

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 273



Number 273 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 30-09-2010**

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For the second time this month the ARC GLORIA visited Willemstad (Curacao)

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

IN MEMORIAM

Gisteren avond bereikte mij het slechte bericht dat



GIJSBERT NICOLAAS VAN DIJK

**** Ben ****

afgelopen zaterdag is overleden

07-07-1947

25-09-2010

**Gedreven in het leven
Gelaten in de dood
Ik kan niet langer vechten
De vijand is te sterk, te groot**

Ben is overgebracht naar uitvaartcentrum Monuta Memoriam, Langenhorst 100 te Rotterdam
Er is gelegenheid om afscheid te nemen van Ben op vrijdag 1 oktober van 14:45 tot 15:00 uur in
de aula van crematorium Rotterdam, Maeterlinckweg 101 te Rotterdam, alwaar aansluitend
omstreeks 15:15 uur de crematieplechtigheid zal plaatsvinden

Na de plechtigheid is er gelegenheid tot condoleren en informeel met elkaar samen te zijn in de
ontvangstruimte van voornoemd crematorium

TREUR NIET OM MIJN HEENGAAN, WEES BLIJ DAT IK HEB GELEefd

Namens alle newsclippings lezers wil ik Heleen, de kinderen, overige familieleden, vrienden en
kenissen heel veel sterkte wensen met dit zware verlies.

******* BEN, RUST ZACHT *******

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The tug **UNION BOXER** departed with the **TAKLIFT 1** loaded onboard the **GIANT 3** from Rotterdam, bound for Singapore where the barge and sheerlegs will be used with the wreckremoval of the sunken **HYUNDAI 105**, Off Angola the **UNION BOXER** will hand over the **GIANT 3** to the tug **ALPHONSE LETZER** which will continue the trip to Singapore, rumours are going that the **TAKLIFT 1**, **GIANT 3** and the **DEN ALPHONS** will go for scrap upon completion of the wreck removal works of the **HYUNDAI 105** which sank some years ago in the Singapore Straits.

Photo : Kees Torn ©

Fair ferries action week under way

Trade unions have launched a week of action to push for European Union intervention in the ferry sector. The Fair and Safe Ferries for All event, which runs from 27 to 30 September, is intended to highlight unequal working and pay conditions in the sector and the use of seafarers to carry out work that should be done by safety-trained dockers.

The week commenced with a rally yesterday by dockers and seafarers from Belgium, France, the Netherlands, the UK and Ireland outside Stena Ferries' office in Hook of Holland to protest against the company's attitude to the employment of British and European seafarers, and against comments by Stena manager Pim de Lang Stena Manager that British ratings are all 'fat and tattooed'.



A view of **BRITANNICA** (ex. **Stena Britannica**) sailing from Harwich International Port earlier this week

Photo : Jonathan K. Simpson ©

The UK & Irish delegation travelled to the protest from Harwich on the **Stena Britannica** and, while on board, met with crew and passengers to explain the ITF and its member unions' ferry campaign (see www.itfglobal.org/press-area/index.cfm/pressdetail/5088/region/1/section/0/order/1 for more details) and why Stena Ferries is being targeted for its treatment of non-EU nationals – which includes paying Filipino seafarers 2 euros an hour. They also collected signatures for a petition calling on Stena to respect the rights of all workers to be represented by a trade union, stop forcing crew to do dockers' work and to employ all seafarers on an equal and fair basis.

Meanwhile in Zeebrugge a delegation from the ACV Transcom and BTB unions met with the port authorities to explain their concerns over lashing (cargo stowage/fastening) being done by seafarers on some vessels calling at the port. The position and concerns of both unions and ITF was explained and noted. The port authorities confirmed that they stand by their earlier statement that lashing and securing is a dockers' job and that owners, stevedores and operators should respect the rules and regulations of lashing.

Speaking at the Hook of Holland rally, Ferry campaign coordinator Norrie McVicar, said that he was very proud to be involved with this campaign to establish a new "threshold of decency" in the ferry industry that would rid it of the charge of "institutional race discrimination" which is driving the ferry sector into a "race to the bottom" and compromising safety. On behalf of the ITF, its European arm the ETF and its member unions he once again called on the European Commission to reopen discussions on the Passenger Ferry Manning Directive which was withdrawn in 2004. The ITF is also holding a Baltic Week of Action from 27 September to 1 October. A release on this follows.



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The **CATHERINE KNUTSEN** seen moored in La Caruna – Photo : Nico Ouwehand ©

Piracy business grows faster than Chinese ore import - Clarkson Research

Piracy activity off Somalia is a business that grows faster than China's import of iron ore according to Martin Stopford, chief analyst at Clarkson Research. The average ransom has increased from USD 2 million to 4 million. Including costs for three months' off-hire, negotiators, ransom delivery, cargo loss or damage, repairs and welfare costs for seafarers and their families, the average cost for a hijacking adds up to USD 10 million. The last two years, around 1,500 seafarers have been taken hostages by Somali pirates that so far this year have hijacked 48 merchant vessels.

Most shipping companies do what they can to protect their vessels and to prevent boarding, from passive measures such as barbed wire, dummies, fire hoses and oil drums ready to be thrown off the ship's side, to armed guards.

When the Norwegian seismic vessel “**Geo Barents**” came under fire on Sunday off the Kenyan coast, the fire was returned and the pirates fled. The incident is confirmed but at the time of writing there is no confirmation from where the fire against the pirates came. According to the shipowner, Uksnøy & Co in Brattvåg, there are no arms on their vessel, writes Norwegian daily Sunnmørs-Posten. For the rest, the company refers to the operator Fugro-Geostream, working on behalf of Dominion Petroleum. According to unconfirmed information, the fire came from Tanzanian naval forces, supported by a British security team. The incident has led to speculations whether Somali pirates have been inspired by the pirates operating off West Africa and have found a new “business area”. Oil prospecting and production off East Africa is on the rise and kidnapping of personnel from oil companies and their suppliers could be a profitable business. Simultaneously, EU Navfor informs that pirates have abandoned the 4,281-DWT dry cargo vessel Lugela that was hijacked this Saturday. The crew consisting of twelve Ukrainian nationals were well prepared when the pirates boarded the vessel and locked themselves in the engine room with sufficient food and water. Failing to take control of the vessel, the pirates abandoned the vessels after less than 48 hours. **Source: shipgaz**



Above seen the 32.703 grt 1984 built **MSC CORINNA** , [IMO 8208684] off Quebec

Photo : Iain McGeachy (c)

Beijing slows Japan cargo with closer customs inspection

CHINA has carried out more stringent inspection of Japanese cargo after demanding an apology and compensation from Japan for the detention the captain of a Chinese trawler that collided with two Japanese coast guard cutters in waters near disputed islands claimed by the two countries, reports the Asahi Shimbun.

China Customs has begun checking all commercial air cargo to Japan through X-ray inspections instead of the usual sample inspections of 10 to 20 per cent of all cargo, said the report. Also, customs has examined more cargo to and from Japan, slowing trade of auto parts, machinery and other items.

Customs agents in Beijing and Shanghai have taken their time in releasing export air cargo to Japan, resulting in more consignments being delayed owing to missing cargo flight schedules, said the report. At Shanghai, Japan-bound containers have been left on the docks because of delays in obtaining export permits. Tianjin and other Chinese ports report similar problems, said the Japanese daily. Since both China and Japan claim that they have sovereignty over the islands, the dispute is expected to intensify after Japanese Prime Minister Naoto Kan rejected demands for an apology and compensation. **Source : Schednet**

Kustwacht onderschept cocaine bij Koredor

De Kustwacht voor de Nederlandse Antillen en Aruba heeft met behulp van de douane gisteravond 27,5 kilo cocaïne onderschept. De drugs onderschepping gebeurde door een Superrhib en vond plaats op twee mijl uit de kust van Curaçao.

Omstreeks negen uur detecteerde het Reddings- en Coördinatiecentrum van de kustwacht een verdacht vaartuig op twee mijl afstand uit de kust bij Koredor. Het bootje was op weg naar het vasteland. Toen de bemanningsleden de Superrhib zagen naderen, gooiden ze een pakket in het water.

De Superrhib dwong het bootje tot stilstand en trof nog een aantal pakketten aan. De vier opvarenden zijn aangehouden. De bemanningsleden zijn allen mannen met vermoedelijk de Venezolaanse nationaliteit. Zij zijn samen met de contrabande overgedragen aan de douane. Op het Kustwachtsteunpunt is vastgesteld dat de pakketten cocaïne bevatten met een totaalgewicht van 27,5 kilo. De douane trof gisteravond ook een verdacht voertuig aan op het strand van Sonesta. Daarin zaten twee personen met de Venezolaanse nationaliteit. Zij konden geen verklaring geven waarom zij daar op dat tijdstip waren en zijn door de douane aangehouden. **Bron : Amigoe**



The **MORNING HARUKA** seen Westbound in the Singapore straits yesterday morning – **Photo : Piet Sinke (c)**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

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Docking Chinese ship attacked by armed robbers in Lagos

FOUR armed robbers recently attacked a Chinese geared 156-metre long cargo ship, the **Feng Shun Shan**, docking at berth 9 of the Lagos Port Complex as it was docking, reported Xinhua. "About 2200 hours, four armed men came with a speed boat and used their rope to come on board the vessel," said the deputy general manager of GMT Shipping Nigeria Babatunde Joseph to Xinhua.

Mr Joseph said the robbers were confronted with the Chinese Commissar duty officer and one of the crewmembers on board. The robbers did not shoot lest they drew attention, but the duty officer was badly beaten and taken to a hospital in Lagos. Eventually, the robbers failed to enter the residential area of the vessel, yet they made their getaway with a walkie talkie, one mobile phone and some cabin keys of the vessel.

In response to this kind of incident, Nigerian Transport Minister Yusuf Suleiman said in the World Maritime Day at Lagos the most serious concern was the piracy attacks in waters off the coast of Somalia and Indian Ocean, noting that the Nigerian government would combat them with relevant policies and programmes. These include setting up an integrated maritime security and surveillance centre and the long range identification and tracking system.

Relevant maritime agencies under the Nigerian Federal Ministry of Transport has also worked with the Nigerian navy and marine police to prevent the crimes in the nation's territorial waters, he added. **Source : Schednet**

FATAL – 21 September 2010 – Gansbaai, Western Cape, South Africa – diver attacked.

Khanyisile Momoza, 29, was killed by a great white shark while diving for perlemoen (abalone) near Gansbaai in South Africa on 21 September 2010. He was with a group of 12 perlemoen divers – an illegal operation in these waters.

The group were swimming back 5kms to shore after harvesting the perlemoen – a long swim in shark infested waters. This is where the famous jumping great whites hang out! These poor fishermen poach perlemoen in these dangerous conditions because it is so lucrative on the black market. The group had left the beach at 6am and swum for two hours before reaching the island 5km offshore where they could harvest the perlemoen.

On the swim back Momoza was attacked by a shark. A friend of Momoza, who witnessed the attack, told media: "There was screaming and crying. We just swam, we didn't look back. "We were swimming in a group, but he was a bit behind us. "It jumped out of the water with him and then it took him down."

When they reached shore they told police of the ordeal. **Source: The Telegraph**

CASUALTY REPORTING



Couple killed in ferry accident



A YOUNG German couple were killed when their vehicle plunged off the ferry **Moby Otta** in Genoa. The 1976-built ferry had just arrived from Sardinia when the accident happened. Witnesses said the tourists' car, the third to disembark the ferry, was on the ramp in reverse gear when the ship moved forward, causing the car to fall into the sea, the Daily Telegraph said in a report.

Photo : Author Unknown

Rescue workers were unable to reach the tourists in time to save them. The victims have been named as Phillipp Habel and Melanie Starzynky, aged 29 and 28. Ferry owner Moby Lines reportedly said it could not discount human error as a cause of the tragedy. The company operates ferries between the Italian and French mainland and the islands of Sardinia, Corsica and Elba. Source: Fairplay

NAVY NEWS



The DUTCH navy frigate **F 802 DE ZEVEN PROVINCIE** seen riding the swell whilst pulling alongside another warship - Author : Unkown

Navy Rescues Indonesian Fisherman

Two Royal Australian Navy ships rescued an Indonesian fisherman during a transit of the Indonesian archipelago on Tuesday 28 September. The 42-year old fisherman was plucked from the water mid-afternoon on Tuesday by **HMAS Success**, travelling in company with **HMAS Arunta**.

The rescued fisherman had been lost at sea for three days and is now receiving medical assistance on board **Success**. He is in a stable condition. A comprehensive surface and air search by **Success** and **Arunta** failed to locate the other three members of the fisherman's crew. Based on information provided by the rescued fisherman and on advice from Indonesia's Rescue Coordination Centre, the search was called off at last light on Tuesday. Arrangements are being made for the transfer of the rescued fisherman to Indonesian authorities.

HMA Ships **Success** and **Arunta** are part of a larger Royal Australian Navy Task Group conducting a transit of the Indonesian archipelago as part of a South East Asian deployment. HMA Ships **Success** and **Arunta** sailed from Makassar, Indonesia on Monday 27 September and conducted a short Passage Exercise with the Indonesian Ship, **KRI Fatahillah**. HMA Ships **Toowoomba** and **Tobruk** sailed from Surabaya, Indonesia on 28 September 2010 and conducted a similar short Passage Exercise with the Indonesian Ship, **KRI Hasanudin**. The four Australian warships made a rendezvous on the evening of 28 September 2010 and will transit to Singapore and Port Kelang for additional port visits. The Australian warships will return to Australia from deployment in mid-November. **Source : Garry Luxton**

Japanese ships leave after visit

Two destroyers of the Japanese Maritime Self Defence Force (JMSDF), the 4,650-tonne **Murasame** and 3,500-tonne **Yuugiri**, left the port of Kochi after a two-day visit on Monday. The ships, on their way back to Japan from the piracy-infested Gulf of Aden after being replaced by destroyers JDS **Makinami** and JDS **Setogiri** last week, had their last port call at Salalah in Oman. From Kochi, they will sail to Singapore before heading home. During their stay here, JMSDF personnel interacted with Indian Navy and Coast Guard personnel and exchanged ships visits with Indian Navy and the Coast Guard. Captain Shinomura, Commander Escort Division 1 of JMSDF, who was embarked on JDS **Murasame** called on Rear Admiral SY Srikhande, Chief of Staff of the Southern Naval Command, during the Japanese ships' stay in Kochi.

The officers and men of JMSDF also made a friendly visit to Coast Guard District Headquarters No.4 at Fort Kochi and attended a lunch hosted by Indian Coast Guard District Commander Deputy Inspector General B.K. Loshali.

Since early 2009, Japan has been regularly deploying its warships in the Gulf of Aden to escort commercial ships along the Gulf of Aden. Annually, about 2,000 merchant ships with ties to Japan, Japan-flagged or operated by Japanese firms pass through the busy shipping channel **Source : The Hindu**

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The **Damen ASD 3213** tug **LAMNALCO LEOPARD** seen under construction at the **SONG CAM SHIPYARD** (Vietnam) - Photo : Jan Nooteboom ©

ASL Marine plans S\$15m yard and fleet expansion

ASL Marine is planning to acquire S\$14.63m worth of vessels and property from Koon Holdings. The Singapore-listed shipyard and vessel owner is planning to buy 21 tugs and barges from Koon Holdings unit Gems Marine for S\$7.13m. "The proposed acquisition of the vessels is part of the group's on-going strategy to enhance its fleet for its ship chartering operations," ASL said. It is also planning to buy S\$7.5m worth of properties from Koon Holdings adjacent to its shipyard. "The property purchase will provide a good opportunity for the group to expand its capacity and berthing space to support the growing demand for the ship repair and upgrading of ships and other floating structure from the marine and offshore sector," the company said. **Source: seatradeasia-online**

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NYK launches new Europe – China service

NYK Logistics North Continent recently launched a new LCL service between Hong Kong and Rotterdam, with onward distribution available throughout Europe and China. Through close cooperation with Double Wing Express - NYK's in-house NVOCC - the service is operated using direct sailings resulting in short transit times. NYK now provides customers with a package that covers the entire supply chain, from factory pick-up to final delivery, including a real-time track-and-trace tool to enable shippers to monitor the container's progress and location at all times.



NYK Venus assisted by [Svitzer Surrey](#) outbound from Southampton **Photo : Iain Forsyth ©**

NYK can also manage customs and VAT administration if required. **Source: eyefortransport**

Isle of Wight Red Jet ferry sailings cut to save fuel

Red Funnel said current off-peak services were "no longer sustainable" An Isle of Wight ferry company is cutting the number of crossings it makes during the winter due to rising repair costs and fuel prices.



The **RED JET 1** – **Photo : Piet Sinke ©**

Red Funnel's high-speed Red Jet passenger service between Southampton and Cowes will only run hourly during non-peak times from 1 November. Red Funnel said the changes would reduce fuel consumption by 65,000 litres per month.

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It will run hourly sailing on weekdays from 1115 to 1515 GMT and on Sundays. Half-hourly services will still operate during the morning and afternoon peak periods and on Saturdays. Lower off-peak fares for two people travelling together from 1115 GMT are also being introduced. James Fulford, chief executive, said: "Given fuel and rapidly rising repair costs - and the eventual need to save up for fleet replacement - this is no longer sustainable. "Responding both to these cost pressures and feedback from customers, we trialled off peak promotions during this summer where we saw an increase in passengers but no improvement in revenue.

"This new timetable has been designed to align capacity with demand through the winter when many sailings have carried far fewer people than is required to break-even." **Source : BBC**



The **Ocean Amber** (4000T DWT PSV) just delivered from POET (China) to Samson Maritime – India seen mobilising in Singapore

Photo : Mike Meade – M3 Marine Pte Ltd (c)



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Seattle docks biggest ever ship, 8,200 TEU CMA CGM Don Carlos



THE 8,200-TEU **CMA CGM Don Carlos** has made its first call at the Port of Seattle as part of CMA CGM's Columbus Loop, a pendulum service that links Seattle to Yokohama, Shanghai, Ningbo, Hong Kong, Shenzhen-Yantian, Tanjung Pelepas, Suez Canal and the US east coast.

Photo : Bas van Hoorn ©

The **Don Carlos** is the first CMA CGM vessel of its size to call Seattle. The first call was commemorated with an on-board presentation of a plaque welcoming the ship and its crew. said the Marseilles-based shipping company in a statement.
Source : Schednet

New Tirrenia bids called for

Italy is renewing its efforts to find a saviour for the troubled state owned ferry operator Tirrenia, which was pushed closer to the precipice after an earlier attempt to privatise it collapsed just a few weeks ago. The special administrator appointed to the company, which has filed for Italy's bankruptcy procedures affording temporary protection, has called for expressions of interest for Tirrenia, which controls a fleet of more than 20 ferries and only recently had a varied group fleet running to 60 units. Under the latest procedure, the administrator has called for expressions of interest to be submitted to financial advisers Rothschild by noon on September 29. The intention is to sell the business as a going concern and the administrator is seeking a buyer that can guarantee the continuity of public services currently offered by the operator, the announcement said.

Tirrenia provides services between mainland Italy, Sardinia, Sicily, Corsica and Albania in the Adriatic. In the wake of the company's insolvency in early August, the government reaffirmed its preference for selling the company as a whole

rather than breaking it up. However, a bill is currently passing through the country's parliament that would introduce greater flexibility into the procedure. If the bill is passed by the upper chamber, it would allow the administrator to entertain bids for Tirrenia and its subsidiary Siremar separately as well as for the whole entity. In the last tendering process, 16 parties registered their interest but only one - investor Mediterranea Holding - submitted a binding offer, and that collapsed when final terms could not be agreed. Mediterranea had offered to a reported ?25m (\$33.4m) as well as assumption of some of Tirrenia's debt load which by summer was said to have totaled about ?550m. In recent days rival ferry operator Moby Lines and Mediterranea were once again being touted as likely to be among the list of interested parties. Source: [Ferryonline](#)

Shanghai container throughput up 21 percent to 2.6 million TEUs in August 2010

The port of Shanghai's total container throughput in the first eight months of 2010 stood at more than 19 million containers, making it the largest container port in the world. Shanghai's container throughput in August reached 2.6 million TEUs, up nearly 21 percent compared to the same period last year, and setting a new monthly record, China Daily reported. Source: [cargonewsasia](#)

PRIDE OF BILBAO MAKES HER LAST TRIP



On the photos seen the last departure of the **PRIDE OF BILBAO** from BILBAO last Monday (Sept 27) bound for Portsmouth.

On her last trip from Portsmouth to Bilbao the **PRIDE OF BILBAO** carried 1,171 passengers (of which 742 were on the mini-cruise) and 197 vehicles.

Photo top : José Luis Díaz Campa ©

Coraggio arrived at Hoek van Holland from Killingholme 27-09-2010

The ship berthed at berth no. 1 first where the sternramp from the topdeck was removed by a mobile crane. I suppose this is the smaller portside ramp and that it had to be removed because of the interface with the linkspan either here or at Killingholme?

This means that the upper deck has to be loaded and discharged via the internal ramp. The removed ramp is stored in a remote part of the terminal now and I assume that it will be replaced at the end of the charter?

After this the ship shifted to berth no. 2 (her normal berth) for berthing trials. Then she shifted to the Damen shipyards in Schiedam where she arrived at around 06:00. She remained there at berth 10 - 12 until today Thursday 30 September at 10:00 when she will sail to Hoek van Holland. She will enter service with the 21:15 sailing to Killingholme this evening.

Unfortunately this all took place in darkness no photos

Please note that this all took place one day later than announced in the schedule forwarded last Tuesday (21/9).

The **STENA TRADER's** final overnight sailing was yesterday (29 September) ex Killingholme, following arrival and de-storing she will proceed to Lloyd Werft Bremerhaven arriving around 09:00 today (1 October) Source : Gary Andrews



The Mibau's **FITNES** seen discharging at the Rotterdam-Yangtzehaven-Maasvlakte The **FITNES** is the sistership of Van Oords **NORDNES**

Photo : Huib Zuurmond (c)

South African port volumes rise steadily in August

SOUTH AFRICA's new Ngqura container terminal, due to mark its first anniversary in October, handled a record 46,836 TEU units during August, 72 per cent of which were regional transshipment boxes with 12 per cent imports and 16 per cent exports.

At neighbouring Port Elizabeth Container Terminal, 36,626 TEU were handled in August, up from 32,532 TEU during July, reported the UK's Handy Shipping Guide. The figures are now approaching the record level achieved in July 2008 at 42,400 TEU. The August container cargo at Port Elizabeth's container facility comprised 36 per cent imports, 28 per cent exports and 36 per cent transshipments.

Ngqura's year-to-date figures for the one year old terminal suggest that Transnet's strategy of positioning the port as a major transshipment hub for Southern Africa, is working well. Year-to-date figures since October 2009 show the cargo mix as 58 per cent transshipment, 22 per cent imports and 20 per cent exports.



The port of Cape Town – **Photo : Piet Sinke ©**

Eastern Cape Transnet Port Terminals (TPT) manager Siya Mhlaluka said the peak season for refrigerated cargo had driven volumes together with the increase in market demand for automotive components, which are part of the manufacturing contracts won by local OEMs (Original Equipment Manufacturers).

"We are pleased to have handled these high import and export volumes as TPT is committed to offering services which will enable the growth of its valued customers," said Mr Mhlaluka. TPT was investing ZAR5.4 billion (US\$771, 561) over five years to ensure that the terminal is capable of handling nearly double its existing cargo capacity, of 740 000 TEU by 2012, at which time it would have a cargo capacity of 1.4 million TEU.

All six Liebherr ship-to-shore cranes at Berth 601 have now been commissioned, allowing for high-productivity container handling reported Creamer Media's Engineering News. Further, 20 rubber tyre gantry (RTG) cranes have now been commissioned and handed over to the terminal, with the remaining eight RTGs to be handed over by the end of October. In addition, 864 of a total 2,712 reefer plug points have been handed over to port operations.

Source : Schednet

CSD SEINE LOADED ON CONDOCK V



In Rotterdam at [J.C. Meijers](#) in the Waalhaven Boskalis [CSD SEINE](#) was loaded onboard the [CONDOCK V](#), for transportation to Sevilla – [photo's top : Arie Verheij \(c\)](#)



[Photo : Arie Mes \(c\)](#)

Seaspan orders four new tugs for Vancouver Harbor

North Vancouver, B.C., based Washington Marine Group member [Seaspan International](#) is splashing out on its largest tug build commitment of a single class of vessels in over 35 years.



It company recently signed a contract with Sanmar Denizcilik Shipyard, of Istanbul Turkey; to build four state-of-the-art ship assist tugs. The prime duties for these tugs will be to dock, undock and escort ships in Vancouver Harbor and Roberts Bank.

The **RAstar 28 m tugs**, designed by Vancouver based naval architect firm Robert Allan Ltd., will feature full fire fighting capability and upon arrival will be amongst the most powerful vessels to sail British Columbia's waters.

The first vessel is scheduled to arrive by the end of this year; while the remaining three tugs will be delivered in the summer and late fall of 2011.

"We are excited to announce this fleet enhancement to our employees, the BC marine industry and the community at large," said Jonathan Whitworth, Washington Marine Group CEO. "The benefits of a purchase of this type are numerous, including the rebuilding and modernization of our fleet, and increased safety and capabilities for all ship escorts performed in the Vancouver Harbor. As recently reported, the Port has an immediate need for more modern and powerful tugs to assist the growing number of tankers within the Port. Seaspan recognized this growing concern, and I'm extremely pleased to report that we took the necessary steps to assist Port Metro Vancouver and the BC Coast Pilots in providing the solution."

Mr. Whitworth noted that recent sales tax changes and very favorable exchange rates created a "golden opportunity" the company just couldn't pass up. "Because of these two factors alone, we were able to increase the purchase size from an initial three boats to the eventual four boat order," he said

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source : MarineLog

Coffee company Bailies brews up deal worth £450,000 to supply Stena Line

A Northern Ireland coffee roaster has brewed up a new deal worth £450,000, supplying coffee to Stena Line ferries. Bailies Coffee in Belfast will supply coffee, barista training and machine servicing on five Irish Sea routes. The contract follows a trial of Bailies' package on the **Stena Navigator** vessel. Ian Jamieson, head of purchasing for Stena Line on the Irish Sea, said the company had identified coffee as an area it needed to improve on - and Bailies had emerged as the right candidate to improve its coffee provision.

"Bailies demonstrated an impressive level of expertise in all areas of coffee production, and we witnessed a definite passion for the product amongst all the staff on our visit to the Belfast roasterie. "We trialled Bailies' recommended approach on our Belfast-based **Stena Navigator** vessel and we have been blown away by the improvement in coffee quality and the positive customer feedback that has quickly resulted.

"The decision to roll out Bailies coffee on all of our Irish Sea vessels was a logical next step and has proven to be very popular with passengers on all of our routes." Bailies is Fair Trade registered and has supplied espresso beans to two of the last four Irish Barista Champions. Business development manager Ross Kane said: "Consumers have become very knowledgeable and discerning about all types of food and drink in recent times, and coffee is no exception.

"With so many outlets now providing great coffee, consumers will simply not accept anything less, and it is our ability to respond to this evolving demand that I feel sets us apart," he said. **Source : belfasttelegraph**



The Port of Gdansk nearing the record high throughput results

On 15 September 2010, the Port of Gdansk exceeded the throughput volume forecasted for the year 2010. By 7am of that day, the projected turnover of 18,523 million tonnes was short of barely 9,000 tonnes. Waiting on the roadstead in the morning, however, there were both coal and sulphur carriers as well as container feeder ships. "Searangers" operated under the flag of Hong Kong just left Gdansk with the load of 100 thousand tonnes of crude oil and so did the Danish container carrier "Clementine Maersk" carrying away almost 8.5 thousand TEUs. The AE10 Asia Europe service, which guarantees a weekly call of an ocean-going container ship at the Deepwater Container Terminal "DCT Gdansk", has grown increasingly robust since 4 January. The turnover reported by Gdansk-based "Naftoport" has surprisingly shown regular increase. This is perhaps the first time in the post-war history that the Port of Gdansk has processed monthly well over 2 million tonnes of cargo. The estimates of the last 8.5 months give the hope that - despite the expected economic slowdown - the Port of Gdansk will surpass the 2004 and 2005 record high figures and attain a result that can only compare to that of 30 years ago.

However, due to the specific character of sea transport, especially considered the fleet and the ports of the former Council for Mutual Economic Assistance (RWPG), forecasters still remain cautious. Commodity turnovers continue to depend excessively on politics. As long as the operators of the Port of Gdansk's major terminal facilities - i.e. the liquid fuels and coal terminals - depend on non-commercial priorities, projecting their throughput remains vague and uncertain.

This is exemplified by the 2010 turnover of Russian crude oil, which - contrary to the premises formulated over the past three years - came as a great surprise to the Port of Gdansk. Although previously (since the launch of the liquid fuels terminal in 1975), Russian crude oil accounted for half of the port's throughput, this year's volume of this commodity reached the level of nearly 67 percent. Yet, who will guarantee that the current rate (approx. 1.2 million tonnes per month) can be sustained until the year-end?

Gdansk has scored "the bull's eye" with the DCT container terminal, which surprised sceptics with its rapidly growing container throughput that has now almost tripled year-on-year providing a superb evidence of the proposition that nature cannot tolerate a vacuum... China's economic expansion must have found an outlet in ports outside the North Sea basin. Following the Europe-oriented transformation, the seaport in Gdansk proved to be an excellent bridgehead to serve the purpose. The Port of Gdansk's hydro-navigational conditions - frequently referred to as the "geographic

rent" i.e. all year-round possibility to accommodate the biggest vessels that can pass through the Danish Straits without the ice class - have earned interest for a thousand years and now give the port an opportunity, or even a guarantee, to overcome any global financial or economic crisis.

Today, the Port of Gdansk's prospects for growth can only be constrained by the insufficient funding of infrastructure development. The port is unable to make the necessary investments into the expansion of infrastructure relying solely on its own resources. The opportunity, therefore, lies in bringing on board a business partner - as was the case with the Australian funds and DCT - in order to build new terminals, or to create more throughput capacity following the example of the Belgian group "Sea Invest" implementing the Dry Bulk Terminal at the Northern Port. In both cases, shipping analysts support the concept of setting up in Gdansk container and bulk cargo hubs for the Baltic Sea basin. Current throughput figures already strengthen Gdansk's confidence that its position as Poland's leading seaport is unrivaled and that the expected growth in turnovers - thanks to the investments secured by foreign partners - confirm Gdansk as a reliable partner to all Baltic ports. The passing year 2010 may prove to become not only a year of record high throughput for Gdansk, but also a breakthrough date in terms of the role it is about to take in the European Union's commodity turnover. **Source : Port of Gdansk**

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Japanese firms get nod for venture to build northern port

Three Japanese companies have been given the green light to join forces with Vietnam National Shipping Lines (Vinalines) to set up a joint venture to build the first two container terminals of Lach Huyen port in Haiphong City.

Under a statement issued by the Government Office, Deputy PM Hoang Trung Hai agreed in principle for the joint venture to begin construction on two container terminals of the deep water port project in the northern city. The three Japanese partners are Mitsui O.S.K. Lines (MOL), Nippon Yusen Kaisha, and Itochu. These three private companies have been recommended by the Japanese Government for participating in the port project, which will be funded by Japan's ODA loans and developed under the public-private partnership (PPP) form.

A source from the Ministry of Transport told the Daily that the two governments would sign as soon as possible an agreement on the preferential credits that Japan will offer to Vietnam to realize the project. As planned, the developers will invest US\$165 million in the project's Component B to develop the two container terminals. Construction on the two terminals was initially scheduled for this year, but due to difficulties in arranging funds, the works may be delayed until next year.

Lach Huyen International Port, with Vinalines as the project owner appointed by the Ministry of Transport, includes two components, A and B. Component A consists of infrastructure works outside the port, with total capital of US\$260 million sourced from ODA loans provided by the Japan International Cooperation Agency (JICA) and counter capital from Vietnam.

Once the first phase is completed in 2015, the port will be capable of handling six million tons of goods per year. By 2020, after all components are finished, Lach Huyen will be the largest transshipment port in northern Vietnam, with four container terminals, two bulk cargo terminals and five grocery terminals, capable of handling 35 million tons of goods per year.

Besides Lach Huyen Port, Vinalines is calling on Japanese investors for building or participating in operating Van Phong international transshipment port in the central coastal province Khanh Hoa.

Nguyen Ngoc Hue, deputy head of Vietnam Maritime Administration, said that in order to handle an estimated volume of 1,580 million TEUs of goods via seaports by 2030, Vietnam needs at least US\$56 billion for building seaports and upgrading passageways. **Source : The Saigon Times Daily**



The **NIARA** seen eastbound in the Singapore straits – **Photo : Piet Sinke (c)**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

Japan to establish 'super-ports'

Port Strategy reports that the Japanese government is to create two mega-ports, labelling them 'International Strategic Freight Ports.' They will receive priority funding to ensure that they become international shipping hubs.

The first, Hanshin Port, will encompass existing activities at the ports of Osaka and Kobe, while Keihin Port will assume responsibility for facilities at Tokyo, Kawasaki and Yokohama. Port Strategy said previous policy had seen the Japanese government spreading port investment across the entire national network, but in these cash-strapped times it is pursuing a much more targeted approach.

As part of the development phase, the Land, Infrastructure, Transport and Tourism Ministry looked at four possible priority projects, before eventually rejecting those at Ise Bay (Nagoya and Yokkaichi ports) and Hokubu-Kyushu (Hakata and Kitakyushu ports) for their poor rates of return.

However, the strategy of boosting a handful of Japanese ports to enable them to compete with other Asian rivals has been tried before. In 2004, for example, six ports, including Tokyo and Kobe, received the Super Central Ports designation, funnelling additional investment to them, only to find that existing structure inadequacies meant that competitors in the region continued to outperform these Japanese super ports. **Source : Dredging News Online**

Floating storage to boost Q4 dirty tanker rates

The cost to book crude oil tankers will soar nearly 180 per cent in the fourth quarter, fuelled by a rise in floating storage volume, possible weather disruptions and seasonal demand, a Reuters poll showed. The contango in London's Brent crude is expected to widen enough to encourage investors to charter tankers to store crude oil offshore, reawakening demand in an oversupplied freight market.

A survey of 10 analysts and shipbrokers unanimously agreed that rates for dirty tankers would rebound sharply in the last three months of the year after hitting a 10-month low last week. 'Right now, things are looking pretty dark but the combination of seasonal demand and crude's contango will see freight rates improve through the fourth quarter,' said Anders Karlsen, analyst with Nordea Markets.

Shipping activity traditionally picks up in the fourth quarter, helped by possible disruptions from fog, hurricanes, rougher shipping conditions in the North Atlantic and Northern Hemisphere fuel demand due to colder weather. The median of the poll showed the operating cost for a very large crude carrier (VLCC) from the Middle East to Japan, the market's benchmark, would spike by 177 per cent to average US\$38,500 per day in the fourth quarter.

Suezmax tankers were expected to rise 90 per cent to US\$26,500 a day, while smaller sized Aframaxes would jump 143 per cent to US\$20,500. 'September seasonally is the lowest demand month so we see plenty of growth in the fourth quarter,' said Martin Jaer, analyst for Arctic Securities.

'This is the time to play the contango trade with oil prices expected to rise by the end of the year,' he added. Trading firms turned major profits in 2009 by storing crude on tankers for later delivery as crude prices further out on the futures curve traded at sharp premiums, known as contango. The contango narrowed this year to a point where floating storage was not economical, leaving an abundance of unchartered tankers. This helped push rates for VLCCs to below US\$10,000 a day this month, a level which barely covers operating costs for many shipowners.

'There is talk in the market of the probability of floating storage becoming financially achievable within the next month or two,' said Thomas Anzalone, a trader with Imarex. 'This would serve the market by employing some of the excess tonnage currently weighing rates down,' said Mr Anzalone. The global tanker fleet is expected to decline by 3.3 per cent by the end of this year compared to 2009, said shipping analysts at Wells Fargo Securities. The average operating cost for VLCCs in the last five years has jumped 100 per cent from Sept 1 to mid-October, Mr Anzalone said. Last year, VLCC spot rates climbed 147 per cent from the third to fourth quarters. While there are hopes for firmer rates at the end of this year, analysts say that sluggish demand for crude oil, worries over economic recovery and rising fleet supply will pressure VLCC earnings in 2011. **Source: business.times.com.sg**

MAIL RECEIVED FROM A READER

Hi Piet,

Nice painting of the [Sibajak](#) , Brings back memories.

After the war in '47, my mother decided she had to go back to A'dam to see her parents, (we had immigrated to South Africa in 1938), Anyway, after 9 months in Holland, we returned home on the [Sibajak](#), and that was the birth of my wish for a sea-going career. After 2 years at the [General Botha](#), I spent 48 (happy) years drifting around the world, even settling down a few times.

Capt. G. Stalling (ret.) - Canada

ps. Geniet dagelijks van de 'newsclippings'.. bedankt voor 'n noodige dienst - Gerard (Gerry to non Dutchmen !)

Maputo dredging begins with arrival of Pallieter

With the arrival in Maputo harbour of the dredger **PALLIETER** on Sunday, 19 September, work on dredging the port's access channels, basins and berths has begun. The dredging is being performed by Mascarenes Dredging & Management Services ('Mascarenes') and will take between 4 and 6 months to complete and will result in the depth of the Port being increased from the current 9.4m to 11m. The Port is currently restricted from realising the growth potential envisaged by the Port Master Plan because of its inability to consistently handle larger vessels, which are forced to wait for favourable tides at the present design depth. This project will allow the Port to handle fully laden Panamax vessels with a gross tonnage of up to 70,000 tonnes, greatly enhancing its attractiveness to potential port users through greater efficiencies, wider market access and improved port accessibility.

The project is a joint venture between CFM, Grindrod and DP World, the joint owners of port operating company MPDC. The project has been funded by equity contributions from the shareholders and by external debt provided by the Standard Bank of South Africa. The cost of the dredge will be recovered through a dredging tariff that is to be levied on port users. The tariff has been designed by an international port consultancy to ensure equitable distribution amongst port users so that those vessels that will benefit the most from the increased draught will bear a greater proportion of the cost.

The dredge will involve the removal of almost 2 million cubic metres of material, including a portion of rock identified in one area of the access channel. Mascarenes will be employing a brand new technology to deal with the rock outcrop. The new technology consists of a specially-designed disk cutter-head being fitted to the suction unit of a conventional trailing suction hopper dredger (TSHD). Although trial runs have been successfully performed, this will be the first time such a method has been utilized on a commercial basis. The dredging project is the first major capital project undertaken following the extension of the MPDC concession agreement by the Government of Mozambique on 30 July 2010 and reflects the shareholders commitment to the Port of Maputo to fully implementing the Port Master Plan. Source : ports.co.za

Liberia expects first drilling at Venus basin in Dec

Liberia expects Anadarko Petroleum Corp to drill its first well at the Venus offshore site in December, the country's energy minister said on Tuesday. A consortium led by Anadarko Petroleum Corp announced last September it had made a find off the coast of Sierra Leone that analysts said potentially opened up a multibillion-barrel oil frontier in West Africa. Partners include Tullow Oil

"We are looking forward to December to have the first well drilled in Venus Basin by Anadarko," Eugene Shannon, minister of land, mines and energy said at an African energy conference. Source : af.reuters.com

OLDIE – FROM THE SHOEBOX



The 45 mtr long cranebarge **VAIGAI** was built at the **NV Machine Fabriek HENSEN** and was towed from Rotterdam to Madras (nowadays called Chennai) in India by the tug **TASMAN ZEE**, above seen the arrival of the tug in Madras in 1964, the crane was having a lifting capacity of 120 tons and was financed by the Worldbank to be used in the expansion of the port of Madras,. The sender of the photo is **Sjaak Sonneveld** who was that trip messboy onboard.

Photo : Jan van Vuuren ©

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.... PHOTO OF THE DAY



Above seen the **FJELL** anchored at Cowes 28-9-2010, in Western Port south east of Melbourne after delivering the jack up barge JB 115 for the Victorian Desalination plant further along the Victorian coast at Wonthaggi.

Photo : Andrew Mackinnon - www.aquamanships.com ©