

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 249



Number 249 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 06-09-2010**

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stevedoring & warehousing		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS ISPS CERTIFIED</p>	
SHORECRANES UP TO 208 M / TONS			
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The brand new TSHD WILLEM VAN ORANJE seen ready for her first dancing lessons, the dredger will depart today from the builders, IHC-Merwede for yard trials.

Photo : Jan van Heeteren (c)

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The **FOS GEMINI** seen east bound in the Singapore Straits – Photo : Piet Sinke (c)

Feds take custody of Deepwater Horizon BOP

The failed blow out preventer from the **Deepwater Horizon** well site was being raised slowly to the surface Saturday. Under an instruction issued BP Chief Managing Director Bob Dudley by National Incident Commander Admiral Thad Allen , the failed BOP is already officially in the custody of federal investigators.

In an August 27 letter to Mr. Dudley, Admiral Allen wrote:

The Joint Investigation Team and the Department of Justice Criminal Investigation Evidence Recovery Team shall be allowed unfettered access to observe and record the entire removal and recovery process for detachment of the BOP stack or capping stack. The Team members will take custody of all equipment removed from or associated with the BOP stack or capping stack from the time it is removed from the well head and will maintain that custody throughout the lifting process.

The BOP is seen as vital evidence in determining the causes of the **Deepwater Horizon** and in assigning liability. Removal of the failed BOP followed the successful installation Friday of a replacement unit

"Under the direction of the federal science team and U.S. government engineers, BP used the Development Driller II to successfully install a fully functioning and tested Blow Out Preventer (BOP) on the cemented Macondo 252 well," Admiral Allen reported. "Earlier today, BP lifted the damaged BOP, which will now be lifted to the surface and recovered. During the period of time between the removal of the damaged BOP and installation of the replacement BOP, there was no observable release of hydrocarbons from the well head. This procedure was undertaken in accordance with specific conditions I set forth last week in a directive authorizing this procedure. This is an important milestone as we move toward completing the relief well and permanently killing the Macondo 252 well." **Source :** **MarineLog**

Why are South China Sea tensions rising?



The Indonesian patrol vessel **808 KRI WELANG** seen in Tj Priok - **Photo : Piet Sinke (c)**

The US has increased military and diplomatic ties with Vietnam in recent months. Imagine an exchange of fire between Chinese and Vietnamese navies in the South China Sea. Or just an accidental bump between Chinese and American warships, as high-stakes manoeuvring gets out of hand.

Or the arrest by China's navy of hundreds, not just dozens, of Vietnamese fishermen in disputed waters, sparking US voices to support Hanoi against Beijing - or the other way around.

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Fanciful scenarios? Certainly.

But the impact of a conflict over a storm-tossed and otherwise unremarkable stretch of water south of China and bordered by most South East Asian states would be far-reaching. The shipping of Middle Eastern oil to Japan would be at risk, north-east Asian economies could stall, trade between China and South East Asia could be blocked in tit-for-tat recriminations and much more if the world's two biggest powers became locked in combat.

That is why a discernible ramping-up of tension has excited the analyst community that watches the South China Sea issue.



With reference to yesterday's Newscippings above seen the United States Navy Arleigh Burke Class Destroyer **USS LABOON DDG 58** entering Grand Harbour, Malta on Wednesday 1st September 2010.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

When US Secretary of State Hillary Clinton spoke in Hanoi in July, she aligned the US firmly with South East Asia's approach to overlapping claims in the South China Sea. She said: "The United States supports a collaborative diplomatic process by all claimants for resolving the various territorial disputes without coercion. We oppose the use or threat of force by any claimant." In response, China has described the South China Sea as a "core interest", complained of "encirclement" and lambasted unwarranted interference by the US in matters that do not concern it.

A series of moves by the various players has brought the region to a point where "the status quo is not sustainable", says Ian Storey, fellow at the Institute of Southeast Asian Studies in Singapore. There has been a "change of tone" and concerns in the region have "increased markedly", he says. Carl Thayer, a professor of politics at the Australian Defence Force Academy in Canberra, concurs.

China has "undertaken provocative actions to underscore its national security concerns. Chinese actions have resulted in growing friction with Vietnam and have spilled over to affect US strategic interests.

"The United States has responded by asserting its right to freedom of navigation and has moved to develop a strategic partnership with Vietnam," he says.

That is not how China sees it, of course. It was already angry about the activities of US military vessels in China's Exclusive Economic Zone (EEZ) which it says are not "innocent", as required by the rules governing such behaviour.

Sovereignty over the entire South China Sea is the bigger issue, however, not only because of suspected, albeit unproven, deposits of oil and gas. Both China and the US have increased naval drills in the Asian region. More important is the fisheries industry and the vital issue of freedom for trade through some of the busiest shipping lanes in the world - 80% of China's energy imports pass through these waters.

Back in 2002, China and the Association of South East Asian Nations (Asean) signed a Declaration of Conduct on how to tackle the disputes. But in scores of meetings since, they have failed to act on specified confidence-building measures which could implement the declaration. A China-Asean working group on the Declaration of Conduct has met only four times since 2004 but could meet a second time this year. US Defence Secretary Robert Gates is also scheduled to attend the first-ever meeting of Asean defence ministers - China is invited but is haggling over whether to attend - set for October.

Some analysts hope these meetings will help work towards a real code of conduct in the seas - but there remains a fundamental divergence in approach between China and Asean. Although China has been happy to regulate economic relations with Asean as a bloc - touting the success of the China-Asean Free Trade Area (Cafta) in place since the beginning of 2010 - it wants to handle political issues differently.

It has consistently said sovereignty disputes should be tackled bilaterally, between China and each individual claimant country. Asean members are unwilling to take that approach, knowing it weakens them in talks with a power that is now crucial to almost all their economies.

While the big powers, the US and China, battle it out with more bellicose rhetoric and a series of competing military exercises around the region, key countries within Asean are watching warily. With Vietnam as chair of Asean this year, the issue of the South China Sea has come to the fore and a new level of consensus has been reached within Asean.

"South East Asians were, and continue to be, fully aware of both the inherent promises and dangers that China presents, whose traditional symbol is after all a dragon," notes Indonesia's Dewi Fortuna Anwar, research professor at the Indonesian Institute of Sciences. "During the Cold War, China was regarded as an unmitigated threat. Today, however, Asean believes that the best course of dealing with China, with its vast economic potential and growing military might, is to engage and integrate it fully into the regional order," she wrote in The Jakarta Post.

The experts are agreed that the balance of power in East Asia is shifting. "Twenty years ago, no-one was in the position to enforce any claims. Now China has the wherewithal to pursue more coercive diplomacy - so it can't go on like this," says Ian Storey.

"As the PLA grows in strength, South East Asians have become more aware of the gap between rhetoric and reality. As a result, China's platitudes are wearing thin." More than ever, the dangers of failing to engage in a more serious search for peaceful arrangements are clear. **Source : BBC**

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

Goa beaches 'tarred'. Rogue ship to blame?

Goa's picture-postcard credentials have taken a severe beating with tar balls washing up on some of its popular beaches from last week Monday. Operations to clean up beaches were on all of Wednesday even as more of the oily residue washed ashore. Tar balls were first seen on beaches in south Goa on Monday afternoon. They quickly spread to beaches further north by late evening, leading to speculation that there could be an oil slick off the Goa coast.

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Tar balls are formed when ships clean their tanks by spraying them with jets of hot water, which is later flushed out. In the process, the sticky diesel coating the tank enters the sea. The spill spreads in a thin slick over the water and, with the motion of the waves, coagulates along the coastline as tar balls.

Goa environment minister Aleixo Sequeira, who visited the affected beaches, refuted charges that the cause could be an oil slick. He said the probable cause could be a "rogue vessel that bilged its oil tanks" off the state's coast.

Sequeira added that the Goa State Pollution Control Board (GSPCB) and the National Institute of Oceanography (NIO) will conduct tests on the tar balls to ascertain their origin. He said NIO will do 'fingerprinting' of the hydrocarbon in the tar balls and that the government is seeking details of all vessels and ships that sailed around Goa in the 72 hours before the tar balls were first sighted on the beaches.

If the vessel can be identified, subsequent tests on it and comparisons with the 'fingerprints' on the tar ball hydrocarbon will help pinpoint the culprit. "The government will then seek penal action against the vessel," Sequeira said, adding that the possibility of identifying such a rogue vessel is "remote".

NIO scientists on Wednesday collected samples of tar balls at three of the worst affected beaches - Benaulim, Colva and Velsao - for analysis. "The scientists collected samples of tar balls taken at various intervals to check their density," a source said. "We've to analyze the samples in the lab for some sort of indication regarding properties of oil and it will take nearly a week," a source said. More samples may be taken on Thursday.

GSPCB officials also collected samples of tar balls. "The tar balls are physically oily and must be some petroleum product," a GSPCB source said. With the tourism season beginning on October 1, the tourism director has told his department to ensure that all tar balls are cleared.

"The government should investigate and identify the culprits and hand them severe punishment. It mustn't wait else such occurrences will increase. Once tourism is finished, we'll be finished," said Shack Owners' Welfare Society general secretary John Lobo.

Goan Traditional Shack Owners Association president Manuel Cardoz agreed and said, "Calangute was not as bad as south Goa on Monday, but by Tuesday evening tar balls were everywhere. A huge crowd of Indian tourists who arrived at Calangute could not find any clean space to walk."

Besides the Benaulim-Velsao stretch which includes Colva, the other affected beaches are Ashvem and Morjim in Pernem taluka and Baga, Calangute and Candolim in Bardez taluka. All the beaches are major tourism attractions.

Source : Times of India



The **NORD DORADO** seen in Rotterdam-Europoort – **Photo : Ramon Doff (c)**

S.Korea-U.S. joint anti-submarine drills put off due to typhoon

The new round of South Korea-U.S. joint naval drills, which had been scheduled to start on Sunday (yesterday), were put off due to an approaching typhoon, local media reported.

The five-day anti-submarine exercise, part of the latest response to the Democratic People's Republic of Korea (DPRK)'s alleged torpedo attack on a South Korean warship in March, has been postponed because another typhoon may be on track to hit South Korea, the leading broadcaster YTN quoted Seoul's Joint Chiefs of Staff (JCS) as saying.

Typhoon Malou, the ninth tropical cyclone in the region this year, formed Friday afternoon about 470 kilometers southeast of Okinawa, Japan, and is expected to reach South Korea's western waters early next week.

New dates for the drills will be decided later, the JCS said. About ten vessels, including **USS Curtis Wilbur** and **USS Fitzgerald**, will reportedly be mobilized for the latest round of drills. In July, the two allies held massive naval and air exercises together in waters east of the divided peninsula, which involved 20 ships and submarines, 200 aircraft and some 8,000 troops. The DPRK, denying its responsibility for the suspected attack, condemned the drills as preparation for invasion and threatened a counteraction. **Source : xinhuanet**



The **STENA CARRIER** changed homeport into Harwich – **Photo : Rob de Visser (c)**





SMIT team spotted at the yearly 'baggerzeilrace' (dredging sailing match) in the Netherlands.

Photo : Rob van der Velden (c)

Tourists sue Surrey firm over cruise ship ice fall

Sixteen tourists are claiming damages against a Surrey-based tour operator after ice fell on their cruise ship. Mr Justice Blair, at London's High Court, heard that the group had brought proceedings against Discover the World, in Banstead, which denies liability. Nigel Cooper QC said a court case next year would focus on surge waves caused by falling ice, the ship's response and whether the accident was foreseeable.

Several passengers had minor injuries but one had a fractured skull in 2007. The **MV Alexy Maryshev** was sailing around the Norwegian island of Spitzbergen in August that year when the Hornbreen glacier "calved" an iceberg, the court heard. The liner was carrying 48 passengers and had stopped near the glacier for passengers to take

photographs. Some were standing on the foredeck when the ice fell and the waves struck. Mr Cooper said several passengers had photos to back up their claim that the ship was too close to the glacier. The passenger who suffered a fractured skull is making a substantial claim for loss of earnings. The court case is expected to begin in March 2011.

Source : bbc.co.uk



The **URAGA PRINCESS** seen departing from Amsterdam – Photo : Marcel Coster (c)



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French science vessel sails again on climate voyage

The French yacht Tara left on Sunday on the second leg of a three-year expedition across the world's oceans to chart the effects of climate change on micro-organisms that produce half our oxygen. The 36-metre (118-foot) schooner sailed from Cape Town a year after leaving Lorient in western France to head across the Atlantic and Pacific oceans for New Zealand next August as part of a 150,000-kilometre (93,750-mile) journey. "We are going to Ascension Island -- we'll be there in one month and then in Rio in the middle of October," said captain Olivier Marien shortly ahead of the yacht's departure. "We have a busy schedule on the way so we will make several stops. Tomorrow will be the first sampling off the South African waters."

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The plankton-studying boat will then sail to Argentina and further south to Antarctica. The crew are collecting samples which are frozen onboard and sent to laboratories every month to map out a baseline for future climate studies.

"We know now that the planet is changing, and the ocean is changing, and we expect much from the ocean to counterbalance what the humans are doing on the planet," Philippe Koubbi, the chief scientist on board told AFP on Friday. "We know that some of the tiny plankton are threatened ... and we know that tiny animals or these tiny plants are very very important in controlling the balance in the ocean." A bio-bank is being created from the research, ranging from viruses and bacteria to fish larvae, and more than 100 scientists are involved in the project.

Plankton ecosystems are little known but the microorganisms absorb half of the world's carbon production and produce as much oxygen as forests. "This is really what this expedition is really about -- is really to look at this planktonic life which is really in the open ocean, really controlling everything," said Koubbi.

A 13-person team will leave Cape Town, where the yacht spent time in dry-dock, with early spring making weather the main challenge and not threats such as sea pirates which were the main concern in the first leg. The return to ice will be familiar territory for the 1989-built vessel -- now on its eighth scientific voyage -- which was previously named Antarctica and ended a 507-day Arctic trip in 2008.

Next year Tara will also sail via Chile, Easter Island, the Galapagos Islands, the Clipperton Islands, the Marquesas Islands and Papeete. The first leg crossed the Atlantic, Mediterranean, Red Sea, Arabian Sea and Indian Ocean.

The project's sponsors include the fashion house Agnes B. and global news agency Agence France-Presse (AFP) is a media partner. The boat was previously owned by New Zealand yachtsman Sir Peter Blake who was murdered during a scientific expedition in the Amazon river in 2001. **Source : google**



The **NCC RABIGH** seen passing Teneuzen enroute Antwerp
Photo : Richard Wisse – www.richard-photography.nl (c)

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Sunken ship triggers fears of large oil spill

A ship carrying about 40,000 litres of diesel has sunk during a fierce storm off Phuket, raising concerns about the possible effects of an oil spill. Pol Lt Col Panya Chaichana, chief of the Phuket marine police, said the Choke Thaworn 6 capsized and went down in a heavy storm about 18 kilometres off Chalong bay in Phuket yesterday.

There were no casualties. All four crew members on board were saved by the marine police. Wannakiat Taptipsaeng, director of the Phuket Marine Biological Centre under the Department of Marine and Coastal Resources, said heavy storms had impeded efforts by the centre's officials to take samples of water tainted by oil from the ship and to assess the impact the oil spill may have on the marine environment.

The ship sank near healthy coral reefs and areas for breeding giant clams, which is carried out by the department, Mr Wannakiat said. He was concerned that an oil spill could have a damaging effect on the growth of giant clams and the coral reefs.

However, Mr Wannakiat said it was fortunate that it was only diesel from the ship's engine that had spilled into the sea. The fuel in the tanker is sealed and not spilled out. Elsewhere, heavy downpours yesterday affected ancient sites in Nan and Ayutthaya. In Nan's Phu Phiang district, several days of persistent rain had caused several brass sheets, known as thong changkot, that were wrapped around the ancient Phrathat Chae Haeng pagoda to come off.

Siripat Boonyai, an archaeological official attached to the Fine Arts Department, said experts from the department will be sent to repair the famous pagoda as quickly as possible. She said large sums are required for the repair work and public donations would also be needed to help cover the costs of repair. **Source : bangkokpost**



Saudi navy frees Chinese vessel caught in coral reef

Saudi Arabia's coast guards freed a Chinese oil vessel after it ran aground on a coral reef off the Gulf Kingdom's western coast, local newspapers said Sunday. The ship was carrying 15 Chinese men including oil exploration experts when it got stuck in a reef and tilted over one side near Al Fawaidah Islands north of Umluj in the Red Sea on Friday, Okaz and other papers said.

A coast guard unit was on a routine patrol mission when it saw the ship, which ran aground northeast of Mount Hassaan Island and reported the incident. "The operation center in the Sea Frontier Guard Sector dispatched five vessels to the site and rescuers executed a plan to ensure the passengers' safety and free the ship," Okaz said, quoting a coast guard statement. **Source : emirates247**



Part of the Salvage team seen during the refloating of a bulker at Tj Priok (Jakarta) last Saturday late afternoon

Photo : Piet Sinke ©

Drunken sailor sentenced after wrecking ship in Sweden

A Ukrainian captain who ran his ship aground in southwest Sweden has been sentenced to one month in prison for aggravated drunkenness at sea. According to news agency TT, however, Andrey Sharafonenko, 44, who was found guilty by a district court in Malmo on Monday, will be let off with the 17 days he has already served.

The captain was arrested on 13th August after he ran his 85-metre Dutch ship aground in the Oresund strait that separates Sweden and Denmark. According to prosecutors, Sharafonenko was found to have at least twice the legal navigating limit of 0.1 milligrams of alcohol per litre of blood in his system, although police recorded him to be four times over the limit at the time of his arrest.

Prosecutors defended pursuing the charge of aggravated drunkenness by saying that the tight passage and heavy traffic at Oresund demanded the captain's full attention. They added that the way he was controlling the ship "posed a significant risk to safety at sea".

The Dutch ship, known as the **Flinterforest**, was carrying a 700-tonne cargo of paper rolls from Finland to Scotland when the accident occurred. The 2004 vessel is owned by the Flinterforest shipping company and is managed by Forestwave Navigation and Flinter Management. **Source : icenews.is**



The **KOTA RANCAK** seen approaching Tj Priok port – Photo : Piet Sinke ©

Surge in pirate attacks in South China Sea

Eight attacks off Indonesian island in past 2 weeks

Seafarers have reported a surge in attacks by armed pirates in a South China Sea shipping lane, an international maritime watchdog said yesterday.

Noel Choong, head of the International Maritime Bureau (IMB) Piracy Reporting Centre, said there had been eight attacks off Indonesia's Mangkai island in the past two weeks. 'It appears one or more groups of pirates are operating in the area. Pirates are armed with guns and machetes and robbed vessels of cash and crew valuables,' he told AFP.

'Three crewmen were injured in the latest series of attacks,' he added. Since February the IMB has been informed of 26 attacks in the area, he said, adding that the maritime body had asked Indonesia to beef up patrols to prevent further incidents.

Mangkai island lies on a busy sea passage running along the east coast of the Malaysian peninsula. It is a major route for ships heading between East Asian nations and the Pacific Ocean. After passing Mangkai they continue into the Malacca Strait, which was once the world's top piracy hotspot. In recent years however attacks there have dropped dramatically, thanks to coordinated patrols by border nations.

Mr Choong said that in the latest incident on Wednesday, six pirates armed with guns, knives and steel rods boarded a Panama-flagged tanker. They stole the cash on board before escaping.

On Monday, pirates boarded a Hong Kong- flagged ship, stripped the vessel of valuables and injured three crew members before escaping. The IMB also urged ships to maintain a strict anti-piracy watch because pirates normally abort their attacks if they are spotted, he added. **Source : AFP, AP**

NAVY NEWS

Revealed: MoD ignoring risk of terror attacks on Clyde nuke subs

The Ministry of Defence has come under fire from its own expert advisers for failing to take account of the risk of terrorist attack on the nuclear submarine bases on the Clyde. A previously secret report released to the Sunday Herald under freedom of information laws also says there are "uncertainties" in the MoD's risk estimates for accidents caused by aircraft crashes, fires, floods, explosions and ship collisions.

According to critics, other recently released reports show that an attack on a Trident submarine while it is being hauled out of the water could trigger a major catastrophe, contaminating large parts of Scotland with plutonium.

The MoD asked defence company Serco to assess its emergency plans for nuclear submarine bases. A censored version of the company's report, produced in September 2008, has been made available to the Scottish Campaign for Nuclear Disarmament. "The coverage of man-made hazards currently excludes sabotage, terrorism, civil unrest and acts of war," says the report. "Some consideration could have been given to these hazards."

Moreover, some types of accident could be incorrectly defined as "not reasonably foreseeable", it warns. The report also criticises the MoD safety assessments as being "involving many arguments that are not readily quantifiable and are open to debate". Some submarine reactor leaks could have "severe consequences", the report says. It lists a series of potential accidents at HM Naval Base Clyde, which include Faslane on the Gareloch and Coulport on Loch Long. They include "earthquake, aircraft crash, external fire, external flood, ship collision ... blast/explosion, shiplift platform collapse and dropped loads/crane collapse".

Other declassified reports released to Scottish CND show that an attack whereby an aircraft is deliberately crashed on to the shiplift at Faslane, which hoists fully loaded Trident submarines out of the water, could set off a disastrous chain of events. "The risk assessment assumes that if one Trident missile detonates then the other 15 missiles will all explode," said Scottish CND's co-ordinator, John Ainslie. "It would be like putting a match in a box of fireworks – but on much larger scale."

Up to 200kg "of one of the most lethal substances on Earth" would be scattered across a large part of Scotland, he claimed. "Radioactive dust would contaminate the environment for centuries." The Serco report was praised by the independent nuclear expert, John Large, who said that it had highlighted "a number of mismatches and shortfalls that give rise to concern." He accused the MoD of ignoring some severe accident scenarios, including a series of cascading explosions. It was "quite incredible" that the submarine hazard assessment excluded the risks of terrorist attack, aircraft crashes and sabotage, he said.

"Excluding these external hazards when a submarine is most vulnerable, when it is surfaced and in a port like Faslane, really is turning a Nelsonian blind eye to the obvious," he added. An MoD spokesman said: "Detailed risk assessments are carried out regularly and updated wherever necessary in order to maintain the highest levels of safety at Her Majesty's naval bases." **Source : Scotland Herald**

US navy vessel to visit Murmansk

The US frigate **USS Taylor** will visit Murmansk next week as part of the celebration of the 65th anniversary for the end of World War II. The frigate **USS Taylor** will moor in the port of Murmansk on September 6, newspaper Komsomolskaya Pravda reports. The visit is part of the celebrations of the 65th anniversary for the signing of the peace agreement on September 2, 1945. During World War American merchant ships participated in transport of equipment and supplies to Murmansk as part of the Lend-Lease program. The convoys were escorted by British and American navy vessels. **USS Taylor** was built in 1983 and has a crew of 15 officers and 190 enlisted. **Source : BarentsObserver**

Thai Offshore Patrol Vessel Takes Shape

Construction of the first BAE Systems designed Offshore Patrol Vessel for the Royal Thai Navy is now well underway in Thailand, as demonstrated this week at a formal keel laying ceremony at Bangkok Dock, the Company's local partner.

The occasion, attended by Thailand's Royal representative, HRH Princess Maha Chakri Sirindhorn and senior officials from the Royal Thai Navy, comes just 14 months after the initial contract was signed.

Under the agreement, BAE Systems supplied the design of its proven 90 metre Offshore Patrol Vessel, which Bangkok Dock has adapted to meet the specific requirements of the Royal Thai Navy, for example incorporating a similar combat system to that being fitted to other ships in its fleet. Engineers from BAE Systems are working alongside Bangkok Dock, throughout the construction of the vessel to transfer design knowledge, technology and skills that will contribute to the growth of a sustainable shipbuilding capability in Thailand.

Commenting on the programme, Alan Johnston, Managing Director of BAE Systems' Surface Ships division, said: "At a time when we are seeking to boost exports, this approach to industry partnerships shows the strength that BAE Systems can bring to navies around the world as they look for cost-effective solutions to enhance the capability of their fleets to meet future requirements."

Captain Chumpol Promprasit, managing director of Bangkok Dock, said: "To promote a domestic shipbuilding industry, the Royal Thai Navy assigned Bangkok Dock to undertake the provision of design and supply of ship build material using both domestic and international experts during construction of the Offshore Patrol Vessel.

"This is considered as promoting and improving the technical competency and potential of the Royal Thai Navy personnel in building ships for domestic purposes, based on the King's self sustainability programme."

The multi-mission Offshore Patrol Vessel will be used by the Royal Thai Navy to primarily be used for Economic Exclusion Zone roles, including routine patrols and border controls. It will also undertake fishery protection tasks as well as protection of natural resources in the Gulf of Thailand and the Andaman Sea and disaster relief.

The BAE Systems designed 90 metre Offshore Patrol Vessel being built by Bangkok Dock for the Royal Thai Navy is the same core platform design as the ships that BAE Systems is building in the UK for the Trinidad & Tobago Coast Guard. The platform is based on the design for the smaller River Class vessels used by the UK Royal Navy and is a highly capable vessel that is attractive to the export market.

As the company continues to expand its international maritime footprint, there are ongoing discussions with prospective customers and partners in a number of markets, including South America and India. **Source : BAE Systems**

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The turntable/turret seen of Bluewater's **GLAS DOWR**, which entered the drydock at Sembawang Shipyard last week
Photo : Bluewater Energy Services BV ©

Aker Philadelphia Shipyard Delivers Tenth Product Tanker

The tenth Veteran Class MT-46 Product Tanker is the fourteenth vessel built by the shipyard

Aker Philadelphia Shipyard, a leading U.S. commercial shipyard, delivered to American Shipping Company (Oslo: AMSC - News) its tenth Veteran Class MT-46 product tanker. The 46,000 dwt vessel, named the Overseas Anacortes, will leave the shipyard in the coming days under the operation of OSG America to transport petroleum products for Tesoro. This vessel is the fourth vessel planned to be utilized by Tesoro.

Following tradition, a small naming ceremony will be held today to bless the ship and name her the Overseas Anacortes, with representatives from Tesoro, American Shipping Company, OSG America and Aker Philadelphia Shipyard all in attendance. The ship will leave Aker Philadelphia Shipyard and join its sister ships in transporting petroleum products on the West Coast. Aker Philadelphia has two other vessels currently under construction as part of its historical build program. Both are scheduled to be delivered through spring 2011.

Aker Philadelphia Shipyard is a leading U.S. commercial shipyard constructing vessels for operation in the Jones Act market. It possesses a state-of-the-art shipbuilding facility and has earned a reputation as the preferred provider of oceangoing merchant vessels with a track record of delivering quality ships. Aker Philadelphia Shipyard is a member of the Norwegian-based Aker family of global companies, leaders in global growth markets including energy technologies, energy resources, maritime technologies, seafood and marine biotechnology. American Shipping Company (AMSC) owns and leases world-class quality vessels for operation between ports in the United States. When the current series of twelve tankers is completed in 2011, AMSC will own the most modern product tanker fleet in the United States; and

it will be the first company in the United States to own shuttle tankers for use in the U.S. Gulf of Mexico. **Source :**
Aker Philadelphia Shipyard



Seen at Van Brink Rotterdam Dry-dock " LPG/C " **TROUT** " from .messrs Chemgas for underwater maintenance .
Photo : Daniella Vermeer (c)

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Transit Cargo at Mombasa Port on the Rise

Rwanda bound cargo handled by the Mombasa Port is registering positive growth this year, after dropping by 14 percent last year, a top official at Kenya Ports Authority (KPA) has said. Rwanda which accounts for 5 percent of the

transit cargo at the port had its exports, in particular, sharply reduced from 16.8 million tons in 2008 to 14.4 million tons in 2009.

Imports also reduced from 276.6 million tons to 236.0 million tons in the previous year. In an interview with Business Times on Tuesday, William Mtengo the KPA Resident Representative for transit countries Uganda, Rwanda and Burundi pointed out that cargo had in general significantly improved reflecting the recovery of various economies in the region from the global recession. "Rwandan cargo had undergone a slight dip and this was attributed to the post-election violence in 2008. However the situation has stabilised and we have seen an impressive upsurge of imports into the region, and this should have a positive impact," he said.

Mtengo also mentioned that KPA is participating in the ongoing international trade fair (EXPO) to facilitate their clients as part of Port's wider plans to improve the efficiency of its operations. The Port handles approximately 80 percent of Rwanda's total imports and exports transported in and out of the country by road. "I know this is a coffee and tea season for Rwanda. We are here to ensure that we direct as many exports via Mombasa. We would like to ensure that every customer using the Port does it in the shortest possible time using minimum resources," Mtengo said.

KPA says turnaround time for container ships significantly improved by reducing to three days during much of last year, compared to an average of five days in 2008. Average container dwelling time at the Port fell to 6.4 days compared to 13.1 days in 2008; an improvement of 51.1 percent or 6.7 days due to the new 24-hour working schedules and opening of more container freight stations.

The total freight handled by the Port rose by over 10 percent from 16.41 million tons in 2008 to 19.06 million tons in 2009. On an average day, the Mombasa port can accommodate 100 to 200 trucks depending on how many customs documents have been cleared **Source : AllAfrica**



The **TROY** seen at the Westerscheldt River – **Photo : Henk de Winde (c)**

Ezra Holdings prepares for growth with rights issue

Ezra Holdings Limited is taking a strategic initiative to prepare for opportunities that will drive its next lap of growth.

In this latest exercise to strengthen its capital base, the Group is undertaking a fully underwritten one-for-five renounceable rights issue of new shares priced at S\$1.18 each. Assuming none of Ezra's US\$100 million 4%

convertible bonds are converted, 131.6 million new shares will be issued to raise gross proceeds of approximately S\$155.3 million.

Assuming that all of the bonds are converted, a total of up to 142.8 million new ordinary shares will be issued, raising a gross sum of up to S\$168.4 million. The rights issue provides shareholders with the opportunity to subscribe for rights shares at an attractive discount of approximately 33.3% to the closing price of S\$1.77 per share (on 30 August 2010) and approximately 29.4% to the theoretical ex-rights price of S\$1.67 per share.

Lionel Lee, Ezra's Managing Director said: "The rights issue will enable us to seize opportunities for assets and capabilities which will differentiate and provide us with a competitive advantage in offshore support and deepwater subsea services."

The proceeds from this rights issue will be used to fund (i) new business ventures and/or business opportunities, strategic investments, joint ventures, other acquisitions and/or strategic alliances and/or (ii) capital expenditure and/or acquisition of vessels and/or working capital purposes **Source : Offshore Shipping Online**



The small port of Mistley enjoying a busy day on 5/9/10 - **Photo : Derek Sands (c)**

Excel Maritime Enters Into a Time Charter Agreement for M/V Powerful

Excel Maritime Carriers Ltd an owner and operator of dry bulk carriers and an international provider of worldwide seaborne transportation services for dry bulk cargoes, announced today that it has entered into a time charter agreement for the 1994 built Panamax bulk carrier, **M/V Powerful**, with a carrying capacity of 70,083 dwt.

The charter is for a minimum period of 11 months to a maximum period of 13 months at the gross daily rate of \$25,000 with a first class European charterer. Babis Mazarakis, Chief Operating Officer of the Company, commented, "We are pleased to have secured this time charter with terms which indicate the improving drybulk market. Our strategy is to employ our vessels under period employment at profitable rates and at the proper time, which enables us to generate stable and visible cash flows. In this context and in line with our balanced chartering strategy, we have secured 65% of our time charter coverage for the remainder of 2010 and 45% for next twelve months **Source : Excel Maritime Carriers, Ltd.**



The **EVER BITUMEN** seen at the Westerscheldt River – Photo : Stan Muller (c)

Klaipeda Port inks the quays renovation contract

Klaipeda Port signed a contract yesterday for construction and extension of its quays, the Port Authority press release said. The contract includes reconstruction of quays No.66-67 and extension of quays No. 66a-67a, building local engineering networks.

The contract worth some \$19,2 million was signed with the bidding winner Josef Möbius Bau-Aktiengesellschaft. The quays renovation is scheduled to be completed in 15 months.

After completion, quays No.66a-67a will form a 236,80-m long, 30-m-wide pier, with the depth of up to 13 meters (in prospect up to 14,5 m). This would give the port additional possibilities for handling dry, general and liquid cargoes, the Port Authority said.

State-run Port of Klaipeda, the northernmost ice-free port on the East coast of the Baltic Sea, is the largest Lithuanian transport hub, connecting sea and inland traffic lanes. Currently, there are 17 stevedores, shipyards, other companies operating at the port and providing ranged forwarding and logistics services. Trade flows via Klaipeda port in 2009 fell by 6.3%, to 27,866 million tons. **Source : PortNews**



Panorama view of the **WORLD HARBOUR DAYS 2010** held in Rotterdam last weekend – Photo : Ton Has (c)

Indian ports asked to be ready to tackle oil spills

Shipping ministry of Indian has asked all ports to prepare contingency plans to deal with oil spills in future. Early this month, sea route going towards Mumbai Port and Jawaharlal Nehru Port remained closed for days together after collision of MSC Chitra and MV Khalijia-III resulted in oil spill.

Mr GK Vasan shipping minister in a meeting of Maritime States Development Council in Chennai said that "While Coast Guard is equipped and responsible to handle oil spills of significant magnitude, all ports may prepare themselves for addressing smaller spills preferably through contracts with agencies having expertise in oil spill response mechanism."

The ministry is also devising a scheme for utilizing oil cess collected by ports for mitigating oil pollution in and around ports.

In the aftermath of chlorine gas leak at Mumbai Port in July, which sent 118 people to hospital, shipping ministry is also preparing guidelines to ensure safe handling of hazardous chemicals and goods. Me Vasan said that "These incidents (oil spill and chlorine leak) have highlighted the urgent need to enhance the disaster management capabilities and preparedness of the ports... The guidelines will be issued to major ports, state maritime boards and maritime states soon."

The norms are urgently required as many major ports have hazardous materials, including explosives, lying on their land. As reported by FE on August 11, Mumbai Port, Jawaharlal Nehru Port, Tuticorin Port, Kolkata Dock Complex, New Mangalore Port, Kandla Port and Chennai Port have dangerous substances some since more than a decade despite strict government instructions that such goods should not be kept in ports. Following the success of maritime boards in Tamil Nadu, Gujarat and Maharashtra, similar boards should be formed in other maritime states at the earliest with representation of shipping ministry, Coast Guard and Indian Navy, Vasan demanded. **Source : steelguru.com**



CORAGGIO seen in Stena Livery, She's due to start the Killingholme to Hoek van Holland route in the next couple of weeks.



The **ADRIAAN** seen during the **WORLD HARBOUR DAYS 2010** in Rotterdam last weekend
Photo : Bas van Hoorn (c)

Cruise ship's pain is Portland's gain

A huge cruise ship that's riding out Hurricane Earl by spending some extra time in Portland's sheltered harbor is giving the city an unexpected economic boost. The **Explorer of the Seas** arrived in Portland Harbor shortly after 2 p.m. Friday and won't leave until 7 tonight. It's unusual for a large cruise ship to stay in Portland overnight.

With more than 3,100 passengers and 1,200 crew members on board, the vessel is the largest cruise ship to visit Portland this year. The **Explorer of the Seas** began its nine-day sail in Cape Liberty, N.J., on Friday morning. It was originally scheduled to arrive in Portland at 9 this morning. To reach Portland ahead of the storm, the ship sailed at its top cruising speed of 23 knots. Another cruise ship, The **Independence**, with about 100 passengers on board, also arrived earlier than scheduled Friday to wait out the storm. Hurricane Earl's eastward path was taking it well away from the Maine coast late Friday. The top wind speeds in Portland were predicted to be less than 30 mph, and seas were 8 to 10 feet. In the open water more than 25 miles off shore, there was a hurricane warning and seas were 15 to 25 feet.

Gary Bratton, 73, an Ohio resident who is a passenger on the **Explorer of the Seas**, said the ship was moving so fast on its way to Portland that it was too windy to stand on the deck. He and others who were interviewed said they were glad to reach Portland early so they could avoid the storm and extend their stay in the city. Bratton said his fellow passengers appeared eager to spend money. "They're going to drop a few bucks in town," he said. Sandra Jones, owner of Something's Fishy, a gift shop on Exchange Street, kept her doors open an extra hour Friday to take advantage of the additional business.

"This is a bonus," she said. "You have a captive audience." Most cruise ship passengers eat on board because meals are included in the price of voyage, said Audree Burns, an assistant manager at Ri Ra, an Irish pub and restaurant on Commercial Street. When a cruise ship is in town, she said, her bar sales increase much more than her restaurant business. The **Explorer of the Seas** will return to Portland on Sept. 18, Oct. 2 and Oct. 16. Usually, the ship arrives at 9 a.m. and leaves at 7 p.m. the same day. Its long stay in Portland this weekend means most of the vessel's 1,200 crew members will spend time in the city, said Jan Beitzer, executive director of Portland's Downtown District.

Many crew members are expected to go to the Maine Mall today for some shopping. The mall has a van to pick them up at the ship. On Friday, though, crew members were mainly interested in the city's night life. They asked for a list of nightclubs and reasonably priced restaurants, Beitzer said. She said the hurricane turned out to be the perfect storm for the Maine tourism industry. The weather wasn't so bad that it kept tourists away, she said, but it was bad enough in the Gulf of Maine to cause two cruise ships to seek the safety of Portland Harbor.

"It's a double bonus," she said. the storm was expected to depart the area quickly. The rain is forecast to end this morning. This afternoon will be breezy and mostly sunny, according to the National Weather Service.

Source : [kjonline](#)

Port of Melbourne Dredging Complete Under Budget

The Port of Melbourne has completed its dredging project nearly a quarter of a billion Australian dollars under budget.

Victorian premier John Brumby announced the Port Phillip Bay channel deepening project was done A\$248m (US\$222m) below the estimated target cost, which includes environmental monitoring costs to 2012.

The deepening project is vital to allow bigger vessels into the port. Budget savings were the result of several factors including good weather, better dredging productivity, use of an extra dredging vessel and careful project management.

Source: [World Maritime News](#)



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China company in US\$600m Venezuela port project

China Harbour Engineering Co will build a new container terminal

Venezuela is refurbishing its main port, Puerto Cabello, with Chinese help at a cost of US\$600 million after decades of under-investment and spurred on by a scandal over rotting food, officials said on Wednesday.

China Harbour Engineering Company (CHEC), a subsidiary of China Communications Construction Company, will be in charge of the project to build a new container terminal.

The first stage of work is estimated to cost some US\$600 million. 'Puerto Cabello has been left behind the times, without investment since 1970,' Transport and Communications Minister Francisco Garces said during the signing of a memorandum of understanding with CHEC.

President Hugo Chavez's government last year nationalised the port, which receives about 75 per cent of all the South American Opec member's imports. He also nationalised two more of Venezuela's seven other ports, reversing their 1990s privatisations. 'We know there are currently many problems at the port, and this work is necessary to increase the efficiency of loading and unloading containers,' CHEC's general manager in Venezuela, Huixian Yu, told Reuters.

Puerto Cabello hit the headlines in June with the discovery there of tens of thousands of tonnes of food in shipping containers left to rot by a state-run importer. The saga was embarrassing for Mr Chavez ahead of Sept 26 legislative elections, since he often blames sporadic shortages of staples on capitalist speculators hoarding for profits.

Among the works planned for the port's refurbishment is the construction of two berths for post-Panamax ships that are more than 300 metres long. Mr Garces said the overall project would double the cargo the country could receive.

CHEC's Mr Yu said his company was in talks with Petroquimica de Venezuela (Pequiven) and state oil company PDVSA about other projects.

He did not give more details.

Chinese energy companies are also involved in developing Venezuela's huge hydrocarbon reserves. In February, the China National Petroleum Company was awarded a stake in the Junin 4 block of its Orinoco extra heavy crude belt, which is seen as one of the biggest in the world.

Relations outside the energy sector have expanded in recent years: China built and launched a US\$400 million communications satellite for Venezuela in 2008, reducing the dependence of Caracas on US and European satellites.

The Chavez government has bought Chinese radar equipment to monitor its borders, and Beijing also provided it with military training jets after Washington imposed an embargo in 2006 on sales of US weapons parts to Venezuela.

Source : Reuters



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The **HARRIER K** seen in action – Photo : Capt Jelle de Vries (c)

Russian crude exports via Kozmino reaches 10m tons

The volume of exported Russian crude oil via special oil port Kozmino (Primorsky Territory) has reached 10 million tons, the Port Authority press release said. Every month, since early 2010 the port has handled from 9 to 13 tankers, increasing the volume of oil shipment.

Recently Kozmino has handled the 100th tanker, the volume of crude oil exported through the East Siberia - Pacific Ocean (ESPO) pipeline has reached 10 million tons, carried to the oil port by 2,325 trains, in over 165,000 tank cars.

These eight months show that Kozmino port is working well according to schedule. The projected volumes of crude oil are exported monthly to the Asia-Pacific region. The port plans to handle 14 tankers a month in September and October, to ensure accomplishment of this year's plan of 15 million tons of crude through the ESPO.

Special oil seaport Kozmino was built at the end point of the ESPO oil pipeline (Eastern Siberia-Pacific Ocean) in Primorsky Territory. While the ESPO project is under construction the crude oil is being delivered to the terminal by the railroad. Spetsmornefteport Kozmino's capacity is 15 million tons of oil a year, expandable to 30m t/y. The first crude shipment was exported from the terminal on Dec. 28, 2009. **Source : PortNews**

Coal Vessel Queue at Newcastle Port 'Unacceptably Long,' Adding to Costs

Port Waratah Coal Services Ltd., operator of two export terminals at Newcastle in Australia, said queues of ships waiting to load the commodity at the harbor are "unacceptably long," causing higher costs for the industry.

An average of 46 ships have queued outside the port in New South Wales waiting to load cargoes since January, compared with 30 vessels the previous year, Port Waratah said in an e-mailed statement today. The terminals are operating below capacity because too little coal is being delivered, it said.

Port Waratah is in talks with coal producers to review the timing of coal deliveries by rail to the port to better match volumes with ship movements. Rio Tinto Group, Xstrata Plc and BHP Billiton Ltd. are among mining companies that export from the harbor.

Under Port Waratah's plan, applications for ships to be loaded may be rescheduled if there isn't enough rail capacity to deliver coal to the terminals when vessels are expected to arrive, it said. The process will be handled by the Hunter Valley Coal Chain Coordinator Ltd., which manages exports through the rail and port system at Newcastle, the terminal operator said.

Newcastle has three terminals and is the world's biggest export harbor for power station coal. Port Waratah expects to ship 97 million metric tons this year, the company said. **Source : Bloomberg**

Terminal ready for visitors

Newcastle's temporary cruise ship terminal and customs service will be unveiled on Wednesday. Two thousand passengers will disembark and another 2000 will board P&O Cruises' luxury liner, **Pacific Sun**, at Dyke Point. Minister for Hunter Jodi McKay said yesterday the \$2.55 million refurbishment had been completed on time and budget. The ship will arrive on Wednesday and 2000 passengers will end a short two-night trip from Sydney and another 2000 will set sail in the afternoon for a 10-day South Pacific cruise.

It will be the first of several cruises planned while **Pacific Sun** calls the Port of Newcastle home for the next two years. "I feel passionately about the diversification of the port and the increase in tourism and associated business because each cruise ship brings in more than \$500,000 in economic generation into the Hunter," Ms McKay said.

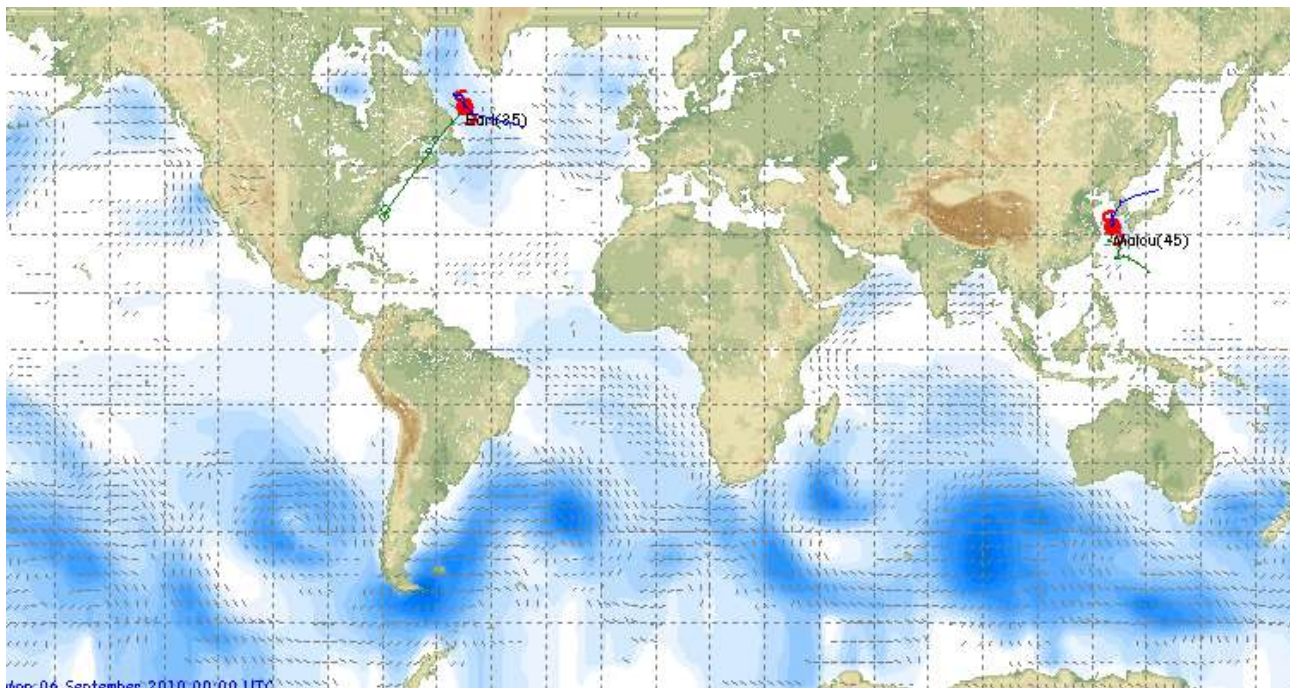
"Wednesday is going to be a big day and the passengers have certainly been made aware of that. "We are encouraging everyone that wants to have a look at the ship to use public transport and get to the vantage points at the Harbour Foreshore, Horseshoe Beach and Stockton." Ms McKay said the state government was working closely with Newcastle Port Corporation and other levels of government to find a permanent berth for cruise ships in the harbour. **Source : Garry Luxton**

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



The **OSA VICTOR** seen of Tj Priok (Jakarta) – Photo : Piet Sinke ©

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