

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 277



**Number 277 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Monday 04-10-2010**

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**AVRA's COMPASS seen approaching Rotterdam-Europoort**

**Photo : Jacco van Nieuwenhuyzen ©**

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## EVENTS, INCIDENTS & OPERATIONS



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The cruise ship **AIDAaura** seen arriving at Grand harbour (Malta) on 02-10-2010.

Photo : Gejtu Spiteri ©

## Celebrating 150 years

TrainingSouth Tyneside Marine College will be celebrating its 150th Anniversary in 2011 and is looking for students past and present, to tell their stories about life at the College over the years. They are also looking for copies of old photographs for a forthcoming exhibition next March to help celebrate the past 150 years.

Lindsey Whiterod, Principal and Chief Executive at South Tyneside College is looking forward to the celebrations, she comments: "The College has been central to the local community for 150 years and in this time we have had students from all over the world study with us, many of which have been overwhelmed by the kindness of the people in South Tyneside. The exhibition is a great way to look back and reflect on the achievements of the College over the last 150 years.



We would also like to invite past students to get in touch and tell us what they are doing now. The College's aim is to create a College alumni group, allowing students to keep in touch when they have finished their studies. "

If you would like to be included in the group or submit a photograph for the exhibition please e mail [marketing@stc.ac.uk](mailto:marketing@stc.ac.uk) and tell us about your time at South Tyneside Marine College. The College will be hosting a variety of events throughout the year to celebrate 150 years of South Tyneside Marine College, more information will follow soon. **Source : ShipTalk**



Seen offshore Brunei the **Lewek Heron** - Photo : Richard Qualm ©

# DAMEN

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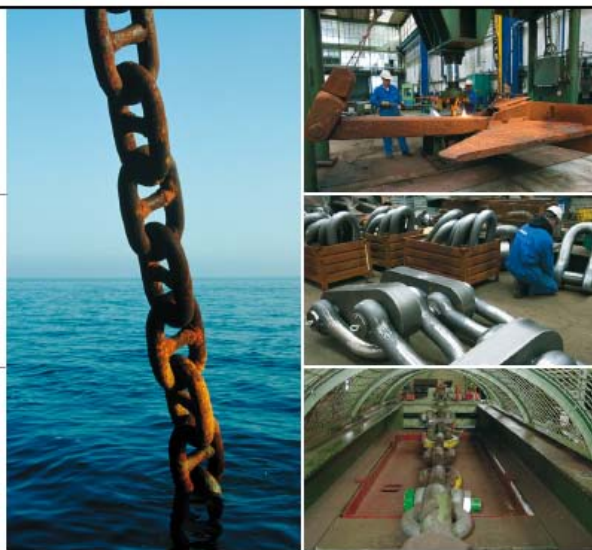
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## Disappointing Verdict

The International Chamber of Shipping (ICS) and the International Shipping Federation (ISF), which are the principal international trade association and employers' organisation for shipowners, has expressed disappointment with the European Court of Human Rights' decision on the 'Prestige' case. The comments are in response to the recent decision of the Grand Chamber of the European Court of Human Rights that there was no violation of human rights in

2002 when bail was set at EUR3.0 million (US\$4.1 million) for the release of the master of the tanker 'Prestige' following the oil pollution caused by the break up of the ship off the coast of Spain.

"The judgment is disappointing but not really surprising in that it confirms that even the Supreme Court of the European Court of Human Rights views this case as being about environmental disasters, rather providing a proper analysis of whether there has been an unlawful violation of the Master's human rights," they said in a statement.

"Seafarers deserve the security of uniformity and certainty as to how their conduct and actions will be determined by local courts, based on internationally agreed standards. Sadly, however, it seems that a change in the current political climate will be required, which will be a long term process.

"A major problem the industry faces in the immediate aftermath of a serious pollution incident is that the factors at play locally are often political rather than legal. There is a perception amongst the public that the 'polluter' should be punished and foreign seafarers, by definition, have no local political constituency. However, the industry will continue to explain that pollution will be cleaned up, and that the costs of any damage are covered, regardless of fault, by very efficient international liability regimes." **Source : ShipTalk**

## Reefers – soon no more than a memory?

That reefers will totally vanish from the oceans in the foreseeable future is probably not especially likely, specialized vessels will always find niche markets, but most factors suggest that the reefer vessel is a dying ship type, suffering severely from the competition from modern container carriers.



The **GREEN CONCORDIA** seen departing from Rotterdam – **Photo : Henk van der Heijden ©**

In Dutch Dynmar's latest report, which analyzes the trend of the reefer fleet, it is expected that the total world fleet of 778 reefers will shrink to 450 by 2020. This is assuming that vessels will be scrapped at the age of 30 and that the order book does not increase substantially. Today, there are only eight reefer newbuildings in the global order book for deliveries up until 2013. **Source : Shipgaz**

## Nederlandse Kaap Hoorn-vaarders

De Jaarbijeenkomst van de **Stichting Nederlandse Kaap Hoorn-vaarders** vindt dit jaar plaats op 17 oktober a.s. in de Oosterkerk te Hoorn. Het programma staat in het teken van het 25-jarig bestaan van de Stichting en van de presentatie van het onderzoek 'Reizen rond Kaap Hoorn onder Nederlandse vlag'. Voor meer informatie hierover zie website [www.kaaphoornvaarders.nl](http://www.kaaphoornvaarders.nl) , rubriek evenementen.



The **MSC TOKYO** seen in Rio Grande – Photo : Marcelo Vieira ©

## Japan, China must get ties back on track

Japan and China must repair strained ties for the sake of the global economy, but rebuilding trust will take more than a high-level hand-shake, Japanese Chief Cabinet Secretary Yoshito Sengoku said on Saturday. Ties between the world's two biggest economies sank to their lowest in years after Japan's Coast Guard detained a Chinese trawler skipper whose boat collided last month with two Japanese patrol ships near disputed islands in the East China Sea. The uninhabited islands are claimed by both countries and near potentially huge oil and gas reserves.

"The biggest -- I won't say only -- but the biggest centre of growth in the world economy is Asia," Sengoku told Reuters in an interview at the prime minister's official residence, one day before Prime Minister Naoto Kan heads for an Asia-Europe summit.

"To further develop Asian economic growth, what is needed more than anything is the enrichment, strengthening and development of strategic, mutually beneficial relations between Japan and China," he added. Japan released the boat captain last week and has been urging calm, while China has said it does not want the ongoing dispute to worsen ties further. But relations remain strained.

Sengoku, the de facto No.2 in Kan's cabinet, said he could not predict whether Kan would meet Chinese Premier Wen Jiabao when the two attend the Asia-Europe summit in Brussels next week, but suggested restoring trust would be a complex process. "It is necessary not merely to shake hands at a high level but to link this to restoring trust at a practical level. I am not pessimistic, but neither am I optimistic."

Sino-Japanese ties are plagued by China's memories of Japan's past military aggression, rivalry over territory and resources, and Tokyo's suspicions as Beijing spends big chunks of its growing wealth on modernising its military and turning its navy into a blue power fleet that can project its power.

At the same time, the two economies have grown ever more interdependent, with China -- now overtaking Japan as the world's second biggest economy -- replacing the United States as Japan's biggest trading partner last year.

The dispute has raised concerns in Japan and elsewhere about the risks contingent on China's growing economic clout, but Sengoku said the problem was not Japan's alone. "The world economy has become one and is mutually interdependent. This is not just a risk for Japan," he said, noting that China could also suffer economically if its relations with Japan, the United States and Europe deteriorated. "(The question is) to what extent does China share the common rules and values of international society," he added. "What is fundamental is to urge (China) to act responsibly as a major power in international society." China imposed a de facto ban on shipments of rare earth



metals vital for products such as electronics and cars after the trawler captain was held, although exports have since resumed.

Four Japanese businessmen were also held on suspicion of violating a Chinese law regarding the protection of military facilities. Three were released and came home on Friday. Kan has come under heavy fire domestically for appearing to cave into China's demands. On Saturday, nearly 1,000 conservative activists rallied in Tokyo to assert Japan's claim to the islands and blast the government's handling of the affair. **Source : The Star / Reuters**

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Seen from the [Rambiz](#) at 01-10-2010, [Fairplay 27](#) riding high with 50 knots of wind and waiting on weather to resume operations.

**Photo : Capt. Henk Doornhein ©**

## China Warns Travelers About Japan

China issued a travel warning for Japan, reflecting continued strains between the two neighbors despite efforts to ratchet down tensions. The National Tourism Administration's warning cited an alleged attack against a Chinese tour bus Wednesday by Japanese right-wing activists in the southern city of Fukuoka. The statement, issued late Thursday, didn't give further details of the incident, but warned "Chinese tourists and tour groups currently in Japan or planning to go to Japan in the near future to watch their travel safety."

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The incident couldn't immediately be independently confirmed, but the Chinese agency's description was consistent with an account in Japanese media of a skirmish between Japanese right-wing groups and Chinese tourists in Fukuoka on Wednesday.

According to Japan's Yomiuri Shimbun, a motorcade of some 60 trucks of right-wingers held an anti-China rally, blocking the path of tour buses carrying Chinese tourists headed back to a cruise ship after sightseeing in the city.

One Japanese activist grabbed the shirt of a Chinese tour guide but was stopped by police who were already on the scene, according to Yomiuri. The incident delayed the group's departure by 30 minutes but no one was injured, the newspaper said.

The Chinese warning follows China's release of three of four Japanese citizens who had been detained on suspicion of entering a restricted Chinese military zone. That release was seen as a sign that Beijing might be seeking to cool its spat with Japan, sparked by Japan's detention of a Chinese fishing trawler and its crew on Sept. 7 near disputed islands in the East China Sea.

Japan had issued a similar safety warning to its citizens in China in the midst of the fishing boat dispute. Wednesday marked the 38<sup>th</sup> anniversary of the reestablishment of diplomatic relations between Japan and China.

Source : Wall Street Journal



The TSHD **PRINS DER NEDERLANDEN** seen operating of Maasvlakte II (Rotterdam)

Photo : Marijn van Hoorn ©





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Above seen the [Sea Cloud II](#) moored along side in Nice, France Sept 2010 - [Photo : Robin Reeves](#) ©

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## NAVY NEWS

# New Coast Guard interceptor vessel commissioned



Indian Coast Guard ship **C-148**, an interceptor vessel, was commissioned by Coast Guard chief, Vice Admiral Anil Chopra at an impressive ceremony at Gujarat's Veraval Friday, according to an official release.

The **C-148** is the sixth in the series of eleven boats designed and built indigenously by ABG Shipyard at Surat. Fitted with ultra-modern navigational and communication equipment, it will be deployed for enhancing the close-coast surveillance capability of the Coast Guard, the press release from the Coast Guard said.

The 28 metre Interceptor Boat with a 90 ton displacement is commanded by Commandant (Junior Grade) Kanwaljeet Singh and manned by 12 men. The boat has an endurance of 500 nautical miles at a speed of 25 knots and can achieve a maximum speed of 45 knots.

The boat is fitted with 12.7 mm 'Prahari' Heavy Machine Gun (HMG) for effective fire power. With the induction of **C-148**, the Coast Guard fleet now comprises of 44 ships, 19 interceptor boats, six hovercraft, 24 fixed wing aircraft (Dornier) and 21 helicopters. Chopra is slated to formally commission the Coast Guard Station in Veraval Saturday.

Source : Sifynews

## FIRST-EVER OPEN DAY ARMED FORCES MALTA



The **Armed Forces of Malta** Saturday 2nd October 2010 held a first-ever AFM Open Day at Mgarr harbour, Gozo.



The day's programme kicked off with a flag-raising ceremony on board the **OPV P61**, at 1000hrs. Gozo Minister Giovanna Debono visited the stands purposely set up on the Mgarr quay, and predominantly manned by Gozitan personnel of the AFM.

Acting President Anton Tabone will be visiting the event at around noon. The day will be capped off in the afternoon with aerial rescue displays by an AFM helicopter, and a fast ship-boarding and search-seizure demonstration by the Maritime Squadron's Rapid Deployment Team.

Photo's : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

# More Engine Woes Revealed on U.S. Navy's LPD-17

The troubles of the [USS San Antonio](#), first of a large class of amphibious transport ships, haven't quite come to an end yet; the U.S. Navy and its engineers are continuing to find and fix a host of problems plaguing the 25,000-ton ship. "The foundation bolts were not properly aligned or tightened. The main reduction gear was not properly installed and checked out," Adm. John Harvey, commander of U.S. Fleet Forces Command, said in a Sept. 20 interview at his headquarters in Norfolk, Va.

"There was vibration of the entire diesel which was reflected through the crankshaft, down to the couplings with the reduction gear, to the shaft," Harvey said. "And you're trying to figure out where this thing ..." he said, pausing. "Over time on that ship we had tremendous alignment problems within the drive train and within the diesel."

The problems are being fixed, along with other issues on the San Antonio, during a shipyard period in Norfolk that has grown from a planned four or five months to eleven or more, and risen in cost from about \$5 million to \$39 million. The final bill will be higher still, when all the work is factored in.

Harvey, who is charged with getting the Navy's ships ready for sea, last fall ordered a Judge Advocate General (JAGMAN) investigation into the situation aboard the [San Antonio](#), prompted by continuing problems with the engines. The report, completed in January, concluded a host of issues contributed to problems on the ship, including inadequate workmanship, poor quality control during construction, shortcomings in the ship's design, and problems with the crew's management of engineering troubles. Even before the JAGMAN, problems had come to light involving bad electrical wiring installation, poor welds, and microscopic crud getting into the lubrication oil system of the ship's diesel engines.



The latest problems to be revealed came to light after the investigation. The [San Antonio](#) entered Earl Industries' shipyard in Norfolk in December for a scheduled overhaul. "We went to ground zero with the ship" in an effort to get at the root of the problems, Harvey said. "Every time we think we get to a point where we think that problem is solved, we find some deeper one," he added with exasperation. Naval Sea Systems Command (NAVSEA) is continuing to work to fix the ship.

"We wanted to try and get over the hump of incremental discovery," Rear Adm. Jim McManamon, NAVSEA's vice commander of the surface warfare directorate, said in a Sept. 30 phone interview. "To do it right, we're taking a very deliberate approach to really go after each of these bolts."

Each engine contained 126 "fitted" bolts - shaped to fit individual holes - and two longer bolts, McManamon said. All the bolts on each of the San Antonio's four main engines were removed, inspected and replaced, he said, along with 32 bolts on each of the two main reduction gears, which transfer power from the diesels to the propeller shafts.



"We're doing the full Monty on it," he said. The bolts don't have to be off by much to cause a problem. "We're talking about thousandths of an inch here," said John Hartranft, NAVSEA's director of the combustion engines branch. "We're dealing with very tight tolerances," he said, yet enough to allow the engine block to move or flex.

Similar problems have been found on the second ship in the class, the **New Orleans**, and to a lesser extent on the third ship, the **Mesa Verde**. The bolts on the fourth ship, the **Green Bay**, were "much better," McManamon said, and about four bolts needed replacement on the New York, the fifth ship. The **New Orleans** will enter a shipyard at its homeport of San Diego in early November, for a planned 12-week overhaul. McManamon hopes the work can be done in that time, although he acknowledged it may take longer.

Meanwhile, the **San Antonio** moved Sept. 10 from the shipyard at Earl to the main base at Norfolk, although the repairs are not yet complete. NAVSEA hopes to begin machinery trials in November, but with the coming holidays the overhaul isn't expected to be complete until after the first of the new year. Harvey was at a loss to explain how the problems came to be on the San Antonio, built by Northrop Grumman's shipyards at Avondale, La., and Pascagoula, Miss., and delivered to the Navy in August 2005 after a protracted and troubled fitting-out period. "I know they can build good ships; they can do it," he said.

That engines could be installed improperly is "incomprehensible," he said. "A, that it would pass an internal quality check that way, and then B, that it would pass through the Navy's quality control that way." "I think we were so focused on getting that ship into service," he said of the frustrations of getting the ship completed, "that we rolled over a lot of issues." **Source : Defense News**

## **SHIPYARD NEWS**

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## **Grandweld, Drydocks sign lease agreement**

UAE-based shipbuilding, ship repair and conversion specialist, Grandweld, and Drydocks World Dubai have signed a long-term ground development lease agreement (Musataha) for a shipbuilding and ship repair facility at the Industrial Precinct of Dubai Maritime City (DMC).

At a ceremony held at the Intercontinental Hotel in Dubai Festival City, the agreement was signed by Jamal Abki, General Manager of Grandweld, and Hamad Al Maghrabi, Managing Director of Jadaf Dubai and Director Shiplift.

Under the Musataha lease agreement, Drydocks World Dubai leases DMC – Industrial Precinct plots SR 1 and 2, measuring 27,055 metres-squared, to Grandweld for a period of 25 years. "Grandweld, with two and a half decades of expertise in shipbuilding, repair and conversion, is taking a new step by signing the Musataha agreement," Jamal Abki said. "The new facility in DMC is an additional milestone for Grandweld and will allow us to double our shipbuilding capacity. Moreover, it offers us extra capacity for docking larger vessels at the ship repair facility that has full and free access to the Arabian Gulf," he said. **Source : Baird**



## NEW CSD ZHONG GUO SHUI DAN J09 PASSES DORDRECHT



The CSD **ZHONG GUO SHUI DAN J09** seen passing Dordrecht – Photo : Cees de Bijl ©

The new dredgers **ZHONG GUO SHUI DAN J09** and **ZHONG GUO SHUI DAN J08** have been designed by **IHC Beaver Dredgers BV** and built at **IHC Merwede's** shipyards in The Netherlands for one of the group's large Chinese customers, Sinohydro. Uniquely, the two identical ships were named and launched simultaneously on 24 March this year. The J08's ceremony was held at IHC Merwede's shipyard in Sliedrecht, while the J09 was launched at the group's facility in Hardinxveld-Giessendam. In the past few weeks, the cutter ladders, spud carriers and accommodation have been fitted to the vessels. On 15 April, the spud poles were hoisted up – these are used to anchor and advance the cutter suction dredgers. With the placement of the spud poles, the last large components are on-board and the dredgers will now be commissioned. The cutter suction dredgers are capable of high productivity for relatively low operational costs. They can dredge down to a depth of 29 meters for several different types of soil in the toughest working conditions. Sinohydro has invested heavily in this type of custom-built vessel for the execution of major dredging projects, such as the expansion of the Port of Karachi (Pakistan's largest and busiest seaport). Source : **Dredging Today**

## Aker Solutions Kicks-off International Talent Program

While many companies in the marine industry talk a good game when it comes to "grooming the future generation," a Norwegian company is investing. Aker Solutions opened up the application period for its two-year International Talent Programme. This year the talents will be selected from Brazil, Malaysia and - for the first time - the USA. The program is an intensive two-year on-the-job learning experience, consisting of three eight-month assignments, covering different roles, businesses and geographies within Aker Solutions' global network. This round's intake of some of the oil and gas industry's brightest young talents is the fourth since 2006. The previous intake, in 2008, attracted almost 1500 applicants, of which 10 candidates were invited to join the program. "One aim of the International Talent Program is to expose recent graduates to various job functions to broaden their professional and cultural experiences and guide them through some of their earliest professional steps. The key objective is to prepare the talents for future

key management positions in our company," says Sissel Lindland, senior vice president for Human Resources in Aker Solutions. Although completion of the two-year programme does not automatically guarantee a permanent role in Aker Solutions, all talents who have graduated from the three previous programs have been offered - and accepted - positions within the company. Of these, 90 percent are still with the company today. "The quality of candidates that get accepted onto the program is exceptionally high. However, I would like to encourage everyone who fulfils the entry requirements to apply as we are looking for several different types of individuals. In total we will select 10-15 candidates from Brazil, Malaysia and USA," adds Lindland. In addition to the three eight-month assignments, candidates will regularly attend workshops where all participants on the program are brought together to discuss progress and share experiences. Each talent will also be teamed up with a personal mentor who has extensive experience and coaching abilities, and will follow the talent throughout the program to facilitate personal and professional development. The applications period for the fourth International Talent Programme opens today. Application deadline is 14 November. [www.akersolutions.com/careers](http://www.akersolutions.com/careers) Source : MarineLink

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The **ICE BIRD** seen enroute Rotterdam - Photo : Jan Verhoog ©

## Two cruise ships dock in Portland

TWO cruise ships made a rare sight when they docked in Portland harbour on the same day. Fred Olsen's **Boudica** and the German vessel **Deutschland** came to Dorset, bringing with them more holidaymakers in what has been a bumper summer season for cruise liner visits.

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Retired harbourmaster Cmdr Peter Tambling said he had never seen two passenger liners of this size docking at Portland at the same time. He said: "It's certainly a rare sight. "I've been here since 1985 and this is the first time I've seen two cruise ships in Portland's waters together. "It's marvellous publicity for the port and shows just how many visitors we have had this summer. "As far as I'm aware, I don't think there's a single tourist coach left available for hire in the Weymouth area at the moment. "That's because they have all been hired out to take cruise liner passengers out on tours."

Staff at White Motor Boats, which has a berth in Portland Harbour, also spotted the ships and sent pictures to the Echo. Earlier this month, Weymouth College students and Portland Port employees worked together to welcome around 3,000 European and US passengers to Portland. The tourists, some of whom were travelling on the British vessel [Ocean Countess](#), spent an average of 57 Euros per head according to the Harbour Traders' Association.

In August, the Dorset Echo reported that the largest cruise liner to have ever come into Portland Port, the MV [Westerdam](#), had arrived from Rotterdam. Later that month, Weymouth College students were invited to help run an information desk on board the Insignia cruise liner after it docked in Portland Port for the first time. The travel and tourism students helped around 600 American tourists find their feet on the Dorset coast and gained valuable work experience for themselves in the process. Officials at Portland Port estimate they have welcomed just under 10,000 visitors to Dorset this year. **Source : Dorsetecho**



The Fishery protection vessel [TOKO MARU](#) seen moored in Honolulu with in the background Matson's [MOKI HANA](#)  
**Photo : Willem J.M. Kappert ©**



## Technip awarded contract for Total Islay pipelay project

Technip has been awarded a contract, worth approximately €70 million, by Total E&P UK Limited, as operator of the Islay Gas Field, to deliver a full EPCI project in the UK North Sea. The Islay field is located in the North Sea, 440km northeast of Aberdeen, in 120m of water. The contract will involve the world's first subsea implementation of Technip's reelable, electrically trace heated pipe-in-pipe (ETH-PIP(2)) technology.

ETH-PIP aims to enhance production operability of subsea pipelines that are liable to become blocked by the formation of hydrates or wax. Successful application of this technology will reduce capital and operating costs for fields with challenging flow assurance conditions. The Islay project is a pilot project for the use of this innovative pipeline technology, which is designed for both shallow and deepwater environments.

The full workscope covers installation of a 6km ETH-PIP, control umbilical, subsea structures and seabed preparation, including detailed design, engineering and project management. Technip's operating centre in Aberdeen, Scotland will execute the contract, supported by the Evanton, Scotland spoolbase and Group entities Genesis Oil and Gas Consultants and Duco.

Offshore installation is scheduled for mid-2011 and will be carried out by vessels from the Technip fleet, including the new pipelay vessel **Apache II** and diving support vessels **Skandi Arctic** and **Skandi Achiever**.



The **SMIT PANTHER** seen approaching the **ELEONORA MAERSK** whilst entering Rotterdam-Europoort  
Photo : Rik van Marle ©



## Re the outer harbour in Gt Yarmouth.

They were heralded as symbols of an exciting future for Great Yarmouth's outer harbour when they arrived by ship in May last year. But for 17 months, the towering £7m container cranes have remained idle on the port's PSA quay because of the grim economic climate.

Now it has been revealed by international freight firm Panalpina that a symbolically important opportunity to at last use the cranes has been scuppered over a fallout with port operator EastPort. Panalpina, which is based in Switzerland but has an office in Yarmouth, was proposing to use the cranes to load more than 90 40ft containers and 10 20ft containers containing the parts of a power station destined for Mauritania in West Africa.

In the past week more than 30 lorries had brought the containers to the quayside in Yarmouth from a storage warehouse in Eye, Suffolk, to await the arrival of the transportation vessel **Socol 4** on Monday. But with only days to go, the agreement with EastPort broke down and Panalpina's strategic development manager Mark Woodhouse was asked to find another port. Mr Woodhouse, based in Aberdeen, would not elaborate on the row but described it as a "frustrating experience".

He said: "I first discussed the shipment with EastPort about six weeks ago. All I can say is that for operational reasons we have now had to move it to Ipswich. "This would have been a great opportunity for positive publicity and we are always trying to highlight good things about our office in Yarmouth and its relationship with the local community."

When the £50m port, built with the help of more than £18m of public money, was agreed five years ago, it was seen as the catalyst to bring thousands of jobs. The addition of the £30m PSA container terminal was seen as an exciting additional venture but so far the cranes have failed to attract business because of the downturn in the shipping industry.

Voicing his concern about the latest setback, Yarmouth MP Brandon Lewis said: "The outer harbour is potentially the key to unlocking enormous economic growth not only for Yarmouth but Norfolk as well. I hope that is not being stilted by EastPort making short-sighted decisions."

It is believed that the deal was struck with EastPort and a sub-contract with PSA (Great Yarmouth) would have allowed the cranes to be used. However, Eddie Freeman, chief executive of EastPort, declined to comment on the "day-to-day commerciality of the port". "We don't discuss internal business matters with the media," he said.

Peter Hambly, general manager for PSA (Great Yarmouth), also declined to make any comment. **Source : Eastern Daily Press**



Wagenborg's **Arubaborg** seen in Dar es Salaam, discharging fertilizer by means of own Liebherr shipcranes

**Photo : Anton Klaassen ©**

## Christening of the CMA CGM World's Largest Maltese-Flagged Containership

CMA CGM, the world's third largest container shipping Group is pleased to announce the christening of the 11,400-TEU\* **CMA CGM PEGASUS**, at Malta Freeport Terminal, Port of Marsaxlokk This giant of the seas is the largest containership ever to sail under the Maltese flag, a European flag which is one of the safest in the world (according to the "Paris Memorandum of Understanding on Port State Control" criteria).

The **CMA CGM PEGASUS** is the seventh vessel of the Group to be registered under the Maltese flag. A decision that confirms the strong ties existing between Malta and the CMA CGM Group, which has been present on the island for more than ten years. Malta enjoys a strategic location on the shortest possible route between the Suez Canal and the Gibraltar Straits, at the crossroads of some of the world's greatest shipping routes serving Asia, the Middle East, the Aegean, Adriatic and Black Seas along with the European Continent, making Malta Freeport Terminals Ltd (MFTL) a major container transshipment center in the West Mediterranean.

With ten ocean and fifteen feeder services, up to 35 CMA CGM vessels call at Malta every week. MFTL is the main hub for the CMA CGM Group in the region. CMA CGM Group has been operating MFTL – a 100% subsidiary – since October 2004 and has been granted an extension of its concession by the Maltese Authorities to 65 years in 2008. This historic agreement opened up new prospects for development of the CMA CGM Group in the Mediterranean. It marked the beginning of an ambitious programme of expansion and modernisation of the port's infrastructure aiming at improving the competitiveness of MFTL even further and answering the growing demand of its customers.

This programme includes the following developments:

- Ø Increase of the water depth of Terminal Two North Quay and South Quay, Terminal One North Quay and the fairway from 15.5 to 17 meters,
- Ø Increase of yard space by 133,000 square metres in four phases,
- Ø Purchase of new state-of the-art equipment amongst which Quayside Cranes which are capable of handling twin 40' containers
- Ø Upgrade the Quayside Cranes' Rails on Terminal One and Terminal Two.
- Ø Extension of the West Quay of Terminal One by 132 metres.

The main objective of this programme is to upgrade the efficiency of port operations, accommodate larger container vessels, and increase the capacity for container stacking whilst also attaining fast vessel turnaround times. MFTL currently employs 743 people (+200 from 2004), and will be able to handle up to 3.4 million TEU (compared to 1.44 million TEU in 2004) by 2017. It can now accommodate the largest containerships in the world, such as the "**CMA CGM CHRISTOPHER COLUMBUS**", 13,800-TEU. Source: CMA-CGM

## Norwegian tug back from Greenland

The Norwegian owned tug **Western Seqi** has returned to Svendborg after two years of trading in Greenlandic waters. The tug is flying Danish flag and has been serving the mine in Seqi (between Nuuk and Manitsok) assisting bulk carriers loading olivin from the mine. The mine has been closed for the season.

"The tug is open for sale as there is no use for it on Greenland", explains Karsten Pil, Commercial Broker, Nordane Shipping. Nordane Shipping is technical managers on behalf of a K/S-company connected to Western Bulk ASA in Oslo. Western Bulk has the contract of afreightment from the mine including tug/icebreaker assistance to their own bulk carriers. **Western Seqi** was delivered from the Russian shipyard Intro Pella at Otradnoye in May 2008. Source : ShipGaz

## APM Terminals to invest in India and China

APM Terminals CEO Kim Fejfer (pictured) has stated that the company intends to cement its recovery from the crisis with investment in emerging markets. Speaking to CNN Hong Kong, he said, "2010 has been a very unusual year -



volumes have recovered faster than expected. The crisis is over and the industry has recovered with growth of 10% now expected."

He explained that market conditions have changed fundamentally and the "New normal" means uneven growth in world markets. "The mature markets will see slower growth of 0-5% in the medium term, while some emerging markets will see up to 20% annual growth. APM Terminals strategy is to place investments in the emerging markets of Africa, South America, Eastern Europe, India and China." **Source: SeatradeAsia Online**



The **SAFMARINE ORANJE** seen moored in Cape Town – **Photo : Aad Noorland ©**

## New ship being built for NZ sandminer

Japan-based NYK Line is building a new slurry tanker for shipments of New Zealand ironsands to China and Japan.

NYK and New Zealand Steel Mining Ltd (NZSM) -- the local face of BlueScope, the former BHP conglomerate which controls the Glenbrook steel mill -- have agreed to extend their current contract for an additional 15 years for the transport of ironsand from New Zealand to China and Japan, NYK said in a statement.

NYK and NZSM are nearing the end of a contract for the transport of ironsand slurry using the 150,000 tonne Taharoa Express: the only vessel in the world designed to load ironsand slurry. The ship, built in 1999, dewateres the slurry during its voyage out from NZ and is able to discharge the ironsand as a normal bulk cargo. Shipments under the new contract will begin from 2012 using a new 175,000 tonne vessel that will be built by Mitsubishi Heavy Industries Ltd, also dedicated to the transport of slurry.

The annual volume shipped is expected to be about 1.2 million tonnes. The main mine site covers an area of 1300 hectares, leased from Maori landowners, and has been shipping the sands of Taharoa to North Asia since 1972, with peak exports of two million tonnes in the late 1970s.

Sand is extracted from a pond by a floating dredge, then magnets are used to extract between 200 and 300 tonnes of iron each hour, which is eventually pumped onto the ship through a pipeline to an off-shore single buoy mooring. The ironsand (titanomagnetite) was formed through the breakdown of rocks originating from volcanic activity in Taranaki 2.5 million years ago and deposited by ocean currents as dunes of up to 90m high.

Bought from the Government by Equiticorp in 1987, New Zealand Steel was taken over by BHP in 1992. In addition to the steel mill, it owns the 150 million tonnes of ironsand at Waikato North Head -- mining up to 1.2m tonnes there each year -- and the Taharoa mine site used to supply North Asia. **Source : guide2.co.nz**



## Dan Swift nearly Ship of the Year

Lauritzen Offshore Service's **Dan Swift** nearly made it to the top being Ship of the Year 2010, but came in as second. The Global Award set out of Lloyd's List had **Dan Swift** on its shortlist for the award 2010. "We are proud that it is the second time in the last couple of years we have been nominated to the prestigious award Ship of the Year", says Anders Mortensen, head of Lauritzen Offshore Services.

In 2008 Lauritzen Kosan got the award with its LPG tanker **Isabella Kosan**. The Global Award 2010 Ship of the Year title was given to the cruise vessel **Oasis of the Seas** from STX Shipyard in Turku, Finland. Source : ShipGaz

## Cummings Investigates American Commercial Fleet

Congressman Elijah E. Cummings (MD-07), Chairman of the House Subcommittee on Coast Guard and Maritime Transportation, held a hearing today, to continue the discussion regarding U.S.-flagged vessels in the U.S. foreign trade.

According to the Maritime Administration of the U.S. Department of Transportation, the U.S. flagged fleet consists of only 94 vessels, which carry two percent of American foreign traded goods. Many of the reasons for this shortfall concern the economic challenges that make such operations more costly than operations under so-called flags of convenience. A previous hearing addressed the criticality of the Maritime Security Program and cargo preference requirements to making operation under the U.S. flag economically viable.

Congressman Cummings believes hearings such as the one held Wednesday, Sept. 29 are critical to improving America's maritime industry, as well as national security.

"I frankly have no doubt that our inability to carry even a small portion of our U.S. foreign trade commercial cargoes on U.S.-flagged vessels represents an economic and potentially a security risk to the nation," said Cummings. "One of the most important issues that we are looking to address is whether the cargo preference laws apply to cargo financed with loan guarantees created by the Energy Policy Act and administered by the Department of Energy (DOE). It makes zero sense for U.S. loan guarantees to support purchases from foreign countries that would then be carried on foreign-flagged ships.

"We are also anxious to hear how MARAD defines the causes and consequences of the challenges facing our U.S.-flagged fleet, and the policies that MARAD believes should be pursued to maintain and grow that fleet. Our U.S.-flagged fleet is facing significant challenges. It is MARAD's job, as the entity charged with promoting the development of our U.S.-flagged fleet and our maritime transportation network, to lead the response to these challenges." **Source :** [MarineLink](#)

## **American port gets new breakbulk service**

U.S. ocean carrier Liberty Global Logistics LLC (Liberty) has added the port of Charleston, located in America's East coast, as part of its regular shipping service. The port, which is under the management of the South Carolina State Ports Authority (SCSPA), said Liberty has committed three 6,100-car-unit vessels in the service, including the [M/V Prestige New York](#) which makes its next stop at the port in mid-October. Liberty is set to make regular, monthly calls at the Port of Charleston's Veterans Terminal. "The Port of Charleston has proven experience and resources to handle any type of breakbulk or rolling stock," said Mike Chapell, director of operations at Liberty.

"The potential is great to grow Liberty's core business here." The new service makes calls across the Middle East region including Alexandria in Egypt, Salalah in Oman, Pakistan's Karachi among others. Paul McClintock, senior vice president and chief commercial officer of SCSPA said it was pleased with the new service. "South Carolina Ports is committed to growing this sector of our business, which brings good jobs to our waterfront," said McClintock. Charleston port, together with its sister port Georgetown received \$17.3 million from SCSPA in September to implement a new terminal operating system. The system will improve cargo visibility, accuracy and productivity at the ports, said Jim Newsome, president and CEO of SCSPA. **Source:** [Portworld](#)



Above seen at Aarhus on September 28, 2010, two oldies still at work. The tanker [Oradana](#), built 1971, is still in excellent condition and in the hands of Svendborg based M. H. Simonsen since 1989. The tanker loaded a cargo of raps seed oil for Hamburg. [Indian](#) was built as Indian Coast at Orskov Steel Shipyard in Frederikshavn and delivered in August 1975. Since 1979 it has been in the hands of a Swedish owned company of three persons and has been sailing under Norwegian flag since 1993. **Photo / text :** [Bent Mikkelsen](#) ©

## **Dof adds AHTS in Brazil**

Norwegian shipowner Dof has again turned to STX for an anchor handling tug supply (AHTS) newbuilding. Dof's Brazilian wing Norskan Offshore has booked a single AH 11 design vessel at STX in Brazil only a month after its last order at the same yard. In a statement Dof says the latest newbuilding will be rolled out by STX at the end of 2013.



No price tag has been revealed for the ship, which becomes the third AH 11 in Dof's tally of seven newbuildings with STX in Brazil. Dof's swoop for two sister ships in August came following a huge contract award from Brazilian powerhouse Petrobras.

Dof makes no mention of how the latest vessel will be employed in its statement to the Oslo Stock Exchange today. Attempts to contact CEO Mons Aase for comment were unsuccessful Friday morning. Earlier this year Norskan revealed plans for an IPO in Sao Paulo. The float appears to have moved a step closer following a world record IPO for Petrobras last week. **Source : Tradewinds**



## Marine highway to link between Genoa and Rades

With the aim of both promoting and improving shipping between Tunisia and Italy on the one hand, and laying the foundations for an economic and logistical integration of the Mediterranean, on the other, a protocol agreement of a marine motorway linking the port of Rades to that of Genoa was signed on Wednesday in Tunis. Launched at the initiative of the Italian Institute for Foreign Trade (ICE) in collaboration with Tunisian Merchant Navy and Ports Authority (OMMP), the event aims at fulfilling the desire of both countries to develop trade between Tunisian ports and the Italian ports in the region Liguria. Liguria is an Italian region which is one of the main port of the entire Mediterranean with a pool of 150 km of coastline which includes the ports of Savona, Genoa and La Spezia.

Following the signing of the agreement, both parties will identify joint projects and exchange best practices between the two ports to boost trade. The agreement will allow more fluid flow of goods between the two parties and to establishment exchange of electronic information between the two platforms. The ultimate goal is to reduce the time to act on costs, improve service quality, more secure supply chain, to ensure the symmetry of operations between the two countries and to integrate networks transportation, intermodal and logistics. "This initiative represents an opportunity for all Tunisian and Italian participants to exchange information and expertise in the sector of ports and shipping," said Mr. Abderrahim Zouari, Minister of Transport at the opening session of the day, according to Tunisia's official Press Agency (TAP). The Tunisian-Italian business day, he added, "is in line with the agreed strategy for promoting exports, mobilizing new flows of foreign direct investment (FDI) and integrating gradually Tunisia in the global economy through the conclusion of bilateral and regional free trade , win-win partnership." **Source: Tunisia Online News**

## GMMOS' Stanford Marine division secured long term contracts for its two new 70m PSVs

Stanford Marine GCC and its Singapore subsidiary Stanford Asia have successfully been awarded a contract by a GCC based major LNG Company for their new DP2 Platform Supply Vessels **MMPL Kestrel** and **MMPL Merlin**. "These PSVs are to support the existing ongoing offshore operations of the LNG Company starting summer 2010. The length of the contract is 1 year firm with an option of extension for a total of 4 years each. PSVs run cargo and general supplies to mobile rig units and fixed offshore installations.

The vessels were acquired as part of the acquisition in Q4 2009 of MMPL by GMMOS. MMPL's fleet of offshore support vessels (OSV) comprising 4 Platform Supply Vessels (PSV) and 6 Mutirole Utility Vessels (MUV) valued in excess of \$200m, when delivered. The fleet allows Stanford Marine to offer a more comprehensive asset mix to existing and future customers in the oil and gas and offshore marine sector. According to Elias Nassif, CEO of GMMOS Group, Stanford plans to make additional acquisitions in the OSV sector while expanding its geographic presence in 2010 with new regional offices in India and West Africa.

"Stanford Marine are expecting the arrival of a further eight (8) high spec DP1 and DP2 Offshore Support Vessels during 2010 and 2011, which will allow them to cater to the sustained demand for such vessels in the market." said Robin Reeves, CEO of Stanford Asia

"Following a number of acquisitions in 2009, the company is on track to become one of the largest OSV-fleet owner-operators fleet in the Middle East, North Africa and South Asia (MENASA) region, taking advantage of the market recovery over the next 12 months" said Ahmed Badreldin, Executive Director at Abraaj Capital.

## **OLDIE – FROM THE SHOEBOX**



Above seen the 152.8 mtr **IVAN KOROBTSOV** seen anchored off Singapore July 1982, the general cargo vessel was built during 1972 at the Khersonskiy SZ shipyard, she was scrapped at Chittagong 08-01-1999

**Photo : Harry Stott ©**

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



The **SIEM EMERALD** seen off Vlissingen enroute the Everingen (Westerscheldt river) for bunkers

Photo : Gilles Bronke ©