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Seen from the Wandelaar pilot station the SCOTTISH VIKING
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The **AS FRANCONIA** seen enroute Moerdijk – Photo : Marijn van Hoorn ©

Baron van Lynden brengt surfer aan wal.

Zondag 3 oktober om 13.40 uur werd de bemanning van de **Baron van Lynden** van KNRM station Ouddorp binnen, door het Kustwacht Centrum gealarmeerd voor een surfer in problemen.

Er werd contact opgenomen met de Kustwachtpost Ouddorp, en het bleek te gaan om een surfer met een gebroken mast ter hoogte van de scheidingsboei SP 34/SG 11 op de Grevelingen. Met de reddingboot **Baron van Lynden** werd ter plaatse gegaan en de Duitse surfer werd aan boord genomen. Hij verkeerde in goede gezondheid. De surfer was vertrokken vanaf de Middelpaalt. Onderweg daar naar toe heeft de bemanning van de reddingboot nog een catamaran van catclub Den Osse geholpen die was omgeslagen. De surfer werd afgeleverd bij de Middelpaalt waarna de **Baron van Lynden** terugkeerde naar station.

Sea pirates kill Lankan captain

The Lankan captain of the oil tanker **Ocean Trite**, Sunil Dharmaratne had allegedly been stabbed and then shot dead when he fought with the sea pirates who were after valuables on board, shipping sources told Sunday Observer Saturday. An External Affairs Ministry spokesperson said the details as to how he got killed could not be confirmed pending investigations by Sharjah law enforcing authorities.

"Our Consul General in Dubai was to travel to Sharjah on Friday to take over the Captain's body and get an update on the progress of the investigations but since it was a holiday there he may have been held up," the spokesperson said. The shipping sources said the pirates who had got into the slow moving tanker in the dead of the night had first sprayed crew unconscious before storming into the Captain's Cabin demanding cash and valuables. The incident had taken place in UAE - Iran Maritime Boarder last Sunday. Dharmaratne who was a retired Naval officer had been a well experienced captain of merchant vessels. He had refused to give into the men's demands and in an attempt of self defence had attacked one of the pirates, allegedly a Persian man, with a knife.

This action had infuriated the pirates who in turn stabbed and then shot the captain on his leg. He had not survived the injuries till the ship reached Port. The sources said the men who attacked Ocean Trite were maritime looters who are after cash and valuables. There had not been an attempt to hijack the ship for ransom taking which is the usual practice of fierce Somalian sea pirates. **Source: Sunday Observer**



The **PULPCA** seen departing from the Port of Antwerp – **Photo : Paul Struyf ©**

Greek firms to get funding to buy China-made ships

US\$5b fund created for the purpose, says China Premier Wei Jiabao in Athens

China's Premier Wen Jiabao has announced the creation of a US\$5 billion fund to help finance the purchase of Chinese ships by Greek shipping companies.

The Chinese premier arrived in the Greek capital with a delegation of ministers and businessmen in tow, including shipping giant Cosco head Wei Jiafu and central bank governor Zhou Xiaochuan. Athens was Mr Wen's first port of call on a European tour, with the Greek government eager to build on the success of existing Chinese investment in the country.

Cosco is already expanding facilities at the main harbour, Piraeus, just outside Athens. 'The number of containers due to pass through the port of Piraeus is going to rise this year to 800,000 containers and from now to 2015 this figure will reach 3.7 billion containers,' said Mr Wen. 'The merchant marine is an important sector of cooperation between

the two countries because 60 per cent of crude oil is imported in China on Greek boats and 50 per cent of Chinese merchandise is transported on Greek boats,' he added.

Greece has the largest merchant fleet in the world. Mr Wen announced that China would support the further development of Greek shipping companies with the US\$5 billion fund. 'That is an offer to support the purchase of Chinese ships by Greek shipping companies,' said the Chinese premier. During a visit to Cosco's operations at Piraeus, Mr Wen also announced that the two countries would collaborate on research into how to save energy and cut greenhouse gas emissions in the merchant navy.

Deals for the purchase of six ships were concluded, including two cargo vessels worth US\$111 million and US\$84.5 million, and a tanker worth US\$75 million, a source told AFP. Greece has for years sought Chinese investment on the grounds that the country's location offers a strategic springboard in the Balkans for trade between Asia and southern Europe. As Athens prepares to sell off state assets to raise desperately needed cash, Greek officials have tried to capitalise on the crisis by arguing that it makes Greece a good bargain for Chinese investors. So far, the major Chinese investment in Greece has been the 35-year concession Cosco won in 2008 to run the two main container terminals at Piraeus, a deal worth 3.4 billion euros (S\$6.2 billion) that should see it expand capacity by 250 per cent.

Cosco's Mr Wei has said that he sees the port as the base to seize other opportunities that arise with Greece's privatisation drive. Cosco wants to buy a goods warehouse in Thriassio outside Athens, and port installations in Greece's second city of Thessaloniki. The Chinese company is also eyeing plans for a new airport at Kastelli in Crete, and envisages developing a shipping repair yard at the Perama yard outside Piraeus. **Source : AFP**



The **HANEBURG** seen arriving in Willemstad (Curacao)

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UITLUISTEREN MARIFOON

Maandag 4 oktober is het [Havenbedrijf Rotterdam](#) met de themamaand 'Uitluisteren marifoon' begonnen. Tijdens de actiedagen let havenmeester René de Vries specifiek op het naleven van de regelgeving bij het gebruik van de marifoon. Specifieke overtredingen op dit gebied zijn het niet uitluisteren van de marifoon, het gebruik van het verkeerde marifoonkanaal en het onnodig niet deelnemen aan ter plaatse gevoerde communicatie.

De haven is opgedeeld in elf VTS sectoren voor de verkeersbegeleiding. De vaarweggebruiker van de Rotterdamse haven is verplicht om uit te luisteren op het desbetreffende sectorkanaal. De themamaand past in het beleid van het Havenbedrijf dat gericht is op het bevorderen van de veiligheid op het water.



The [SEABULK PLOVER](#) seen anchored off Singapore last Monday – [Photo : Piet Sinke ©](#)

IMO fails to strike deal on carbon emission cuts

Meeting bares rifts between rich and developing countries

The International Maritime Organization (IMO) failed to reach agreement on proposals to cut carbon emissions from new ships, delegates said on Friday, adding that further talks would be held in March. The shipping sector accounts for nearly 3 per cent of global carbon dioxide emissions.

Shipping is not covered by the United Nations' Kyoto Protocol and a new global climate treaty is still under debate, meaning the industry does not currently have any mandatory emissions laws. As last week's IMO marine environment protection committee meeting drew to a close on Friday, delegates said there was little consensus on proposals for technical and operational measures aimed at reducing greenhouse gas emissions from ships.

The committee will hold another meeting from March 28 to April 1 next year to discuss a market-based mechanism for lowering emissions. 'Progress is slow but I would absolutely reject that the shipping industry is not taking this seriously,' John Aitken, secretary-general of industry group SEAA, whose members include BP's and Royal Dutch Shell's shipping units, told Reuters.

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Talks last week have focused on a proposal for an Energy Efficiency Design Index to make new vessels environmentally friendly - put forward by Japan, Norway and the United States - as well as a mandatory market-based mechanism.

'The worst outcome for a global industry like shipping would be to have differing emissions reductions schemes being imposed in different places - but that is the future shipping nations are courting by failing to reach agreement in their own forum,' said Simon Walmsley, marine manager at environmental group WWF. The meeting exposed rifts between developed and developing countries, with some refusing to acknowledge that shipping should have mandatory measures to reduce global emissions. However, the fact that governments and industry delegates were debating the proposals and not dismissing them was seen as a good sign.

'Governments have given a promising signal this week that they're beginning to take the shipping industry's important role in tackling climate change seriously,' said Tim Gore, Oxfam's EU climate change policy adviser. **Source : Reuters**



The **JEAN DE LA VALETTE** seen departing for her first trip – **Photo : Anthony Chetcuti ©**



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The **Maersk Winnipeg** seen approaching TICTS (Tanzania International Container Terminal Services) in Dar es Salaam. **Maersk Winnipeg** is sailing with sister vessel **Maersk Wolgast** in Far East Trade for East Coast of Africa to Tanjung Pelepas – **Photo : Anton Klaassen ©**

Couple ordered off QM2 cruise for insulting passenger following 'too many Jews' remark

An elderly British couple were ordered off luxury Cunard liner **QM2** after an explosive row with fellow passengers during a black-tie dinner. Frederick Evans, 91, and his Broadway producer wife Gloria Sher, 82, were told by the captain to leave at the next port following what was said to be an expletive-ridden argument over anti-Semitic remarks. The couple faced being dumped in a remote part of Quebec in Canada before fellow passengers came to their defence and asked that they be allowed to stay. The captain agreed - but only on the condition that they spend the remaining six days of their £12,000 cruise in their cabin under house arrest and handed over all their alcohol.

Miss Sher said she was furious about her treatment, especially as the ship's predecessor, the **Queen Elizabeth 2**, had special memories for her. She met Mr Evans aboard the **QE2** in 1991 and also knew Commodore Bernard Warner, the ship's captain, from several previous trips aboard the **QM2**. 'I was treated with no respect and unbelievably rude and shockingly terrible,' she said. 'I've been sick ever since. It has ruined our lives. It's changed us forever.' The row erupted during dinner when another passenger at the formal dinner was said to have remarked: 'There are too many Jews on board'.

Miss Sher, who is Jewish, was appalled and apparently said back: 'F*** you!' and 'How dare you insult me!' before storming off to her stateroom. The next morning Commodore Warner knocked on their door and, citing regulations, told them: 'You insulted a fellow passenger. I'm going to have to ask you to leave the ship'. He also suggested Miss Sher, who is slim of figure, had shoved somebody during the fracas. 'He told two seniors we had to get off in Quebec and make our way home,' said Miss Sher, who produced the Tony-nominated musical *Shenandoah*. 'We begged him not to do this.'

Other passengers gave a different side to the story. They said Miss Sher had been cantankerous during the journey and that on another night on the cruise she flew into a rage because a piano lounge was closed. Mr Evans, however, disagreed, and said the captain acted like a modern-day Captain Bligh, a reference to the tyrannical leader of the 18th century vessel **HMS Bounty** that later saw its sailors rise up in a mutiny. The couple claim they should be given far more regal treatment because of their connections. Miss Sher says her husband is the illegitimate son of the Duke of Windsor, the abdicated King Edward VIII, as well as a British knight. Her ex-husband, Louis K Sher, owned an art house cinema chain and produced a porn film.

Cunard said in a statement that it only refunded the couple £529 because they engaged in 'multiple incidences of disrespectful and disruptive behaviour towards crew members and other guests.' It added the company 'fully supported' the captain's decision. **Source : dailymail.co.uk**

A photograph of an offshore oil rig in the ocean, with a red and white structure and a large crane.

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The **ABU DHABI** seen enroute Antwerp – **Photo : Graham Prosser ©**

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Offshore Energy is bursting at the seams

Offshore Energy 2010 Exhibition & Conference which will be held for the third time on Thursday 7 October 2010 at the Old Navy Yard Willemsoord in Den Helder, the Netherlands, is larger than ever. The exhibition, which focuses on the international offshore energy industry, is the only event in the Netherlands which combines an extensive exhibition with a conference program on the latest offshore developments and markets. The exhibition has attracted more than 200 exhibitors this year, more double the number at the first event in 2008. With an extra hall, a exhibition tent and a comprehensive conference program with up to nine individual sessions running concurrently with the exhibition, the organization, Navigo BV, expects more than 3,000 visitors.

More than 200 exhibitors will show their products and services to the visitors of the exhibition. The organization is welcoming exhibitors from previous years but also many new international companies. Offshore Energy Exhibition & Conference is also supported this year by various industry associations, including IRO, Holland Shipbuilding Association and NOGEPa. In addition a trade delegation from the UK, NOF Energy, the trade association for the oil, gas and

energy sector in Britain, is visiting the show, and is exhibiting with four companies to make new contacts and strengthen existing ones. Included in the many exhibitors of the 2010 exhibition are: Cofely Oil & Gas, Doedijns Hydraulics Ltd, Vroon Offshore Services, Fugro, Damen Shipyards Group, Workfox, Voith Turbo, Peterson SBS and Heerema Fabrication Group.

New this year is the conference "Opportunities in Offshore Energy, which will be held concurrently with the exhibition and comprising of nine sessions on the latest developments and newest markets in the offshore industry. The speakers at the conference come from companies including Petrobras, Shell / NAM, Tullow Oil, Heerema Marine Contractors, Heerema Fabrication Group, Jumbo, Koseq, NOGEP, Peterson SBS, Siemens and GustoMSC. Delegates already registered for the conference are from many companies, including ABB, Burdock Group, Chevron, Croon, DEME Group, Fortis, HAL Investments, IHC Merwede, Imtech, Jumbo, Mammoth, Rolls-Royce Energy Systems, Shell International, Smit International BV, TNO, EVD, Top Side Offshore Technology, TOS, Transport & Offshore Services, Tullow Oil, Van Oord, Vroon BV and Vroon Offshore Services.

Offshore Energy is bursting at the seams. As the available space on the exhibition floor was fully booked by the end of August, Navingo BV decided to increase the exhibition floor to over six thousand square meters. Furthermore the organization expects that not only the number of the visitors will increase compared to the previous years but also that their significance in the relevant industries will be greater. To date, over 3,000 visitors have already registered online. Navingo BV is very pleased with the increased attention and awareness that to Offshore Energy Exhibition & Conference 2010 has created in the national and international media.

For more information and the possibility to register go to www.offshore-energy2010.com

Acties bij Smit tegen 'tweedeling personeel'

De vakbonden voerden gisterenmorgen actie bij nautisch dienstverlener **Smit** in de Waalhaven. FNV, CNV en Nautilus protesteren tegen het plan van het bedrijf om een aparte CAO te maken voor nieuw personeel. De bonden zijn bang dat er door een aparte CAO voor nieuwkomers een tweedeling ontstaat binnen het bedrijf en dat het huidige personeel aan het kortste eind trekt. Smit wil de nieuwe CAO om makkelijker aan nieuw personeel te komen. De vakbonden voeren actie bij het kantoorgebouw van Smit in de Waalhaven. **Bron : RTV Rijnmond**

CASUALTY REPORTING



Tug crew killed by towing rope

Capesize bulk carrier **China Steel Developer** disabled and adrift in Biscay September 28, taken on tow by tug and towed to Ferrol Spain. On entering port September 30 towing rope broke or maybe when it went off killed one tug crew. China Steel Developer IMO 9171424, dwt 154191, built 1998, flag Taiwan. **Source : Odin – Mike Voitenko**

NAVY NEWS

Has China Built a New Stealth Submarine?



China's neighbors are worried that the People's Republic may already have produced a stealth submarine, the South China Morning Post in Hong Kong reported Sunday.

Photo :
South China Morning Post

Three weeks ago, photos of a new submarine built at a Chinese naval shipyard in Wuhan failed to draw much attention when they were posted on several websites. But that changed last week when the China Shipbuilding Industry Corporation disclosed that the Wuhan shipyard had built a new submarine, as well as more details of the craft.

China has not yet officially

announced that this is a stealth sub, but neighboring countries have become nervous as military experts say that is what it is, the paper claimed. "The talk in our community is that we are seeing the first signs of a completed new design," the daily quoted one Asian military expert as saying. "The question is ... just how quiet have they been able to make it? Stealth is everything when it comes to submarines and at some point China is going to finally crack it."

It also quoted the People's Liberation Army Daily as saying Da Liang Long, a professor at the PLA Navy's Submarine Academy, won an award from the Central Military Commission for his "considerable" work on submarine stealth technology.

"Naval officials in the region say encounters between submarines are increasing. Such encounters will become more frequent as countries such as Japan, Korea, Australia, Vietnam and Indonesia expand and update their submarine fleets in the face of China's rising military strength. The PLA will soon have more submarines than the United States Navy," the daily added. **Source : The Chosun Ilbo**

SHIPYARD NEWS

FAIRSTAR FORTE Steel Cutting begins at Guangzhou Shipyard International

Fairstar Heavy Transport NV (FAIR) announces to shareholders that the steel cutting for the 50,000 DWT semi-submersible heavy transport ship **FORTE** commenced on September 28, 2010. Willem Out, Fairstar Managing Director for Fleet attended the ceremony along with representatives of Det Norske Veritas, Guangzhou Shipyard International (GSI) and China Shipbuilding Trading Company (CSTC)..

Willem Out commented: "We have achieved our first milestone on schedule. Fairstar believes our partnership with GSI will reward our shareholders with a vessel that will enter service in 2012 on time and on budget. Our partners at

Chevron Australia Pty Ltd and Kellogg Joint Venture - Gorgon will be monitoring our progress carefully. Shipbuilding is a complex and challenging undertaking. We are confident that GSI is fully committed to make this project a success.".
Source: Fairstar.



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With no govt deals L&T's defence unit may face loss

Larsen & Toubro (L&T), which has invested Rs 2,500 crore to manufacture ships for the defence sector in Kattupalli in Tamil Nadu, faces the prospect of loss on its investments in the absence of government orders, says a senior executive. The government is placing the order for manufacturing warships to public sector firms and importing submarines from foreign countries.

"If the government does not buy products of our shipyard, we will have to look at options for capacity utilisation of our new facility and also think on deploying manpower at other operations," said senior executive vice-president (heavy engineering) MV Kotwal.

The Kattupalli facility is scheduled to start commercial operations by December this year. The facility, which will have a total investment of Rs 3,000 crore, has 3,500 employees.

The Indian defence sector opened up for private participation in 2001 with the FDI limit capped at 26%, prompting companies like L&T, Tata, Ashok Leyland, Mahindra and Mahindra and Bharat Forge to enter the sector. However, L&T and Tata are among the few, which have developed capabilities to manufacture strategic equipment and acquired standard qualifications.

L&T's heavy engineering division had received licences for manufacturing submarines, warships and some of the strategic equipment in 2002. It had also supported government agencies in manufacturing India's first indigenous nuclear powered submarine, **INS Arihant**, in June last year. But it is yet to get any government order for submarine. "It came as a rude shock," said Mr Kotwal. "Our facility at Hazira was evaluated and cleared for this purpose way back in 2001," he added.

Industry bodies - Federation of Indian Chambers of Commerce and Industry (Ficci) and Confederation of Indian Industry (CII) - have proposed restructuring the defence procurement policy to encourage greater private sector participation. "Similar to other sectors, defence sector, too, needs more private participation. It will help the country to bring down expenses," said Vivek Pandit, director for energy and defence at FICCI. According to a latest report

released by CII and KPMG, the defence ministry does not provide long-term equipment procurement plans to even big private companies, thereby denying the private players the lead-time to develop the equipment needed in the future.

The Indian defence sector has planned to spend Rs 4,50,000 crore on military equipment in the next 10 years. India imports 70% of its defence requirements, while the remaining is produced by Defence Public Sector Undertakings (DPSU) or its collaboration entities. **Source : India Times**

TWEEDE SWATH TENDER TURNED AT ABEKING & RASMUSSEN



Op 2 oktober ging de "turning and marriage" door van de tweede swathtender die in aanbouw is te Lemwerder, Duitsland, op de werf van Abeking & Rasmussen. Hiermee zit de bouw van de "**Wielingen**", zoals de tweede swath zal noemen, volledig op schema en kan de verdere afbouw beginnen. Terwijl de "**Westdiep**" nog steeds verwacht wordt in mei 2011, zal de "**Wielingen**", als het schema kan aangehouden worden, in augustus 2011 in Oostende aankomen.

Op de website www.welkombijvloot.be vindt u eerstdaags nog meer recente foto's van dit en andere lopende nieuwbouwprojecten.

Foto's : Vloot ©

Onega Shipyard eyes cutting over 500 jobs

Onega Shipyard CJSC (Petrozavodsk, Russia's Karelia) plans to cut more than 500 due to financial crises of the enterprise, PortNews IAA reports citing a source in the company management. As the Center for Political and Social Research of the Republic of Karelia says, Onega Shipyard plans to sack 335 employees and 200 contractors. According to unconfirmed information, the company is being prepared for sale. The company authorities have not yet officially commented on the situation.

Earlier reports said Onega Shipyard launched in September the sixth multi-purpose 4,500dwt dry cargo ship of project DCV33.

Onega Shipyard founded in 1944 is located on the shore of Lake Onega in Petrozavodsk. In 2002 the enterprise started the modernization of its facilities and staff training. As a result, the company has been able to build ships on a turnkey basis. The plant delivered annually to the customer three vessels ready to operate. The shipbuilder has scheduled for delivery four vessels next year. **Source : PortNews**



Above seen the heavylift **STORMAN ASIA** berthed at Delimara Power Station, Marsaxlokk Harbour, Malta on Monday 4th October 2010 loaded with the first 4 Wartsila Engine 18V46 generating sets loaded from Trieste, Italy of which she entered yesterday Sunday 3rd October 2010.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

ROUTE, PORTS & SERVICES

'K' Line Offshore takes delivery of newbuild PSV

Kawasaki Kisen Kaisha Ltd has announced that 'K' Line Offshore AS (KOAS) has taken delivery of its first newbuild PSV, **KL Brevikfjord**. The vessel was constructed at STX Europe Brevik in Norway and delivered on 24 September. It has

been chartered by Petrobras in Brazil for a period of eight years. KOAS is scheduled to take delivery of two AHTS and three PSVs by July 2011. **Source : Offshore Shipping Online**

Navios Maritime Holdings Inc. Announces Delivery of Capesize New Building Vessel

Navios Maritime Holdings Inc., a global, vertically integrated seaborne shipping and logistics company, announced that the Capesize vessel **Navios Fulvia** of 179,263 dwt was delivered from a South Korean shipyard to Navios Holdings' owned fleet on October 1, 2010. The vessel is chartered-out for 5 years at a net charter out rate of \$50,588 per day.



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The KTK acronym is strongly emphasized as this will be branded worldwide in all our correspondence; an abbreviation of "**Kompania di Tou Kòrsou**", the official company name in our local language Papiamentu. This is to reaffirm our Curaçao origin and main point of operations. KTK TUGS will be branded as our new identity, replacing the formerly used "Curaçao Towage Company".

A total of seven letters are linked together by a chain of seven fronting rings. The lucky count of seven is chosen to secure luck and prosperity for all KTK TUGS stakeholders in the new era. The chain symbolizes strength and reliability,

which puts forward the KTK TUGS slogan "**Strong & Reliable**". The strength and reliability of our management systems, tugs and crew have proven to be the main attributes of quality towage service achieved worldwide.

The color blue represents the earth's beautiful and adventurous oceans that symbolize the essence of KTK TUGS's activities and objectives. The clear blue color fading into white represents the endless horizon yet to be discovered; marking our direction of navigation into an equally endless loop of continuous improvement and our endeavor for unprecedented levels of performance.



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

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First phase of Port Khalifa project nears completion

More than Dh26 billion will be spent to complete Phase 1 of Port Khalifa and Industrial Zone near Taweelah in Abu Dhabi, scheduled for the fourth quarter of this year, the Abu Dhabi Port company has revealed. The Khalifa Port Industrial Zone (KPIZ) will be Abu Dhabi's largest infrastructure project and will become one of the world's biggest industrial zones. Stretching over 417 square kilometres, it is four times bigger than Abu Dhabi Island, two-thirds the size of Singapore and a quarter the size of Greater London.

While the figure for the entire project, to be completed by 2030, has not been determined, the cost of Khalifa Port's Phase 1 and Industrial Zone A located on the shores of Taweelah between Abu Dhabi and Dubai is Dh26.6 billion. The cost includes a Dh882 million breakwater built to protect the biggest coral reef in the Arabian Gulf which sits just 1.5km away. Industrial Zone B will be significantly bigger at 365 square kilometres and will stretch to the borders of Al Ain. Building work is scheduled to start after 2012. Tony Douglas, chief executive officer of Abu Dhabi Ports Company, said KPIZ falls in line with the 2030 strategy for Abu Dhabi to diversify its purely carbon economy by providing the opportunity for other industries to develop. "We're going to provide the space needed for companies to set up factories here and have access to a port. Mina Zayed Port served Abu Dhabi for 45 years and 95 per cent of what comes to Mina Zayed stays in Abu Dhabi. KPIZ will allow goods to be shipped all over the world," said Douglas. The total cost of the port by fourth quarter 2012 is Dh13 billion. Currently Dh9.2 billion has been committed. "KPIZ provides the opportunity to develop industries that will help create the diverse economy we need," added Douglas. He added that the Union Railway will pass through the middle of KPIZ. **Source: Gulfnews**



Seatrade's **Santa Catharina** getting stores from the tender "**Maartje**" at Scheveningen anchorage on October 3rd.
Photo : Hans Koster ©

India's Adani mulls Brisbane port bid

Adani, which is spending billions of dollars acquiring and developing coal mines and related infrastructure in Queensland's Galilee Basin, is undertaking a dramatic global expansion. While reports have identified two consortiums conducting due diligence on the port, for which bids are due late this month, The Australian has learned that Adani is also expected to lodge a bid.

The Gujarat-based conglomerate manages India's largest private port at the Mundra Port and Special Economic Zone (MPSEZ) on the country's northwest coast. Its experience makes it a logical owner and manager of the Port of Brisbane. The Economic Times of India reported a few months ago in an offhanded line that "MPSEZ has also proposed to acquire Australia's state-owned Port of Brisbane". But its involvement has not been reported in Australia. Adani, headed by 49-year-old billionaire Gautam Adani, is well known to the Bligh government, having already been granted the right to develop a new coal port at Dudgeon Point in north Queensland, near the existing Dalrymple Bay facilities. In August it also outlaid up to \$3bn to purchase coal tenements from Linc Energy. A spokesman for Adani told The Australian that "at this point" it would not like to comment. Its participation is a boon to the state government -- and its advisers at Rothschild, Merrill Lynch and Royal Bank of Scotland -- which are hoping to stoke competition for the asset.

New Zealand infrastructure players Infratil and HRL Morrison withdrew early last month, leaving a group led by Morgan Stanley Infrastructure Partners and Unisuper, and a syndicate of Global Infrastructure Partners, Queensland Investment Corporation and Macquarie Capital. Industry Funds Management is also part of one of the consortiums, possibly that of Morgan Stanley. The Credit Suisse-advised Global Infrastructure Partners bid is still seen by industry watchers and rivals as the strongest among the field of potential bidders. In the year to June 30, the Port of Brisbane Corporation generated revenues of \$420 million, earnings before interest and tax of \$322m and net profit of \$232m. Domestic port and rail operator Asciano is trading on a 2010 multiple of EBITDA of 10.7 times. Applying that to Port of Brisbane's EBITDA of \$354m equates to a value of well over \$3bn. However, differences in business models and underlying operating volatility mean that the final sale is likely to be in the low \$2bn range. The results were struck on the back of a 2.5 per cent rise in container movements to close to 919,000 with strong increases in household items and building products, while exports were boosted by empty containers, cotton and agricultural products. Total trade increased by 0.6 per cent to reach 32.1 million tonnes, a new record. The Bligh government is offering 99-year leases at the port under a landlord-style model. **Source: The Australian**



Christoph M. (MLT-flag) was photographed at Port of Aarhus during the weekend. The ship is rather new coaster, which was delivered in July 2010 from Chinese shipbuilder Weihai Donghai Shipyard at Weihai. The ship is registered as owned byu MLB II Shipping Ltd care of **Team Ship Management G.m.b.H** of Bremen. **Christoph M** is measuring 4,500 DWT and 3,556 GT and length overall of 90 metres on a beam of 16 metres. The vessel is powered by a MAN Alpha diesel type 8L28/32A developing 1,666 kW to a service speed of 11 knots.

Photo : Bent Mikkelsen ©

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Fugro awarded two specialist marine drilling contracts

Fugro Seacore Ltd. has been awarded two contracts in the marine seabed investigation and construction support service markets with a combined value of approximately USD 52 million.

The first contract is to provide a marine drill coring system to the Japan Oil, Gas and Metals National Corporation (JOGMEC), for installation on their new marine survey vessel as part of their research investigations of seabed resources including Massive Sulphates and Methane Hydrates. The marine drilling system will be designed and built at Fugro Seacore's facilities in Cornwall, United Kingdom. The vessel, complete with the drilling system installed, is

scheduled to come into service in the first quarter of 2012. Fugro expects the value of the contract to exceed USD 32 million.

The second undertaking involves specialist drilling and marine support services to the John Holland Group as part of their contract to construct a 1.4km access jetty and wharf which forms part of the early works for the construction for an iron ore terminal at Cape Lambert, Australia for Rio Tinto. The contract, which has a value of USD 20 million to Fugro, involves providing assistance to install 300 piles, deploying Fugro's newly acquired self elevating platform.

Source : Fugro

PSV Enea handed over

Seabrokers reports that the STX 09 CD PSV **Enea** was officially handed over to owners Portosalvo Ltd at a christening ceremony in Alesund, Norway on 18 September. **Enea** whose name is derived from Greek mythology will be managed by Gulf Offshore NS Ltd. The vessel features Clean Design, DP2 and diesel-electric propulsion.

The vessel made its debut with a couple of cargo runs on the North Sea spot market before commencing a five year contract with Taqa Bratani Ltd supporting their North Sea operations. Source : Offshore Shipping Online



The **BOURBON LIBERTY 230** seen anchored off Batam Island - Photo : Piet Sinke ©

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

Jascon 25 arrives off Australia for West Atlas removal project

Sea Trucks says **Jascon 25** has recently arrived in Australia to start work on the removal of the West Atlas drilling rig. For this particular project **Sea Trucks Australia** have formed a partnership with **Svitzer Salvage Australasia**.

The jack-up drilling rig, which is currently located at the **Montara Wellhead Platform** in the Timor Sea between Australia and Indonesia, requires removal following damage suffered during a blow-out of one of the Montara wells and subsequent fire in August and November 2009 respectively.

The contract includes the cleaning and removal of debris from the rig as well as the cantilever drill floor which is extended over the Wellhead Platform, followed by the jacking down of the rig and subsequent towing to Singapore. **Jascon 25** will be the primary support vessel in the removal operation. **Jascon 25** is one of Sea Trucks Group's newly built multi- purpose DP3 offshore construction vessels equipped with an 800 mt crane, large deck space and significant accommodation capacity.

Specifically for this project a hydraulically operated gangway has been installed for the safe transfer of personnel to and from the **West Atlas** rig. The project follows the successful deployment of the **Jascon 25** on the recent BHP Pyrenees Field Installation on which the vessel was employed for 10 months.

Removal works of the **West Atlas** rig are expected to run for approximately three months. The project is being managed from Sea Trucks Australia's Perth office by a combined Sea Trucks and Svitzer management and engineering team. **Source : Offshore Shipping Online**



Above seen the 2010 build **UOS Discovery** inbound to Geelong off Point Nepean National Park Portsea.

Photo : Andrew Mackinnon - www.aquamanships.com ©

New Philippines ro-pax catamarans

Dennise Trajano, Chairman of Archipelago Philippine Ferry Corporation, announced that the finance has been approved for the ordering of 10 medium speed ro-pax catamarans of the Australian Sea Transport Solutions (STS) design, heralding the arrival of the countries very first brand new ro-pax ferries, and a new safety standard in local ferries. 'This is the first time an international classed ro-ro catamaran to operate in domestic waters ' according to Mr. Trajano.

The new designs will be 50 x 17m x 1.8m draft, quadruple screw 16 knot ropax catamarans for trucks, buses, cars and up to 500 passengers. The catamarans will comply to the latest standards of damaged stability criteria , life saving and firefighting equipment. Most importantly the fuel efficiency of these vessels is well ahead of the existing old ferries, as the country faces up to its emissions obligations.

All of the new fleet will have standard machinery, electronics and equipment so that the vessels and crew will be totally interchangeable on each of the routes. This has never been possible with any operator in the country previously as the ferries came from different places with vastly different machinery.

The routes planned for the new fleet will fully service the eastern and western hi-way, in conjunction with bus and cargo routes.

This proposal is aimed at improving tourism around the Philippines said Mr Trajano, as well as addressing the overdue action on ferry safety by the Philippines Government and ferry industry. This project will impact a more efficient transportation system that will translate to reduction of price of agricultural and commercial products.

The Jam Group , a bus company partner of the ferries has recently acquired brand new 100 x 50 seater airconditioned units for use in all connecting ports of the new ferries The vessels are expected to commence construction shortly and the first will be in service by the middle of 2011 with the following vessels arriving at two monthly intervals behind the first. Source : shippax.se



The **SIEM SAPPHIRE** seen departing from the Everingen after taking bunkers, she is bound for Brazil via Las Palmas

Photo : Wim Kosten – www.maritimephoto.com (c)

Dockwise Announces USD 33 Million in Heavy Marine Transport Awards

Dockwise Ltd. announces nine awards for Heavy Marine Transport (HMT) that have recently been secured by its subsidiary Dockwise Shipping with a total contract value of USD 33 million. Dockwise was awarded a contract by McDermott Australia Pty. Ltd. to transport a Marlin B jacket structure and a **CBL 102** launch barge for the **Kipper Tuna Turrum Project (KTT)**, which includes the development of the Tuna gas cap, Kipper field, and Turrum reservoir in the Bass Strait. The **Marlin B** jacket will be carried piggyback aboard the **CBL 102** launch barge and transported in late Q4 2010.

In addition, Dockwise will be transporting the **SEP Orion**, a self-elevating platform, for CNO (Construtora Norberto Odebrecht). The transport to Sao Luis, Brazil will take place in Q4. Dockwise was also selected as the contractor of choice by OPI International Contractors, Ltd., to transport a deck barge and a derrick barge to Luba, Equatorial Guinea in Q4. Other Q4 awards include the skid on and jack up of the **Independencia I** and other cargo for the **Swecomex Project**. Other contract awards include the transport of four flattop barges, an intake caisson, as well as a total of 3 jack-up rigs to various locations. The **West Prospero** jack-up rig will be transported to Vietnam in Q3 -Q4 2010. The 191 and 255 mat-supported jack-up rigs will be transported to the Far East in Q4 for Garuda Energy.

André Goedée, Chief Executive Officer: "Offshore exploration, development and production continue to show increasing levels of activity. The slowly Increasing level of utilization of the larger jack ups yields more work for the larger vessels. Port and Marine infra activity levels still do not show the level of increase as expected, but nevertheless continue to yield a steady flow of interesting commitments that help to optimize the fleet schedule as much as possible." Source : **Dockwise**



Above seen the 36,591 Grt **Spirit of Brasil** seen from the Erskine Bridge as she made her way up the River Clyde to Shieldhall, Glasgow with a part cargo of Animal Feed, on 17/2/09, the **Spirit of Brasil**, (ex Yarrow 08 Alekandraki 02 Irrawaddy 00 Rajjin Maru 96) was built at Kurushima Dockyard Co Ltd, Onishi during 1986

Photo : Iain Forsyth ©

Overslagcijfers haven van Gent voor derde kwartaal 2010

De Gentse haven boekte voor het derde kwartaal van 2010 een goederenoverslag van 11,5 miljoen ton oftewel 18% meer dan in het derde kwartaal van 2009. Voor de eerste 9 maanden van dit jaar behaalde de haven 34% meer overslag dan in 2009. Hiermee zet Gent de positieve evolutie gestaag verder en zit het net onder het recordjaar 2008.

Voor de eerste drie kwartalen van 2010 realiseerde Gent een totale overslag van 35,7 miljoen ton, een toename van 34% tegenover dezelfde periode in 2009 (26,6 miljoen ton). Met dit cijfer komt de haven in de buurt van de 36,2 miljoen ton tijdens de eerste drie kwartalen van het recordjaar 2008.

Voor de overslag via zeevaart tijdens het derde kwartaal van 2010 behoren de vaste minerale brandstoffen, producten van de metaalindustrie en de erts en metaal tot de grote stijgers. Voor de binnenvaart zijn de vaste minerale brandstoffen, landbouwproducten en producten van de metaalindustrie de grote stijgers.

Gent overschreed voor de eerste 9 maanden van 2010 de grens van 20 miljoen ton goederenoverslag via zeevaart. De binnenvaart was goed voor 15,7 miljoen ton. In het derde kwartaal boekte de haven van Gent via zeevaart een goederenoverslag van 6,5 miljoen ton, dit is 21% meer dan de 5,3 miljoen ton in 2009. In 2008 was dat 7,1 miljoen ton. De goederenoverslag via de binnenvaart bedraagt tijdens het derde kwartaal van 2010 5 miljoen ton oftewel 14% meer dan de 4,4 miljoen ton van 2009. In 2008 was dat 5,4 miljoen. **Bron : Haven van Gent**



The Boskalis TSHD's **WILLEM VAN ORANJE** and **ORANJE** seen moored in the 8th Petroleum harbour
Photo : Jan-Dorus Timmerman ©

Grindrod to commence dredging at Port of Maputo

Shipping and logistics group Grindrod said that it will pass on the costs of dredging of the access channels, basins and berths in the Port of Maputo to port users. The project is a JV between CFM, Grindrod and DP World, the joint owners of port operating company Maputo Port Development Company. The project is funded by equity contributions from the shareholders and by external debt provided by the Standard Bank of South Africa.

Grindrod said that 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 among port users so that those vessels that will benefit the most from the increased draught will bear a greater proportion of the cost.

Grindrod said that the vessel **TSHD Pallieter** arrived in Maputo on September 19th 2010 to commence the dredging of the access channels, basins and berths in the Port of Maputo. It added that "The dredging project is the first major capital project undertaken following the extension of the MPDC concession agreement by the Government of Mozambique on July 30th 2010 and reflects the shareholders commitment to the Port of Maputo to fully implementing the Port Master Plan."

This project will allow the port to handle fully laden Panamax vessels with a gross tonnage of up to 70 000 tonnes, enhancing its attractiveness to potential port users through greater efficiencies, wider market access and improved port accessibility. The dredging to be performed by Mascarenes Dredging & Management Services will take between four and six months to complete and will result in the depth of the Port being increased from the current 9.4 meters to 11 meters.

Grindrod said that "The Port is currently restricted from realizing the growth potential envisaged by the Port Master Plan because of its inability to consistently handle larger vessels, which are forced to wait for favorable tides at the present design depth." 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. **Source : Steelguru**

Dredging works at East Keppel Fairway



The **QUEEN OF PENTA OCEAN** seen anchored off Singapore – Photo : Piet Sinke ©

MPA Singapore says dredging work will be undertaken in East Keppel Fairway with effect from 04 October 2010 to 03 April 2011.

The work will be carried out by a trailing suction hopper dredger (TSHD) in sectors A, B or C. While dredging, **Queen of Penta Ocean** will maintain a speed of about 2 knots. The TSHD will only dredge in one sector at a time.

When moving from the dredging area to the dumping ground, she will proceed at a safe speed of not more than 12 knots depending on the traffic conditions and visibility. Contact with the TSHD can be made via VHF Channel 18 or channel 12.

OLDIE – FROM THE SHOEBOX



The 2400 ton **GONDUL** seen discharging cargo in London, the **GONDUL** was special designed to transport paper
Photo : Coll. Kees van Huisstede ©

.... PHOTO OF THE DAY



Built in 1979 at the Schottel yard in Warmond (Netherlands) under yard number 116 and still going strong in the Baydaratskaya Bay (Russia) today.

Photo : David o/b Seahorse ©

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