fuel to supply villages in the remote region. It is the second time in less than a week a ship has run aground in the Northwest Passage through Canada's Arctic archipelago. Last Friday, the **Clipper Adventurer**, a tourist vessel with about 130 passengers, struck an uncharted rock. The passengers were evacuated.

Trigatti said the Coast Guard has a ship in the area and was working with Transport Canada and the company to free the grounded tanker. There are no plans to evacuate the crew. **Source: uk.reuters.com**

NAVY NEWS



The Russian Northern Fleet flag ship **Poytr Velikiy** arrived in Brest - **Photo : Jacques Carney (c)**

USS Virginia submarine docks at shipyard

Portsmouth Naval Shipyard Commander Capt.. Bryant Fuller III stood with families of submarine crew members on Wednesday as the bellowing blast of a horn marked the arrival of the **USS Virginia**. The nation's first commissioned Virginia-class "fast attack" steamed into the Kittery facility for a 14-month maintenance overhaul project that will be the first to be undertaken by any shipyard.

"It's important for us because it's the future of the submarine force ... we are excited because we get to set the bar," Fuller said. The 377-foot-long **USS Virginia (SSN 774)** was escorted into the Piscataqua River by a number of tugboats and military boats with residents lining the shores to get a glance at the most state-of-the-art submarine in the Navy's fleet.

Crew members stood on the decks of the black submarine and waved to family members and supporters who stood on a cliffside perch at the Portsmouth Naval Shipyard. The **Virginia** — a ship based out of Naval Submarine Base New

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London in Connecticut — and her crew of 12 officers and 121 enlisted personnel will call the shipyard and surrounding communities home while it undergoes a significant maintenance overhaul that will see its systems modernized.

While the arrival of submarines is nothing new for the shipyard, Wednesday's event marked a milestone for the facility as it will be the first to undertake the overhaul of a Virginia-class submarine. Fuller said the yard will continue to work on Los Angeles-class vessels, but noted the new fast attack submarine presents new challenges and represents the future workload of the Navy yard. He said the Navy now has seven Virginia-class submarines.

The shipyard commander said extensive training and infrastructure improvements in recent years will come to fruition in the coming days when work begins. Shipyard officials say the facility has invested more than \$14.5 million in capital equipment assets to support what will be a new mission of upgrading and overhauling the Navy's most advanced nuclear-powered submarine. Major upgrades and renovations of a specially equipped dry dock have cost \$8 million alone.

"It's kind of like Christmas for us ... we were tired of waiting. Let's go," said Fuller with respect to the start of the project. Shipyard officials say getting the project done within budget and ahead of deadlines will be crucial.

Fuller said the project will encompass intermediate maintenance on the vessel's existing systems, but will also involve the modernization of components that have been upgraded since the Virginia was commissioned in October of 2004.

The shipyard commander noted the Navy has greatly increased the time that a submarine can go between major overhaul projects since the 1960s in order to make sure the vessels are logging operational hours rather than sitting in drydocks. He likened the work to the kind that would be done on an automobile that hasn't been in the garage for years noting it goes beyond regularly scheduled maintenance.

Wednesday's arrival of the submarine was a source of pride for many lining the banks of the river with members of the Portsmouth City Council joining with shipyard officials to mark the event. Portsmouth has been named as the host community for the submarine with a committee having been put together to help integrate the crew into a Seacoast region that has a long tradition of supporting the military.

City Councilor Bob Lister — the head of the host community effort — said his group would be working hard to provide the crew with information on the region while also getting the crew involved with holiday parties and other events.

"This is a real honor for Portsmouth and the whole Seacoast area ... it's big," Lister said. The **USS Virginia** returned to Naval Submarine Base New London in April following a maiden six-month deployment to the U.S. European and Central Command areas of responsibility.

Virginia's Commanding Officer Tim Salter — a Buffalo, N.Y., native who graduated from MIT — took over command shortly after the vessel's first deployment. Wednesday's arrival marked the beginning of a new journey for Salter and many of the family members of the submarine's crew who will now live at the shipyard and surrounding communities as it is overhauled.

Kate Salter — the wife of the submarine commander — stood on the banks of the Piscataqua River with her three-year-old son Jonathan to welcome the crew. Salter said the couple's six-year-old daughter Grace is already attending elementary school in Kittery and noted they spent a year in the Seacoast during a previous overhaul project.

Jonathan held a sign welcoming his father prompting Fuller to ask him "Who is driving that boat, that's daddy."

Salter said her husband will take a very "hands-on" approach to working with shipyard crews during the maintenance project and smiled when she noted the arrival of submarines is a lot better than when families watch them sail off during deployments. "This is the better type of day," Salter said. **Source : Foster's Daily Democrat**



The “armed” Marathon 100 Admiral Yacht **KAL Yudhistira** seen offshore Tj Priok (Jakarta) - **Photo : Piet Sinke (c)**

SHIPYARD NEWS

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Above seen the new TSHD **Willem van Oranje** seen during testing of het pump and main engines, the dredger will depart Monday from the builders, IHC-Merwede, for one week yard trials

Photo : Capt. Willem Zomer – Capt/Dredge master ©

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Port of Mumbai Eases Restrictions

India's Port of Mumbai eased restrictions imposed earlier on vessel movements following the **MSC Chitra-Khalijia-3** collision in the main harbor channel Aug. 7. "Ships with a draft of up to 9 meters are allowed free movement in and out of Mumbai Port both during daylight and night hours," the port authority said on Thursday. The authority said vessels with a draft of more than 9 meters are being permitted to transit the approach channel during daylight hours only until further notice. A massive oil spill caused by the collision coupled with fairway obstructions had forced the closure of cargo terminals at the ports of Mumbai and Nhava Sheva (Jawaharlal Nehru) for nearly a week, adversely impacting the country's seaborne trade that largely moves through these two maritime gateways. The shutdown and disruptions prompted local ship agents, under the aegis of the Mumbai-Nhava Sheva Ship Agents' Association, to seek waiver on vessel-related and cargo-related charges for the traffic stranded at the ports. Separately, the Mumbai Port authority said it plans to extend current concessions on container stuffing and de-stuffing charges for a further period of six months ending March 2011. The discounted rates, slated to take effect Sept. 11, will be \$55 per 20-foot equivalent unit, \$111 per 40-foot equivalent unit and \$166 per high cube container for stuffing, while de-stuffing charges will be \$60 per TEU, \$119 per FEU and \$179 per high cube. The move comes just as the authority announced a similar scheme allowing concessions on empty container storage charges until Sept. 2011, in a bid to boost its container throughput. **Source: Journal of Commerce**



Classic International Cruises cruise ship **Princess Daphne** arrived in Portsmouth on 31st August. She was built as the cargo ship **Port Sydney** for Port Lines in 1955. **Photo : Chris Brooks - www.ShipFoto.co.uk (c)**

Ukrainian Govt. eyes a \$470m ports expansion project

The Ministry of Transport and Communications of Ukraine plans to attract private investors to implement major development projects worth some \$470 million at Ilyichevsk and Yuzhny ports, the Ministry statement said. The project realization is reportedly under control of the Minister Constantine Efimenko.

The investments program includes construction of two new terminals at Ilyichevsk for handling containers and Ro-Ro cargoes. The total project cost is roughly about \$ 289.9 million and \$ 30.3 million, respectively. The expansion of the port's capacities is expected to boost the port's throughput by 738,000 TEUs a year. Yuzhny port expects funds for the dredging project worth about \$150 million. The project implementation will result in deepening of existing approach channels and harborage, together with the appropriate renovation of berths and turning basins. This will enable the port to accommodate fully loaded oil tankers and dry bulk carriers.

In addition, the Ministry analyzed the volume and characteristics of the Mediterranean and Black Sea cruises of the world's leading companies. This will allow the port of Odessa in the near future to increase the workload of the passenger terminal at the expense of bringing to the port more modern cruise liners. The development of feasibility studies, tender documents and accompanying documents to the projects has being carried out by Corporate Solutions Consulting. The Ukrainian ports investment projects will be presented at the TRACECA forum of investors, to be held in October this year in Brussels.

European Bank for Reconstruction and Development, the World Bank and International Finance Corporation have already announced to allocate loans for investors who would be willing to participate in the Ministry's projects.

Source : PortNews

A 270 degr.view from the bridge



Above seen from the **CORAL RUBRUM**, the **JOSHU MARU** during passage of the Kanmon Strait (Japan)

Photo : Sjaak Broere (c)

Saudi King Fahad Industrial Port cargo traffic up to 21.648m tonnes in H1 2010

The King Fahad Industrial Port in Jubail, eastern Saudi Arabia, handled 21.648 million tonnes of cargo in the six months ended June 30, 2010, up from 20.365 million tonnes a year earlier, the Saudi Ports Authority said.

The cargo loaded at the port totalled 17.679 million tonnes in the first half of 2010, down from 18.143 million tonnes in the same period of 2009, while the unloaded cargo rose to 3.969 million tonnes from 2.221 million tonnes.

The port loaded 8.343 million tonnes of refined products, almost unchanged from 8.503 million tonnes, and 9.337 million tonnes of petrochemicals, down from 9.641 million tonnes. The construction of King Fahad Industrial Port in Jubail began in 1974 near Jubail Industrial City. The port was designed for importing raw materials demanded by local industries and for the exports of industrial products such as petrochemicals, petroleum products, fertilisers and sulphur. There is a major expansion currently underway at the port, including several projects for the construction of a petrochemicals dock and four berths, as well as access roads to the site, and power and water facilities. The expansion is expected to be completed by June 2011. **Source: adpnews.info**

END OF AN ERA



The **Roger W. Mowell** seen at Johor General Purpose Anchorage. After completion of her contract with Talisman Malaysia the rig is presently stacked along with the Transocean Nordic and the Shelf Explorer

Photo : Richard Qualm (c)

Sohar Port to invest in deep water jetties

Port Technology International says the Port of Sohar in Oman is developing two large-scale projects that will transform the wider Batinah region into a regional hub for industrial-scale mining, quarrying and mineral processing activities.

The first project is the development of a major deepwater bulk jetty to support the bulk shipping needs of Brazilian mining conglomerate Vale, which is building a huge iron ore pelletising and distribution centre at the industrial port.

The construction work on the deepwater bulk jetty is well underway. A joint venture of Italy-based international engineering contractor Saipem and leading Indian infrastructure firm AFCONS, is undertaking the design and execution

of the jetty structure. Said the report: "The 1,380m structure, which extends straight into the Sea of Oman, is itself a major feat of maritime engineering. Around 500 piles will be placed on which the trestle and the jetty platforms will be constructed. Berthing pockets with a draft of -25 metres will allow for the docking of a new generation of ultra-large ore carriers, which are being owned and operated by Oman Shipping Company. This jetty will take Sohar into the ranks of only a select handful of ports in the world with such deepwater capability."

"Van Oord of The Netherlands, one of the world's leading dredging companies, has made significant headway in dredging the approach channel and berthing pockets, having so far dredged some 8 million cubic meters from the seabed. The company has deployed one of the world's largest dredgers at site." "Port officials along the contracting consortium are working towards a very ambitious schedule to bring part of the jetty into operation by the first quarter of 2011 to coincide with the scheduled commencement of Vale's pelletising activities. The jetty will be fully operational in the second part of 2011. The overall investment in the dredging, construction of the jetty and the supporting infrastructure will be US\$250 million."

The second project is the development of a General Dry Bulk and Aggregates Terminal. "The investment in the Dry Bulk Terminal will add to the versatility of the Port of Sohar," Jan Meijer, the CEO of Sohar Industrial Port Company SAOC (SIPC) told Port Technology International. "With this facility, we will have the capacity to handle bulk imports and exports of aggregates, as well as commodities like limestone, coal, cement, chromite to name a few. "As a big industrial port, our capability will not be limited to the handling of containers, general cargo, liquids, and petrochemicals but will also extend to all kinds of bulk commodities."

A 200m section along the jetty-trestle will be developed into a dedicated platform for the import and export of aggregates and bulk commodities. The platform is located close to where the giant ore carriers from Brazil will discharge their iron ore for Vale's pelletising plant. Conveyor belts running along the length of the jetty will connect the platform to a special stockyard for both imports and exports. Loading and unloading of ships will be done by mechanical arms hooked to the conveyor system. The new platform, involving an investment of several tens of millions of dollars, will have a capacity to handle 6-10 million tons of aggregates and dry bulk commodities per year **Source : Dredging News Online**

Rotterdamse haven VERKEERSCENTRALE STAD GESLOTEN



projectleider **Ben Rohner** achter een van de colsoles van de vc Rotterdam

Woensdag 1 september om 14.30 uur sloot de verkeerscentrale Stad van het Havenbedrijf Rotterdam aan de Lekstraat 14 voor de laatste maal de deuren. Die dag nam het Havenbedrijf de vernieuwde verkeerscentrale Rotterdam aan de Oude Maasweg 3a in gebruik. Dat is de nieuwe werkplek voor de verkeersbegeleiders van de 2E Petroleumhaven tot de Van Brieneoordbrug.

Op 21 oktober zal de officiële opening plaatsvinden van de verkeerscentrale Rotterdam. Het is nog onbekend wat gedaan gaat worden met het markante onderkomen van de voormalige verkeerscentrale Stad aan de Lekstraat dat zo dominant aanwezig is op de kade bij het drukke kruispunt Waalhaven en de Nieuwe Maas.



The **RYAN LEET** seen in the Deep Panuke field – Photo : Jan Plug (c)

Cruiselines tell Japan ports to step up

The potential for Japan as a cruise destination and opportunities to expand its ports of call was discussed at the opening panel session at the Japan Cruise Symposium taking place in Fukuoka. Christopher Hayman, chairman, Seatrade and moderator, who saw two cruise ships at Hakata port as he touched down in the city, commented the discussion revealed a wide range of engagement and experience between the various cruise lines represented and Japan. Rama Rebbapragada, regional vp, International, Royal Caribbean Cruises Ltd said their ships calling in Japan have doubled, if not tripled, in recent years. Rebbapragada, who is also current chairman of the Asia Cruise Association (ACA) formed in 2008, said there is a need to build better partnerships with more communication about shoreside attractions in Japanese destinations and saw the symposium as a great place to engage with different stakeholders.

Tatsumichi Araki, assistant vp, Star Cruises who is a native of Fukuoka said Japan is perceived as a very expensive destination. He said cruising needs to be presented as a value-for-money and ideal way to experience Japan. He said awareness is currently quite low for Japan tourism. 'People who come look for the "real" Japan and what is unique and unusual here. Currently most Japanese think cruising is only for wealthy people. Japanese have fears about language [barriers] and culture. Cruising is very niche, maybe only a luxury cruise, once in a lifetime,' commented Araki. Dario Rustico, sales & marketing director, Pacific Asia Operations, Costa Crociere reminded the audience that it was Costa which first deployed year round vessels in China. He said Costa called 24 times in Nagasaki in a year bringing in some 20,000 passengers to Japan.

Now Costa has more than tripled deployment in the region and will make a total of 76 calls in Japanese ports this year. 'This is a strong contribution to Japanese inbound travel,' To continue this pattern of growth, he said, there is a need to tap into different Asian markets to overcome seasonality issues. He said Japan needs to step up and play an

important outbound role as well if it wants to play a bigger role in cruise industry. 'Growing the market will encourage us to bring in more and bigger ships to the region. Outbound will feed inbound', he said at this point in Japan's cruise evolution.

Bruce Krumrine, vice president, Shore Operations-Europe & Exotics, Princess Cruises brought his usual philosophical approach conjured images of geishas, samurais, mountains and the rising sun, saying 'lifetime iconic memories' could be experienced on a cruise to Japan. He encouraged Japanese ports to aim to be marquee ports. It is important to cruise lines to meet their customer's demands and take passengers to where they want to go. He acknowledged the appeal of Tokyo, Osaka, Yokohama, Hiroshima and Nagasaki.

Ports should discuss collectively how to promote cruising, Krumrine advised and said Princess shares a long history and a bright future with Japan. Simon Douwes, director, Deployment & Itinerary Planning, Holland America Line uses Kobe as its main Japanese port with three ships making nine calls this year. He noted it was typical for HAL ships to be in Japan for a few weeks as part of a longer US-Asia-Australasia routing. Darius Mehta, associate vp Air & Land Programs, Silversea Cruises noted Silver Shadow's Asia programme this year will count 25 calls in Japanese ports and the same number is projected for 2012. **Source : Seatrade Asia**



The ferry **SIRIMAU** seen departing from Tj Priok (Jakarta) – **Photo : Piet Sinke (c)**

Liverpool container ship terminal plans may be stopped by new environmental guidelines

Plans to build a giant container ship terminal in Liverpool may have to be scrapped because of new environmental guidelines designed to protect Merseyside's coast line. Liverpool Bay was made into the marine equivalent of a national park by the Government last month. But it means permission to build the terminal, which could involve dredging deeper shipping channels and a surge in the number and size of vessels coming into Liverpool, may be refused.

Last night, Peel Ports, which is behind the plans to build the post-Panamax facility, insisted it would work with the Government and other agencies to try to hammer out a compromise that will allow the scheme to go ahead.

It wants the city to be able to handle the world's biggest container ships, built to fit down the new, wider Panama Canal, which is due to open in 2014.

Plans to build huge windfarms in the Irish Sea may also have to be altered because of the new designation. Developing Merseyside into a "superport" and a hub for the low carbon economy have been identified as crucial economic drivers for the future. The region's inward investment agency, The Mersey Partnership, has labelled both as "transformational sectors" potentially capable of boosting the city region's coffers. Failing to get the post-Panamax

facility or the know-how of building wind farms would be a massive blow to the region. The Department for Environment Food and Rural Affairs announced that a 170,200-hectare area of Liverpool Bay would be made a Special Protection Area (SPA) in August.

It hopes making it an SPA will protect “internationally important” colonies of both the red-throated diver and the common scoter. The UK must protect rare or vulnerable species of birds, under EU laws set out in the European Bird Directive. No restrictions for the bay area have yet been drawn up, but the Sea Fisheries Commission, which is responsible for the UK’s inshore waters, will be running a consultation between interested parties to establish how the area is managed. But, in a report by Natural England, the Government’s environment advisor, setting out why Liverpool Bay should be made an SPA, it warned new developments will only be allowed to go ahead if research shows they have “no adverse effect” on the wildlife. Natural England added: “This greatly enhances the protection provided for SPAs compared with some other designations.”

The environment experts continued: “Both common scoters and red-throated divers are very sensitive to noise and visual disturbance. Movements of objects (such as boats, and wind turbine blades) and increases in noise can stop the birds from feeding or cause them to fly away.” Overwintering birds are particularly affected by disturbance as the weather conditions are harsh and they need to lay down fat reserves to use when they migrate to their breeding grounds.” Liverpool Bay supports 3.5% of North West Europe’s common scoters and 5.4% of the national population of red-throated divers. Although breeding birds fly to other locations, those that stay use the area for feeding. Responding to the SPA announcement, a Peel Ports spokesman said: “We are working closely with the Government agencies and non-governmental organisations to ensure delivery of the River Terminal, taking into account all our environmental responsibilities. “Significant progress is being made on site investigation work and we firmly believe the scheme will reinforce Liverpool’s position as a major UK container port.” A Centrica spokesman said the Liverpool Bay SPA does not overlap where they have permission to build a windfarm and that it is in the “very early” stages of drawing up their plans. Mark Knowles, TMP’s low carbon economy manager, said: “We commented on these proposals with our partners six months ago. Developers interested in expanding off shore wind capacity in the Irish Sea have all known this designation was in the pipeline and are drawing up their plans accordingly.” **Source:** liverpooldailypost.co.uk

Sovkomflot adds a new PSV to its fleet



Sovkomflot has put into operation the **SCF Sakhalin** supply vessel, the shipping company press release said. The high-ice-class vessel is in a long-term charter of Exxon Neftegas Ltd. to supply the drilling platform of the Sakhalin-1 Project. This is the 2nd vessel in the Group’s fleet servicing Russian offshore oil and gas projects. The first ship, **Pacific Endurance**, has been operating since September 2009, in the Sakhalin-2 Project.

As of now, seven Ice-Class shuttle tankers of Sovcomflot Group provide maritime transportation of oil and gas from the Russia’s offshore oil and gas deposits and the ones located above the Arctic Circle. Aframax tankers of the Victor Kopecky series are currently

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servicing the Sakhalin-1 Project; the Russian-flagged Panamax arctic tankers of the Basil Dinkov series are carrying cargo for the Varandei Project; LNG tankers of Grand Aniva type are participating in the Sakhalin-2 Project.

"The expansion of PSVs fleet for drilling rigs is an important element of the investment program of Sovcomflot", says Alexander Kurtynin, the Sovcomflot's deputy CEO. The company's development strategy approved by the Sovcomflot's Board of Directors for 2010-2015 years, provides for "the establishment on the shipping company's base a national contractor for integrated services of offshore oil and gas production to be focused on operations in difficult ice conditions," Mr. Kurynin added.

Sovcomflot Group, founded in 1995, is one of the largest Russian shipping companies. Sovcomflot's fleet comprises of 146 ships of total deadweight of over 10 million tons. The company shipbuilding program includes 10 ships of total 800,000 DWT. The average Sovcomflot's tanker age is some 7 years (world's average - 12 years). The Group ranks first in the world in the segment of commodities carriers, the second - in Aframax vessels fleet. The company has the world's largest Ice Class vessels fleet. It is also the top global operator of Arctic shuttle tankers and LNG carriers with Ice Class. **Source : Portnews**



The tug **MARZAMEMI** seen passing Hoek van Holland inbound with the **GIANT 4**
Photo : Marjo de Krieger (c)

Tullow buys into more licences in East Africa

Oil explorer Tullow Oil is buying 50 percent stakes in six exploration licences in Kenya and Ethiopia as the hunt for oil in East Africa gathers pace. Tullow said on Thursday the positions it is acquiring are in the East African Rift Basin, which has a similar geology to Uganda's Lake Albert Rift Basin where it has discovered oil fields big enough to turn Uganda into a top-50 oil producer.

London-listed Tullow will become the operator of five licences as part of a deal with Canadian explorer Africa Oil Corp, building on a farm-in agreement on a sixth block in the same region announced in August with Canada's Centric Energy. Interest in East Africa, which is much less explored than West Africa, has been rising on the back of Tullow's Ugandan discovery and a gas find by U.S. firm Anadarko off the coast of Mozambique in February.

Oil major Exxon Mobil and Britain's BG Group both farmed into Tanzanian blocks earlier this year, while explorer Afren in June bought a Canadian company with 12 blocks in Ethiopia, Kenya, Madagascar and the Seychelles. Under the terms of the deal, which is subject to formal government approvals, Tullow said it would reimburse pro-rata past costs in each block and pay Africa Oil's future costs up to \$23.75 million. Shares in Tullow closed at 1,234 pence on Wednesday, valuing the company at 10.8 billion pounds. **Source : Reuters**



In Singapore the new DP3 Accommodation Heavy Lift Crane Barge **Jascon 34** was named

Photo : Stephen Clarke, M3 Marine Pte Ltd (c)

The last original tug leaves Sullom Voe

ONE of the original Sullom Voe tugs will leave the Shetland oil port for the last time early next week after being sold to new owners on Thursday afternoon. The 37 metre, 392 tonne **Stanechakker** will sail initially to Holland to take on bunkers before heading for the west coast of Africa where she will work for her new owner Wavenrie Ltd, based in the British Virgin Islands.

Sella Ness harbourmaster Roger Moore confirmed on Thursday that the sale had gone through for an undisclosed sum. Surveyors from the new owners will inspect the vessel over the next few days to prepare for re-registering and re-flagging. "This is goodbye to part of the history of the towage fleet here at Sullom Voe," Captain Moore said.

was one of the original three tugs handling the first tankers to take oil from the terminal after it opened in November that year. The tug was also at the centre of the drama on 30 December 1978 when the tanker Esso Bernicia hit one of the jetties and spilled 1,100 tonnes of bunker fuel into the sea. A fire in the tug's engine room meant she had to let go of the tanker, which resulted in the mishap that led directly to the world class environmental controls being introduced at the oil port. Former SIC ports and harbours director George Sutherland said: "Her departure is another milestone in the life of Sullom Voe and she has provided sterling service over the years. Hopefully the news tugs we are getting will serve us equally well."

Captain Moore said the tug had recently only been used as a standby vessel and was sold as part of the modernisation of the towage fleet. "We are awaiting delivery of the two new tugs and the **Stanechakker** has become unfortunately surplus to requirements," he said. He could not reveal how much the tug had changed ownership for, as brokerage and other costs still had to be deducted from the eventual sum that will boost the council's harbour account. The port, run by Shetland Islands Council, is investing £14 million into two new tugs which are expected to be delivered from the Union Naval shipyard, in Valencia, Spain, within the next few months. **Source : ShetlandMarine**



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Stena orders more RoRo ship conversions from Cargotec

In August Cargotec received a further conversion contract from Stena Line for work onboard its 43,487gt RoPax vessel **Stena Britannica**. MacGregor equipment and conversion work for **Stena Britannica** includes the supply of two watertight side-hinged bulkhead doors for the lower hold and a new top-hinged passenger door on deck 8 that opens inwards.

This new order has been added to earlier Stena conversion contracts awarded to Cargotec for six RoPax vessels, which were announced in April and June. "Each newbuilding is tailored to suit its intended trade and is designed to be safe, efficient and profitable," says Jonas Nordström, director of RoRo conversions at Cargotec. "If a ship moves to a new route and needs to be converted, it is important to involve experienced people with expert technical knowledge. We are happy to see Stena relying on our skills and expertise for its conversion projects". **Source: transportweekly.com**



The **TOISA DEFIANT** seen in Great Yarmouth – Photo : Paul Gowen (c)

Finnish export industries suffer from a shortage of shipping containers

Finnish export industries are suffering from a shortage of shipping containers. Demand for containers for export goods exceeds supply coming from imports. Factors limiting the availability of containers in Finland include the balance of transit traffic, and the Finnish-Russian road haulage agreement. A major reason for the shortage in containers is that the Russian economy has not recovered at the same pace as that of Finland, which means that the containers moving from Finland to Russia outnumber those going in the other direction.

Kimmo Naski, director of the Port of Kotka, sees another reason for the shortage. "A year and a half ago Finland implemented an excess weight fee on for road haulage of goods, which caused a significant amount of container traffic to move to other routes. This is an impediment to Finnish exports at this moment," Naski said in an interview on Finnish Morning TV on Wednesday. According to Jari Gröhn of the Logistics and Russia unit of the Ministry of Transport and Communications, the matter is linked with the road haulage agreement between Finland and Russia. Under the treaty, loads of more than 38 tonnes in transit traffic require special permission, and the payment of a fee.

In Russia, the bureaucracy linked with such licences is a burden for haulage companies operating in the country. In Finland, the red tape is much less formidable. Finland prefers not to cancel the requirement, because the rule is in force in Russia in any case, Gröhn says. The extra fee on overweight transport has led to a situation in which goods traffic is routed through other countries, leading to fewer containers coming to Finland. Gröhn says that the ministry is unable to do anything about the situation. Empty containers are also brought into Finland, but this adds to the total costs of transport. **Source: yle.fi**



The **Uruga Princess** seen during her maiden voyage in Amsterdam with cargo loaded in Singapore and India
Photo : Nico Kempes (c)

OLDIE – FROM THE SHOEBOX



GREAT YARMOUTH on the East Anglian Coast was originally a homeport for supply vessels. Many suppliers were loading and discharging their off-shore materials. In September 1969 was **SMIT LLOYD 4** moored along the Gorleston Quay, waiting her next job. Photo : Capt. Frank Haalmeijer (c)

.... PHOTO OF THE DAY



The **BRUINVISCH** seen departing from Maassluis enroute Rotterdam to participate with the WERELDHAVENDAGEN
Photo : Adri Lokker (c)

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