



Number 280 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 07-10-2010

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Above seen the TSHD SHOALWAY at the synchrolift of the Volkswerf Stralsund in Germany

Photo : Shoalway Crew

Nederlandse Kaap Hoorn-vaarders

De Jaarbijeenkomst van de [Stichting Nederlandse Kaap Hoorn-vaarders](http://www.kaaphoornvaarders.nl) 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 , rubriek evenementen.

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The **UNION FIGHTER** seen operating near Heerema's **BALDER**
Photo : Capt. Jeroen Bakker ©

German Navy repels Somali attack on freighter

The German Navy has repelled an attempt by Somali pirates to capture a Liberian-flagged cargo ship, but decided not to arrest the attackers, the German Defence Ministry said in Berlin on Monday. The vessel, the MV **Star II**, sent out a distress call after being pursued and shot at on Sunday in the Gulf of Aden. The German frigate Koeln, patrolling with the European Union's Operation Atalanta, sent its helicopter to the scene. The ministry said warning shots from the helicopter forced the pirates to abandon the attack on the **Star**.

The German frigate then arrived and forced the pirate boat, described as a skiff, to stop. A boarding party searched it, but could not find adequate evidence on it to arrest the occupants for piracy. The decision was therefore made to let them go. However, the helicopter crew had earlier noticed objects being thrown into the water as the frigate approached. The **Star** continued its journey, the Defence Ministry website said. **Source: DPA**

Russia gives 35 mill EUR to Arctic research missions



the enormous oil and gas fields in the triangle Chukotka-Murmansk-North Pole.

Director of the Institute for Arctic and Antarctic Research Ivan Frolov has said that this is the largest Russian expedition to the Arctic in ten years time, as BarentsObserver reported. The vessel, which is accompanied by the nuclear icebreaker "**Yamal**", will return to the main land in the end of October.

Russia continues to explore the sea bed in the Arctic in order to find the country's outer shelf border. 1.5 billion rubles have been allocated to two scientific expeditions in 2010-2011, says Deputy Prime Minister Sergey Ivanov. The scientific research vessel "**Akademik Fedorov**" has been on an expedition to study the shelf since the end of July, RIA Novosti reports. The main purpose of the expedition is to get a relief of the sea bottom.

Photo's : Beau Bisso ©

Russia plans to submit a new application to the UN Commission on the Limits of the Continental Shelf. If Russia can prove that the underwater Arctic ridges Lomonosov and Mendeleyev are geological continuations of the Russian continental shelf, the country will get the right to exploit



According to Deputy Prime Minister Sergey Ivanov Russia plans another expedition to study the outer borders of the

shelf next year. 1.5 billion rubles (app. 35 million EUR) have been allocated to these two events.

Last Saturday the nuclear icebreaker **"Rossiya"** left Murmansk to sail the Northeast Passage to Wrangler Island, where the search for a suitable ice floe for the drifting scientific station North Pole 38 will begin. This expedition aboard **"Rossiya"** is led by State Duma deputy and Presidential Adviser on Arctic Issues, Artur Chilingarov, RIA Novosti reports.

North Pole 38 will consist of 15 polar researchers who will stay on the ice floe for nearly a year, using modern technology to measure depths and collect other indications of the sea bottom relief. **Source : BarentsObserver**



The **MOL PERFORMANCE** seen approaching Rotterdam – **Photo : J.Roeland ©**

Workers set to clear damaged tower at Port of Houston

Crews began working to clear wreckage that brought Port of Houston traffic to a halt when a tug pushing barges struck an electrical tower Sunday. Ship Channel refiners that receive crude oil through the port said they have enough supply to keep operating normally if the disruption only lasts until midweek as anticipated. At least 18 ships were waiting at anchor to enter the port and 12 were unable to leave because of the closure.

About two dozen ships carrying goods ranging from crude to finished products in containers move through the port each day, generating an estimated \$322 million in daily economic activity. Houston-area oil refiners that receive crude shipments through the port include Exxon Mobil, Valero, Shell and LyondellBasell.

On Monday, two barges with cranes were positioned to begin steadying the 300-foot-tall tower, which rises from a base in the water. The U.S. Coast Guard cut off access Sunday to three-fourths of the terminals at the port after a tugboat pushing three barges crashed into the steel tower at the narrowest point of the Ship Channel, the only route into or out of the complex.

Electric cables on the tower are now hanging as low as 140 feet above the water, a clearance level that could be dangerous for ships to pass under, even though the lines are not active, said Capt. Marcus Woodring, of the U.S. Coast Guard. "If I have a problem and it gets gummed up then I lose the whole channel for a long time," Woodring said. No ships are expected to move past the damaged tower until it is removed, a process that could be completed by Tuesday night, said Robert Gordon, manager of transmission operations for CenterPoint Energy, which owns the power lines.

The barges in the crash crumpled the bottom 70 feet of the steel tower, knocking it off balance, but also propping it up, Gordon said. The vessels were being pushed by a tug boat owned by AEP River Operations, a St. Louis-based

company that operates about 75 boats and has about 1,400 employees, said Keith Darling, the company's boat operations director.

The six crew members on board were tested for drugs and alcohol following the crash. CenterPoint was coordinating the removal operation, using equipment that was nearby for repair work on other portions of the port's power grid.

AEP will coordinate payment for the tower's removal with CenterPoint, Gordon said. Shippers and refiners were watching closely and hoping for an early cleanup. Bill Day, a spokesman with Valero, whose Houston refinery has a capacity of 145,000 barrels a day, said the facility receives multiple shipments a month through the port, but that a three-day closure would not disrupt production.

"We're keeping an eye on the closure, but so far there have been no effects. It'd have to be a lengthier closure for it to have an impact on supply," Day said. David Harpole, a spokesman for LyondellBasell, which operates a refinery in Houston, also said the company didn't anticipate any adverse consequences from the closure.

"We have multiple alternatives for receiving crude oil shipments beyond those directly to our docks at the Houston refinery," Harpole said. Among these is the port of Texas City, he said. **Source : Houston Chronicle**



Actie personeel bij Smit succesvol

De actie dinsdagochtend bij het hoofdkantoor van bergings- en sleepbedrijf Smit in de Waalhaven in Rotterdam is voor de actievoerders succesvol verlopen. Het plan van Smit voor een aparte CAO voor nieuw personeel is van de baan. Het personeel was tegen een aparte CAO omdat ze bang waren voor een tweedeling binnen het bedrijf. Ze wilden niet dat nieuw personeel andere arbeidsvoorwaarden zou krijgen dan henzelf en dat ze zelf aan het kortste eind zouden trekken. Daarom hield het personeel in samenwerking met de vakbonden FNV, CNV en Nautilus een werkoverleg voor het kantoor van Smit en werd er een brief van de bonden overhandigd aan de directie.

In het overleg tussen de directie en de vakbonden is overeengekomen dat in de huidige CAO een apart hoofdstuk komt over de nieuwe werknemers. In de komende weken wordt daarover een voorstel gedaan door de directie van Smit. Daarnaast komt er een werkgroep die gaat onderzoeken waarom er problemen zijn bij het aantrekken van nieuwe mensen, en wat daar aan kan worden gedaan. Op 28 oktober volgt er opnieuw een gesprek tussen Smit en de bonden. **Source : RTV Rijnmond**



Afgelopen dinsdag (5 oktober 2010) om 10.00 uur verzamelden zich het sleepbootpersoneel van **Smit Internationale B.V.** zich voor het kantoor van Smit aan de Waalhaven te Rotterdam. Zij protesteerden tegen het voornemen van Smit om aan nieuwe werknemers een minder arbeidsvoorwaardenpakket, CAO, aan te bieden dan aan de reeds in dienst zijne bemanningsleden van de sleepboten. Het sleepbootpersoneel eist van de directie van **Smit Internationale B.V.** dat zij het beginsel van "Gelijk werk, gelijke arbeidsvoorwaarden" respecteert. **Photo : Nico Sannes ©**

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Shipping Industry Reluctant to Efficiency Standards

According to experts, it may be that countries which have important maritime shipping capabilities could lose control over their own emission standards, if they don't take action to regulate them soon. Officials with the United Nations decided a while back that the maritime and aviation shipping sectors needed to create their own limits to the amount of emissions they put into the atmosphere every year. Given that the actors involved in this process show little interest in doing so, they may be losing their chance to make things work for them.

"Like the aviation industry, the world's maritime nations either need to find an emissions reductions solution within the IMO framework or face the possibility of less sympathetic regulation from elsewhere," explains Dr Simon Walmsley. He was an World Wildlife Fund (WWF) observer to the recent talks held at the UN-linked International Maritime Organization (IMO). The group is responsible for keeping an eye on maritime shipping. Under the UN Framework Convention on Climate Change (UNFCCC) agreements, both sectors need to come up with regulations to control their own emissions. If they refuse, then regulation can be imposed to them from other entities. "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," the observer explained.

Shipping nations had the opportunity to agree on a set of regulations this march, at the last meeting of the IMO Marine Environment Protection Committee (IMO MEPC). Several norms and efficiency measures were proposed, including a mandatory energy efficiency design index (EEDI) and a ships energy efficiency management plan (SEEMP). But a meeting that took place throughout last week came to no clear decision as to which of the measures, if any, to apply. The issue with these refusals is that other UNFCCC commissions may discriminate against developed states, making concessions to developing states. But "drawing such distinctions between developing and developed countries in shipping is not that simple," Dr Walmsley explains. "Shipping owners may be from a developed country, but their ships could be built, flagged and crewed in developing countries," he adds. "Shipping states can either find creative ways to slash emissions together or see additional costs imposed on world trade as some trading blocks, states or even just ports bring shipping into their own regional schemes for reducing greenhouse gases," the WWF expert concludes. **Source: Softpedia**



The **Stena Britannica** seen outbound from Harwich on 4 October after her first ever visit.

Photo : Gary Davies - www.maritimephotographic.co.uk ©



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Fuel to be drained from grounded tug off Glencoe

A tugboat that ran aground on rocks about 100 yards off the coast of north suburban Glencoe Saturday is no longer leaking fuel, but about 2,000 gallons must be removed from the vessel, officials said. Three crew members from the tugboat were rescued by helicopter Saturday when the boat and two barges became lodged against the rocks and took on water, according to a press release issued by the U.S. Coast Guard. Waves that day in Lake Michigan were

about nine feet, according to Glencoe officials. No crew members were on the barges, which are used to hold construction materials.

The amount of fuel spilled into Lake Michigan is not known at this time, but it was a "minor leak" said Glencoe's Deputy Police and Fire Chief Alan Kebby. He said there are no environmental concerns at this time. Officials had previously estimated that the tug boat held 3,500 gallons of fuel, but that estimate has since been reduced.

"So far our water system hasn't been compromised and it's being closely monitored," Kebby said. High winds and eight-foot waves delayed the cleanup until today. After the fuel has been removed, cranes will raise the ships off the rocks, officials said. That process will be completed in the next few days **Source : [Chicagobreakingnews](#)**

Shipping cos set to sail out of troubled waters in Q2

The just-concluded second quarter is expected to bring some cheer for the shipping industry, which has been grappling with a difficult global operating environment for the past four to six quarters. This is because in the September quarter, the average spot freight rates in key tanker segments like VLCC, Suezmax and Aframax went up by 60-180% compared to a year earlier. In the VLCC (very large crude carrier) segment, which are used to transport crude oil from the Middle East to the refineries in the West, the average spot rate stood at \$7,300 per day in the second quarter, up 62% from the year-ago period.

The key factor contributing to this rise in average tanker freight rates in the second quarter was the strong demand conditions in July. This was mainly due to a pronounced contango situation in the oil market towards the middle of June, which boosted global demand for tanker vessels in the subsequent month. A contango is a situation where in the future price of a commodity is higher than its current spot price. Typically, oil traders store crude oil in tanker vessels before delivery on due date of their contracts.



The loaded VLCC **TAIGA** seen eastbound in a "rainy" Singapore Straits yesterday morning – **Photo : [Piet Sinke](#) ©**

However, analysts continue to remain cautious pointing to the fact that the slack demand conditions for vessels in late August and September have continued in early October also. With key user industries like Western refiners taking their annual maintenance shutdown, global demand for ships slowed down considerably during the second half of September quarter.

It appears that Western refiners are utilising their existing inventory of crude oil in early October too. This in turn has again led to sluggish demand conditions for tanker vessels. Indian shipping companies utilise a combination of short and long-term contracts with their key customers to maximise their freight earnings. In the dry bulk segment too, the impact of curtailed activity in China's metal industry and reduced demand for transporting key inputs, is also visible. As

a result, the average of the Baltic Dry Index was 2,350 during the quarter under review was 2,350, a fall of 16.4% compared to a year earlier.

GE Shipping's consolidated net profit grew 12.3% y-o-y in the first quarter, despite a 10.6% fall in its core freight and charter income. This was largely due to a tight check on its total operating costs. GE Shipping at `324.8 per share, trades at a P/E of 9.3 times on a consolidated basis, and appears reasonably valued amongst its peers.



The **BRITISH LOYALTY** seen transiting the Tasman Bridge, approaching and berthing at the Selfs Pt Petroleum, Gas and Bitumen Wharf near Hobart, Tasmania, Australia

Photo : Glenn Towler ©

Singapore continues fighting piracy, boosts shipping productivity

PIRACY is a complex transnational threat that requires close cooperation between international governments, according to Singapore's Deputy Prime Minister and Minister for Defence Teo Chee Hean. "We want to make sure that the cure that is prescribed doesn't make things worse. This is why as a responsible member of the international community; Singapore continues to play an active role to combat piracy in the Gulf of Aden through the multinational Combined Task Force 151 (or CTF151)," said Chee Hean, who was speaking at the Singapore Shipping Association's 25th anniversary gala dinner at the Marina Bay Sands Expo and Convention Centre.

The Singapore Navy commanded CTF151 from January to April this year, and the Singapore Armed Forces also deployed a task group to operate under CTF151 since June this year. "We will continue to contribute to this international effort with the deployment of a Maritime Patrol Aircraft to CTF 151 from December this year to February next year," said Mr Teo. While multinational forces will do their utmost to protect merchant ships in the Gulf of Aden, they cannot do so alone. Shipping companies must also play their part and take precautionary measures to deter potential pirate attacks," Mr Teo said.

"Closer to home, we have established the Regional Co-operation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP). It currently involves 16 countries, including user states like Norway and the

Netherlands that joined over the past year. "The ReCAAP Information Sharing Centre (ISC) in Singapore works closely with regional law enforcement agencies and the shipping community to ensure that our regional waters remain safe and open to navigation," he said.

In a separate development Mr Teo said, "It is important for Singapore's maritime industry to continue its efforts to raise productivity. Given our limited resources and an increasingly competitive landscape, productivity growth is an essential ingredient to ensure Singapore's future competitiveness. "The maritime industry must look at ways to leverage technology, enhance processes, and invest in training to get more value for companies and workers. The Singapore Government is committed to supporting a productivity-driven maritime industry, as part of our national effort to achieve productivity growth of two to three per cent a year over the next decade," he added. **Source :** Schednet

CASUALTY REPORTING



'Whale strike' downs Australian fishing boat

Three Australian fishermen were rescued off the country's west after their boat apparently hit a whale and sank in rough seas, police said Wednesday. The men abandoned their 14-metre (46-foot) wooden boat after striking something "solid", and were eventually rescued by the crew of an oil-drilling vessel. "They hit something hard, solid, they suspect it's a whale," said senior sergeant Greg Trew of Western Australia's Water Police. "They abandoned ship and were in the water for about four hours." Trew said the trio were all in good health despite their ordeal in "horrendous" seas. "It was pretty shocking conditions, 35-knot winds and three to four metre swells, it was pretty nasty," he said.

SHIPYARD NEWS

Kencana denies plan to buy Labuan Shipyard

Kencana Petroleum Bhd has denied reports it planned to take over Labuan Shipyard and Engineering Sdn Bhd (LSE), a wholly-owned subsidiary of Realmild (M) Sdn Bhd. In a filing with Bursa Malaysia Securities, Kencana said it or any of its subsidiary companies had no intention to take over LSE and neither has there been any talk between the two parties or any relevant authorities on any takeover of LSE by Kencana Petroleum. However, the two parties are exploring possibilities of working together for mutual benefits," it said. Meanwhile, Kencana said its wholly-owned units had secured two contracts worth RM30.7 million. Kencana HL Sdn Bhd has secured a RM21.6 million contract from Newfield Peninsula Malaysia Inc for the provision of procurement and construction of the jackets for wellhead platform and central processing platform for PM329 East Piatu Development Project, off Peninsular Malaysia.

Kencana Torsco Sdn Bhd has secured a RM9.1 million contract from Lynas Malaysia Sdn Bhd for the design, fabrication, lining, supply, installation and commissioning of carbon steel and stainless steel tanks on full turn-key basis for Tank Package 3 under Lynas Advanced Materials Project. "Both contracts are expected to be delivered within the first quarter of 2011 and are expected to contribute positively to the earnings of the group for financial year ending July 31, 2011," it said. **Source: bernama**

DIPPER DREDGER DHARTI 24 COMPLETED



Asia Pacific Shipyard Pte Ltd in Singapore, member of Eastmarine Holdings Pte Ltd, has successfully completed the conversion the flattop barge INTAN 1810 into DIPPER DREDGER barge suitable for a Liebherr 994-995 type Excavator.

The owner is KOBIAN Pte Ltd Singapore, Design and Engineering was carried out by the in house design dept with assistance of IMES, member of IHI Marine Engineering Pte Ltd in Singapore. Design consultancy and construction supervision was in hands of Asian Dredging Consultancy Singapore

Photo : Henk ©

Main particulars Dipper Dredger DHARTI 24 :

LOA 47.75 mtrs - Breadth 15.24 mtrs - Depth at sides 3 mtrs - Spudlength 30 mtrs - Design dredging depth 22 mtrs
Accommodation for 8 persons - Class BV coastal service, 15 miles, unmanned deepsea towage.

Buyer Emerges for Northrop Yards

A small group of engineers and financiers previously known for promoting a low-cost class of new fleet oilers has emerged as the first publicly acknowledged bidders for the Northrop Grumman shipyard empire. "We're offering them a one-step solution for all the shipyards," Ed Bartlett, president and CEO of Cleveland Ship, said Sept. 28. "We've been under the radar, and we've decided that now's the appropriate time to let the defense community and the capital markets know what we're up to."

The group, which does not now have a shipyard, submitted its unsolicited bid Sept. 23, one day before a reported deadline Northrop set for interested parties to submit bids or letters of interest. Sources suspect at least one other entry was submitted, but Northrop declined to say. "We won't be making any comments on merger or acquisition activities," Northrop spokesman Randy Belote said Sept. 29.

Northrop, whose three major shipyards make it the largest U.S. shipbuilder, announced July 13 its intention to sell or close its Avondale yard in Louisiana and offer the Newport News yard in Virginia and Ingalls yard in Mississippi as a package deal, all part of a move to leave the shipbuilding business. Observers have speculated about several possible buyers for either the nuclear-capable yard at Newport News, which specializes in aircraft carrier and submarine construction; or the complex Ingalls facility, which builds surface warships, amphibious ships and Coast Guard cutters. Northrop has suggested that if a buyer isn't found, the yards could be spun off to company shareholders.

Cleveland Ship is the first bidder to publicly confirm its interest, and the first to indicate a desire to buy all three shipyards. The group views Newport News as the only currently profitable yard among the Northrop trio, but believes it can turn around the two Gulf Coast yards with better management and innovative sales and development approaches. "We believe there's a \$10 billion to \$12 billion available market that can be built at Avondale over the next decade or so," Bartlett said, pointing to potential government and commercial work. "That [market] would create significant shareholder value as part of this transaction."

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Bartlett, whose resumé includes service as the first president of DRS Power Systems and an eight-year stint as an engineering manager on Virginia-class submarines with the General Dynamics (GD) Electric Boat shipyard, pledged to bring GD-like principles to the company's shipbuilding approach. "The GD approach to shipbuilding is measurement, management and material," he said. "We want discipline at every level of the organization."

He said the people selected for the company's shipyard management team, whom he did not identify, "absolutely understand this." The Cleveland Ship principals pledge to bring an added element to their approach. "There's going to be a difference between us and General Dynamics," said Robert Monitello, chief financial officer of Cleveland Ship. "We're going to be guys more interested in using commercial applications to take the Navy's ideas and make them sound financially. We're going to be basically shipbuilders, with some innovative ideas."

The Cleveland Ship group has become familiar in Washington over the past year, advocating for their Cuyahoga-class "ultra-green" fleet oiler replacement ships, which they propose to provide to the Navy under a fee-for-service arrangement. The group's interest in the Avondale shipyard, which in the past has built fleet oilers, was also known.

Several Capitol Hill sources were surprised, however, to hear the group sought to buy all of Northrop's yards. "I have a hard time seeing where anybody would purchase these assets. There have got to be better places to put your money," one source said of Northrop's offerings. "More power to them [Cleveland Ship] if they think they've figured it out."

A veteran Hill source said the group's first priority will be "to establish credibility to manage the yards and to have the financial depth" to complete the purchase. One congressional source familiar with Bartlett and Cleveland Ship noted the group has a "huge row to hoe" to establish its integrity but did not rule out the proposal. "You can't discount [Bartlett] out of hand," the congressional source said. "He's a smart guy."

Concern was growing, the same source said, about several individual ship construction contracts still being negotiated between the Navy and Northrop, and the possible effect the delays could have on pricing of the contracts and the shipyards. "The shipyard and the Navy have to know the rate the shipyard is going to charge" for the contracts, the congressional source said. "If Cleveland Ship comes in - and that proposal will go through a long, involved certification process because we're talking about a nuclear shipyard - all these things will take time. So who does the Navy contract with?"

The group's proposal to have a go at re-establishing Avondale as a viable shipyard is also questionable, the congressional source said. "I think their business plan is suspect, because [Bartlett] wants to make Avondale a commercial shipbuilding yard. But there's just no market out there."

Timing is becoming critical, the congressional source said: "If the Cleveland Ship offer is silly, it should be dismissed out of hand and we should go forward. If it's legitimate, this could take a while and this could affect the yard." Industry analyst Jim McAleese agreed that the ability to quickly close a deal is critical to any proposal for the Northrop yards.

"Two factors will be key: First, the speed with which a final decision can be announced, because this directly affects the future valuation of Northrop Grumman Corporation," McAleese said. "Second is the risk - that for any reason the deal will not be financed, the closing will be delayed by government review or antitrust concerns, or the risk of residual disputes from issues discovered after the sale."

While agreeing that competing bids are likely for the shipyards, he said, bidders will not necessarily come public or come from existing shipbuilders. "All indications are that it is probable that a strategic buyer will not surface," McAleese said. "By default, this leaves a universe of private equity firms who are likely to submit competitive letters of interest. All indications at this time suggest there will be credible private equity bidders."

The bid by Cleveland Ship is "going to be tough," McAleese said. Among the concerns will be the group's "ability to get financing, risk of collapse from a management perspective, and incidental risk of post-award disputes if both parties are not seasoned shipbuilders."

Bartlett said Cleveland Ship's offer is "completely responsive" to Northrop's stated goals for a transaction. He would not disclose details of the offer, but at least one source thought a fair price for the shipyards would be "about \$3 billion or so." "We understand the challenge we're talking about here," Bartlett said. "This is not a whimsical initiative on our part. This is carefully thought out, completely staffed, backed by lots of analysis and entirely serious. If we didn't think we could pull it off, we wouldn't have done this."

Cleveland Ship is prepared to move fast to seal a deal. "We are ready to move very quickly," Bartlett said.

Whether or not the bid is successful, several observers thought the emergence of a new group interested in shipbuilding was a positive development. "On the face of it, it's a good thing that there's a group that thinks these yards are or can be made viable," the veteran Hill source said. "Whether it's a good or plausible or realistic bid remains to be seen. We need to know the financial, experiences management expertise behind it. There's not many people out there who can take on an enterprise of this complexity." **Source : Defense News**



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Fayard inaugurates new dock

Fayard has inaugurated another dock on its new plant at the former Odense Steel Shipyard at Munkebo near Odense. The first vessel in the new dock was the German owned dry cargo vessel **Kroonborg**, 9,085 DWT. The new dock is constructed in the former fitting out basin, which has been shortened to 140 metres and fitted with a dock gate. The remaining part of the fitting out basin will be used for afloat repairs. Fayard is still working at two premises. It operates a drydock and a floating dock at Fredericia and two docks at Lindø. The third dock will not be available until January 1, 2011. It's presently being used for the construction of three frigates for the Danish Navy. **Source: shipgaz**

Colombo Dockyard provides emergency support to dredger Nile River

Colombo Dockyard in Sri Lanka says Dredging International Marine & Waterway Contractors' trailing suction hopper dredger **Nile River** was recently allocated emergency drydock space at what the yard called "extremely short notice."

Nile River was accommodated in Colombo Dockyard's 125,000 dwt drydock for emergency repairs. The owners were keen that the dredger entered into drydock on arrival, and the shipyard was one step ahead with all necessary planning having been completed.

Nile River arrived in the early morning on 12 September. During the three-day emergency drydocking the critical job was to rectify a leaking shaft. This was attended to with in-situ vulcanising of the seals, while the bottom door repairs were carried out. Over-flow trunk steel renewal was also attended to. As the dredger was on a tight time line, the shipyard worked around the clock to expedite the work and re-deliver the vessel back to owners. **Source : Dredging News Online**

Troubled Vietnam shipbuilder gets fourth chief in four months

The Vietnamese government has appointed a new chief executive officer for the state-owned Vietnam Shipbuilding Industry Group (Vinashin), its fourth head since July, the troubled company's new head said Wednesday. 'I received the decision yesterday that I was being appointed the new CEO of Vinashin,' said Truong Van Tuyen, 60, former deputy general director of the state-owned Vietnam National Oil and Gas Group (PetroVietnam).

Tuyen replaces acting chief executive Nguyen Quoc Anh, who was appointed on August 30. Anh took over from Tran Quang Vu, who was suspended and then arrested on charges of mismanaging state assets when he was the head of a Vinashin subsidiary in the early 2000s.

Vu was appointed July 1 to replace Vinashin's founding director Pham Thanh Binh, after a government audit revealed the company had amassed 4.5 billion dollars in debt. Binh was arrested in August, also on charges of mismanaging state assets. The move to appoint Tuyen highlights tensions between PetroVietnam and Vinashin. Vinashin has been late and over budget on major ship orders for PetroVietnam, and six of the shipbuilder's subsidiaries are to be transferred to PetroVietnam as part of the group's restructuring.

In April Vinashin delivered a crucial 150,000-deadweight-ton floating storage unit to PetroVietnam, two years late and at least 59 million dollars over budget. A 104,000-deadweight-ton supertanker, originally scheduled for delivery in March 2008, remains unfinished. Vinashin got into financial difficulties when it diversified beyond its core business and the global recession hit its revenue. The government has promised to bail the company out.

Last month the government ordered local commercial banks to suspend Vinashin's debt repayments, and extended the company at least 130 million dollars in government funds to pay off foreign debt. **Source : Monsterandcritics**

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PNSC employees get 40 per cent pay raise

The Minister of Ports and Shipping Babar Khan Ghauri has announced a 40 per cent increase in the salaries of Pakistan National Shipping Corporation (PNSC) employees along with one and a half bonus. Speaking at a ceremony hosted by PNSC employees on Monday, he said that organisations under his ministry – the Karachi Port Trust (KPT), PNSC and Port Qasim – were earning profits despite a crisis in the global shipping industry. He said that five new ships would be inducted into the PNSC fleet within a few months, including two bulk carriers and an oil tanker. He said they would replace cargo ships Chitral and Malakand and the number of PNSC ships would reach 15. Ghauri said that Terminal M-8 of Gwadar Port was scheduled to be completed in 2006, but 50 per cent work was still pending, causing serious

difficulties for the importers and exporters. He said that the terminal project was under the communications ministry and the National Highway Authority was working on it. "We have sent many notices to the relevant ministry, standing committee on communications, National Economic Council and chief minister of Balochistan asking them to get the terminal ready, but all in vain," he stated. **Source: Express Tribune**

ATLAS SERVICE GROUP & INTERNATIONAL CREW SERVICES OPENS OFFICE IN SINGAPORE



We are pleased to inform you that we, **Atlas Services Group** and **International Crew Services**, have jointly set up an office in Singapore. Our growing business and the numerous possibilities in Asia, have spurred us to extend our office network. The office will be managed by **Captain Richard Leistra**, together with **Ms Lorie Bernabe**. Richard is well-known in the maritime industry and has extensive hands-on experience in ocean towing, harbor towage, anchor handling, diving and ROV support etc.

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www.atlasgroup.nl

If you require any information or if you have any inquiries please feel free to contact **Richard Leistra** by e-mail, richard@icsinternational.nl

Canada waives import taxes on some ships

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 280

Jim Flaherty, Canada's Minister of Finance, has announced a waiver of Canada's 25 percent import tariff on imports of all general cargo vessels and tankers, as well as ferries longer than 129 meters.

Remitting the 25-per-cent tariff is expected to save shipowners \$25 million per year over the next decade.

"This duty relief will accelerate the renewal of the Canadian marine fleet across the country and will help replace aging vessels with cleaner, safer and more efficient ships," said the Chuck Strahl, Minister of Transport, Infrastructure and Communities. "All the while, it will build on unprecedented investments our Government has made in Canada's infrastructure and gateways by contributing to the upgrading of marine transportation links across the country."

Under the Customs Tariff imported ships are subject to a tariff rate of 25 per cent, the highest rate of duty for industrial goods.

To complement the new duty remission framework, decisions have been made on all outstanding duty remission requests that were in the Canadian Government's in-tray. As part of those decisions, the Government is remitting the \$15.3 million in customs duties paid on two tankers, the Algonova and the AlgoCanada, imported from Turkey by Algoma Central Corporation in 2008 and 2009. It is also remitting \$119.4 million in customs duties paid on four large-sized ferries, the Coastal Renaissance, the Coastal Inspiration, the Coastal Celebration and the Northern Adventure, imported by the British Columbia Ferry Services Inc. (BC Ferries) between 2007 and 2009 from Germany

Duty remission will support the competitiveness of Algoma Central Corporation's downstream users, primarily producers and users of energy products, who should benefit from lower shipping rates as a result of this measure. Duty remission will also be of benefit to BC Ferries and to its users.

BC Ferries President and CEO David L. Hahn said the refunded import taxes would be used for an across the board ferry fare reduction of about two per cent. The rate reduction will take effect on Monday October 18, 2010.

In addition to a commitment to lowering fares, BC Ferries is also allocating \$20 million to upgrade key assets in the ship repair and maintenance business in British Columbia. The details of this initiative are still to be finalized. Full details on the duty relief announced last week will be published in the Canada Gazette, Part II on October 13, 2010.

Source : MarineLog



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GE Ship sets aside \$573 mln to buy 8 vessels by FY13

India's Great Eastern Shipping Co Ltd, which owns 33 ships, has earmarked about \$573 million to buy 8 vessels with a total capacity of 1.31 million DWT, according to a company presentation obtained by Reuters. At present, the company has 27 tankers and 6 dry bulk carriers, aggregating to 2.52 million deadweight tonnes (DWT). On Monday, it had sold a 1987-built Aframax crude carrier to undisclosed buyers.

According to the presentation, the company's average age of vessels is 9.7 years. Of \$573 million, GE Shipping has already paid \$207 million through stage payments, it said. In all, the company will acquire five dry bulk carriers and three crude carriers, or tankers, by FY13. Three dry bulk carriers, one from STX Shipbuilding Co Ltd and two from Cosco (Zhoushan) Shipyard Co Ltd, are scheduled to be delivered in the current financial year, according to the presentation. **Source : IndiaTimes**



Above seen the **MS SOPHIE** working at the Kurnell refinery in Botany Bay Australia.

Photo : Chris de Jong (c)

Hutchison Ports to Deepen Terminal in Poland

Gdynia Container Terminal, Port Authority to develop berth to 49 feet

Hutchison Port Holdings will develop a deepwater berth at its terminal in the Port of Gdynia in Poland under an agreement with the Port of Gdynia Authority. HPH's Gdynia Container Terminal and the Gdynia Port Authority will jointly develop the deepwater berth at the Bulgarskie Wharf.

By The Numbers: Europe-North America Westbound Container Trade.

The new berth will have a quay length of 1,171 feet with a maximum depth-alongside of 49 feet, making it possible for GCT to accommodate vessels with capacities larger than 8,000 20-foot equivalent container units. GCT will continue to expand its container yard and invest in more equipment in line with operational requirements. The deepwater berth is expected to be operational in mid-2012.

Safmarine forms new Indian Subcontinent region

Safmarine Container Lines has announced the formation of a new region in its global organisation to further enhance service for customers trading to and from the Indian Subcontinent (ISC). According to CEO Tomas Dyrbye, the

formation of the Safmarine ISC region is a clear indication of how important the Indian sub-continent had become to the company. This new, separate region within Safmarine will cover India as well as Pakistan, Sri Lanka, Bangladesh, Afghanistan, Nepal and the Maldives. The Indian sub-continent and surrounding countries had previously formed part of the Safmarine West and Central Asia region, which included the Arabian Persian Gulf. These countries have now been combined with North African and Levant Countries to serve customers in the newly established Middle East & North Africa (MENA) Region. **Source: eyefortransport**



The IHC MERWEDE built TSHD **ISANDLWANA** seen during yard trials in the Rotterdam area

Photo : Frans de Lijster (c)

Passenger ferry kept afloat by millions of public cash

The operator of Scotland's only passenger ferry service to the continent was paid more than £6 million in Government support despite winding up operations after less than two years due to insufficient demand.

The Rosyth-Zeebrugge service, which was relaunched last May but is to close to passengers at the end of this year, benefited from £3.9m in marketing support from tourism agency Visit Scotland and a further £2.8m in direct marketing assistance from Scottish Enterprise, Transport Minister Stewart Stevenson has confirmed.

Labour MSP Cathy Peattie called on ferry operator DFDS to explain why it had benefited from such taxpayer support before cancelling the service. "Public money has gone into supporting the service and passenger numbers were starting to improve but DFDS has pulled the plug on it. I'm sure the public will feel angry that taxpayers' money has been wasted like this," she said. "You can't argue that people should choose more environmentally friendly alternatives to flying if no alternative service is in place."

Details of the financial support have also been seized on by the aviation industry amid calls for similar support to be given to airlines considering new routes from Scottish airports. DFDS, which took over previous operator Norfolkline in July, announced last month that the service would close to passengers at the end of the year due to insufficient demand. The route was launched in 2001 by Fastlink but ceased operations in September 2008 only to be relaunched by Norfolkline the following May.

Figures show that the service attracted less than half the number of passengers in its first months of operation, with a modest improvement in its performance this year. Mr Stevenson said in addition to the marketing support, DFDS and Norfolkline had received a £1.7m waterborne freight grant, half of which is yet to be paid.

VisitScotland yesterday disputed the figure given by the Transport Minister, stating that marketing support including advertising and promotions over the last three years that would have benefited the service were worth £3.3m and that £333,000 had been provided in direct marketing support. A spokeswoman for Scottish Enterprise said that marketing support to the value of £2.8m had been provided for five years after the service was first launched in 2001. She added: "This route is important to Scotland, providing a direct link to the continent and allowing more environmentally-friendly options to transport freight by sea rather than road."

DFDS defended its decision to end passenger operations on the route, insisting its losses over the first two years amounted to more than £5m. "As a commercial company we have to act on such losses, and therefore we are, from the end of 2010, unable to continue the passenger route," a spokesman said. Scots are left with that sinking feeling over Rosyth ferry aid **Source : heraldscotland**



Above seen the Drill ship '**West Capella**' with the '**Bourbon Diamond**' alongside when viewed from the **Saipem 3000**. The spread is in the Total USAN development, offshore Nigeria '
Photo : Howard Baker, Marine Warranty Surveyor for LOC (c)

Plans for £85 million Rosyth container terminal on display

The organiser of a public exhibition which showed detailed plans for an £85 million container terminal at Rosyth in Scotland says the proposals would act as "a catalyst" for west Fife and that its key activities could include assembly of the Queen Elizabeth aircraft carrier and maintenance of the Royal Navy's surface ship fleet.

As The Courier newspaper reported recently, Port Babcock Rosyth Ltd held the exhibition in the Elgin Hotel, Charlestown, ahead of it seeking permission to build the international container terminal at the west end of the main basin in Rosyth. The company - which has said the plan could bring 250 jobs to the area and inject £8.5 million into the west Fife economy - will submit a harbour revision order (HRO) to the Scottish Government and has held the exhibition to explain its proposals.

If given the green light the terminal would be located at the RD57 dock, originally built to refit the UK's fleet of Trident submarines. However, it was never in operation after the £5 billion contract was given to Devonport in 1993. The

Rosyth International Container Terminal is considered a project of national significance and has also been recognised in the Scottish Government's national planning framework two document, published last year.

The Fife structure plan has zoned the port of Rosyth for development as a multi-modal international freight distribution facility and the Dunfermline and west Fife local plan identifies the project as an important part of Rosyth's future development. The Courier said Babcock carried out a three-month consultation exercise prior to submitting its plans. Following dialogue with Fife Council and the Scottish Government's ports and harbours branch, the company decided that pursuing the HRO route would provide the most appropriate consenting ladder for the project.

Neighbouring communities have expressed anxieties about the container terminal being built, due to its possible impact on the environment and wildlife. Ali McKerron is chairman of Charlestown, Limekilns and Pattiesmuir Community Council and he said, "This is a quiet residential area but this site would be operating 24 hours a day, seven days a week. It would be a very noisy operation." He said the main concerns were for the environment and the effects dredging in the Forth would have on the foreshore. Villagers have also voiced anger at the possibility of around 750 to 900 vehicles coming in and out of the site each day. However, Michael Murray, site development manager for Babcock, said he hoped the exhibition would show the positive aspects of the ambitious proposal. "It has sustainable benefits to the area and is an extension of the suites we have at Rosyth waterfront," he said. "There has been a port in Rosyth since 1912 and this plan will utilise permanent use of land that has not been used since the 1980s."

"We have detailed the consenting process, which shows people that the public will have 42 days to make representations if there are matters they are concerned about if the programme is to go ahead. We hope to submit this to Fife Council in late autumn. Rosyth International Container Terminal is a viable proposition for the future container import/export requirements for the Scottish economy and will also have the potential to serve as a gateway terminal for the north of England." **Source : Dredging News Online**



Above seen the former Australian Navy Hydrographic vessel **HMAS FLINDERS**, now super yacht **PLAN B** with Eurocopter EC145 helicopter VP-CPB leaving Valletta from Grand Harbour Marina bound to Port Said on Monday 4th October 2010. **Photo : Capt. Lawrence Dalli - www.maltashipphotos.com (c)**

Bore back in Turku

After a docking at Turku Repair Yard in Naantali, the passenger vessel **Bore** (ex **Kristina Regina**) arrived to her original home port Turku on October 3, 2010 to be permanently moored as a floating hotel and restaurant in River Aura.

During her last voyage she was towed by the tugs [Hurtig](#) and [Fart](#). The original livery of the vessel has been restored and now the vessel will be refurbished before opened to the public during the autumn. The [Bore](#) was built in 1960 and traded for Bore between Stockholm and Turku until 1976. For the last 21 years the vessel has been operated by Kristina Cruises as the [Kristina Regina](#). Source : ShipGaz

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Above seen the [Stanislav Yudin](#) as she changed birth at Keppel Verolme Shipyard as seen from the [Calamity Jane](#). She was assisted by the tug boats [Smit Zweden](#) and [Thamesbank](#)
Photo : Roy van Ginkel (c)

Cargotec wins order for 14 Kalmar Edrive straddle carriers

Cargotec, a provider of cargo handling solutions, has received an order for 14 Kalmar Edrive straddle carriers from Generale de Manutention Portuaire, a joint venture between terminal operator DP World and shipping company CMA-CGM at the port of Le Havre in France.

Cargotec said that the Kalmar ESC450W model carrier helps Generale de Manutention Portuaire (GMP) to reduce harmful emissions at the port while lowering its fuel consumption. The units will be delivered in the first quarter of

2011. GMP's new all-electric straddle carriers will come equipped with twin-lift spreaders capable of lifting loads of up to 50 tons.

GMP has opted for Kalmar 7+ generation ESC W straddle carriers featuring electrically controlled engines, a variable speed generator system and a winch hoist system with full AC drives. Damien Cols, director of global customers at Cargotec, said: "Since the early 1990s, we have supplied over 60 Kalmar straddle carriers to GMP. We are very pleased to receive this latest order for 14 new straddle carriers. The close cooperation between us and the customer will ensure that these machines perform at the optimum level." **Source: tradingmarkets**

New approval for

Ajax Chubb Varel

A UTC Fire & Security Company

Ajax Chubb Varel proudly announce that as of September 2010 our shipping department as service company has been approved by the Russian Maritime Register of Shipping.

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- Portable Fire Extinguisher
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Idle container fleet up 1.6 per cent to 224,000 TEUs in late September 2010

According to Paris-based agency Alphaliner, the world's idle container ship fleet in late September was 1.6 per cent, totalling 224,000 TEUs. This is slightly higher than the position in mid-September when it was 1.5 per cent totalling 213,000 TEUs.

The slight increase is attributed to the arrest in Singapore of three ships of 5100-TEU each owned by Islamic Republic of Iran Shipping Lines. Most carriers are not sure if the winter season demand will pick up because the autumn demand continues to be far from satisfactory. Although no major services have been closed except the peak season Asia-Australia service, which was discontinued in August, the shipping lines still prefer to wait and watch. Meanwhile, latest Shipping Confidence Survey published for three-month period till August shows a slight weakening compared to the results of the previous quarter with score of 6.2/10, down from 6.3/10 which was the highest in 18 months. In May 2008, when the survey was launched, the score was 5.6/10. A number of respondents commented on the adverse effect of what one described as the "negative effect created by the huge overhang of new orders". "Owners have to understand that by continuing to order newbuildings for their fleets they are simply laying the foundation for self-destruction on a long-term basis," observed one respondent. Uncertainty about the world economy continued to influence the thinking of many of those who responded to the survey. **Source:** thehindubusinessline



HAL's **RIJNDAM** seen arriving in Willemstad (Curacao)

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

Port of Le Havre adds new all-electric straddle carriers

The port of Le Havre in France is set to expand its container handling operations with the addition of new all-electric straddle carriers. Port handling firm Générale de Manutention Portuaire (GMP), a joint venture between terminal operator DP World and shipping company CMA-CGM, has placed an order for Cargotec's 14 Kalmar Edrive® straddle carriers which comes with twin-lift spreaders capable of lifting loads of up to 50 tonnes.

Built to stack 4-high, the Kalmar 7+ generation ESC W straddle carriers will help GMP meet the demands of its expanding container handling operations at the port of Le Havre, according to Cargotec.

"Since the early 1990s, we have supplied over 60 Kalmar straddle carriers to GMP. We are very pleased to receive this latest order for 14 new straddle carriers," said Damien Cols, Director, Global Customers for Cargotec.

According to Cargotec, the straddle carriers features electrically controlled engines, a variable speed generator (VSG) system and a winch hoist system with full AC drives, which reduces emissions and fuel consumption making them cost-effective and eco-friendly.

The 7+ generation also feature a modular and compact power electrics design, improved access to the power pack for easier maintenance, and a fuel-efficient and reliable visco fan. Le Havre port handles more than 60% of France's annual container traffic and has been consistently adding more capacity to GMP's terminal expansion plans, said Cargotec. **Source: portworld.com**

Versatile dredger "MICHEL DSR" added to French mining fleet



Piriou Shipyards has delivered a 2.300 m³ trailing suction hopper dredger, fitted out with Damen dredging equipment, to the French sand mining contractor CETRA. The hopper dredger, named "**Michel DSR**", will mine sand and gravel off the Brittany coast and transport it throughout the Loire Estuary. The vessel is a prime example of franco-dutch cooperation in dredge building.

The twin-screw hopper dredger has been fitted out with a single starboard-side 600 mm trailing pipe with integrated submerged dredge pump. The vessel is 85 m long, 15.85 m wide and has a dredging draught of 5.98 m. The bridge and the accommodation are located aft. The spacious 7-crew accommodation

includes all fully air conditioned facilities such as galley, mess room etc. The pump room and the engine room are located in the forecastle, near the hull suction inlet. Two 1.920 kW Caterpillar propulsion diesel engines ensure a speed of 13 knots.

The dredger has been designed for an important dredging depth – that is up to 40 m. In order to optimise efficiency and generate high mixture concentrations the trailing pipe has been fitted out with an integrated submerged dredge pump. This high-efficiency Damen dredge pump, type OBP6055LD, is direct-driven by a 600 kW electric motor. The jetwater-assisted California type drag head has been opted for as the mining activity concentrates on relatively coarse sand and gravel meant for the building industry. The trailing pipe is remotely operated by 3 gantries and their hydraulically driven winches. The drag head winch wire runs over a swell compensator managing max 4 m swell. The versatility of the ship shows in the unloading systems, which can either be done using a dredge pump or by the excavator situated over the hopper. The in-board Damen dredge pump, type BP6055HD, is installed for self discharging the hopper cargo using the longitudinal self-emptying system along the hopper with hydraulically operated Damen dredge valves as suction channel doors. The 1.800 kW high pressure dredge pump has been provided with wear resistant wet parts and a mechanical shaft seal, and efficiently pumps the diluted cargo to either the side



coupling or the bow coupling. The side coupling has been designed to fit land based counter couplings in various ports. Moreover a 600 mm bow coupling unit is installed for pumping ashore on several existing floating pipe lines.

When the dry discharging system is used, the vessel does not require any port infrastructure. The Caterpillar excavator, type 385C, is based at coaming level and runs over rails located along the sides of the hopper. During dry discharging it moves slowly forward, depositing dry hopper cargo in the funnel which moves along the portside conveyor belt. Another conveyor belt, turned aft during transit, is now directed over the bow or side to deposit the gravel on quay.

The hopper dredger is fitted out with a complete state of the art system of Damen dredging instrumentation and dredging automation. The performance of the dredge pumps is closely monitored using the data of the vacuum and pressure sensors, plus the

detailed production data from the radio-active density meter and the magnetic inductive velocity meter. The position of the trailing pipe is monitored by the Suction Tube Position indicator using data from inclinometers on the trailing pipe hinges. The course of the hopper loading process versus time is shown on the Load and Draught system, fed by data from the bilge mounted pressure sensors.

The “**Michel DSR**”, named after the owners family, has been commissioned in July. After its satisfactory sea trials and dredge trials the vessel has been handed over to his owner CETRA. The vessel has started its productive life from its homeport Saint Nazaire and is now continuously delivering building materials to many French ports along the Atlantic coast. **Source : Damen Dredging Equipment B.V.**

The advertisement is a rectangular graphic with a dark background. On the left side, there is a photograph of an offshore oil rig. In the center, the text "DIOGENES MODULES" is displayed in a stylized font, with "DIOGENES" in white and "MODULES" in black. Below this, the text "LIVING FACILITIES FOR PROFESSIONALS" and "MADE IN GERMANY" are written in white. At the bottom, it says "DIOGENES CABINS – THE HIGHEST STANDARDS IN QUALITY AND SAFETY". On the right side, under the heading "GET IN TOUCH:", contact details for Diogenes Modules GmbH are listed, including a telephone number, an email address, and a website URL.

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Crane crunching through hull marks end of life for Humber ferry the Lincoln Castle

As the crane crunches through the hull of the Lincoln Castle, another piece of history is removed. The famous red smoke stack has been torn away, along with the deck which once carried up to 20 cars across the banks of the Humber.

The latest images of the vessel have disappointed campaigners who battled to save her from the scrap heap. Despite the Hull-based Lincoln Castle Preservation Society raising more than £100,000 for the vessel, the owner Colin Johnson refused to sell her to the group.

Instead, he appointed demolition contractors to dismantle and scrap the country's last coal-fired paddle steamer. Stephen Sharpe, chairman of the society, said he was sad to see what the vessel had become. He maintains that the society would have been able to restore the 70-year-old ferry to her former glory. "To watch them cutting up a perfectly restorable boat is unbelievable," said Mr Sharpe.

"It makes me so sad to see her like this. It has gone and finished, it is all over now." It is unfortunate because, as a society, we managed to do more than anyone has done in the past, raising so much money in such a short space of time. "Eventually it became clear that no matter what we did, the answer would always be no." Mr Sharpe said the society is now planning to build an exact replica of the vessel and put it into service as a new Humber ferry.

"I just want the demolition to be done as soon as possible, so that we can get on with what we are doing," added Mr Sharpe. Peter Johnson, the brother of owner Colin Johnson, said the society simply came "too late" to save the vessel, which had been up for sale for three years.

The Paddle Steamer Preservation Society was offered the vessel for free, but refused, saying it would cost too much money to repair. Mr Johnson said he expects the demolition work to be completed in a few weeks. "There is still quite a lot of work as much of the bottom of the vessel remains and removing that will be a slower job. "There is also concrete at the bottom which needs removing. "However, it is going well and there have been no problems with it all. "Now is simply the end of its life." **Source : [thisishullandeastriding](#)**

Grimaldi launches new freighter route



The **Eurocargo Genoa** & **Catania** both taking bunkers, in grand harbour, Malta - **Photo : [Gejtu Spiteri](#) ©**

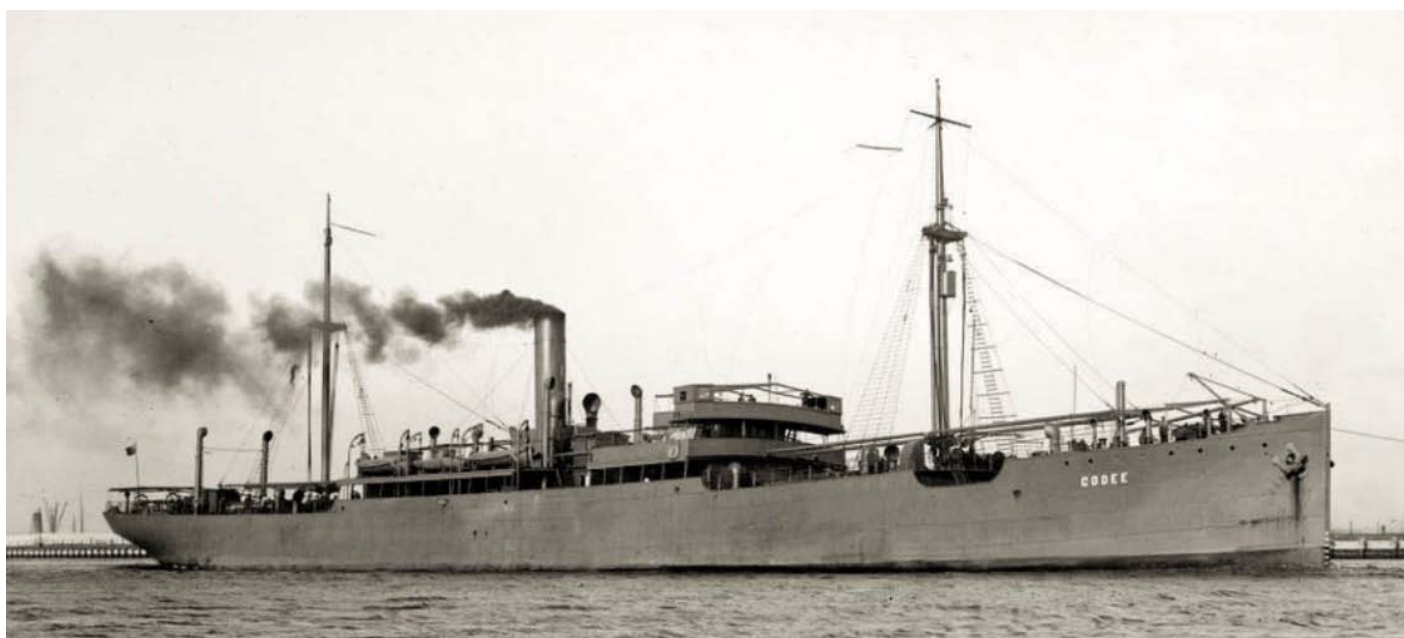
Operator also planning Spanish service for November, Grimaldi Lines, which recently pulled out of the MoS between France and Spain, has launched a new freight-only ro-ro service between the Italian Mediterranean port of Livorno and Catania, the industrial hub of Sicily. Two vessels, the **Eurocargo Malta** and **Eurocargo Genova**, are plying the twice-weekly route, which also calls at Malta and Genoa, a Grimaldi spokesman told IFW. The vessels were delivered to Grimaldi this summer and have a loading capacity of about 4,000 metres of rolling cargo and a speed of 23 knots.

The Italian shipping operator is also planning to launch a twice-weekly Livorno-Valencia ro-pax service in November, the spokesman said. Commenting on the decision to withdraw from the MoS between Gijon and Saint Nazaire only a few days after its launch, where it was in partnership with French counterpart LD Lines, the spokesman said: "Grimaldi prefers to concentrate its efforts in the shortsea segment in the Mediterranean and the Baltic Sea."

LD Lines is now going it alone on the Nantes-Gijon MoS route. The spokesman added: "Grimaldi strongly believes in the MoS concept as a valid alternative to all-road transport. The proof is that it is continuously expanding its MoS network in the Mediterranean with the recent launch of these two new services".

The company has six additional ro-ro ships on order, with a capacity of about 4,000 lane metres of capacity, to be deployed on services in Europe and the Mediterranean. **Source : ifw-net.com**

OLDIE – FROM THE SHOEBOX



Above seen the Australian 1907 built 4224 GRT **COOEE**, measuring 117.2 x 15.5 metres, the steel single screw steamship was built by Flensburger Schiffbau Ges., Flensburg as the Neumunster for Deutsch-Australische DG, Hamburg, powered by a triple expansion engine making 12 knots.

1914 she was seized by Australia at Fremantle and renamed **Cooee**. Sold again in 1926 to A B Naxos Prince, Helsinki and renamed **Bomarsund** and she was finally broken up at Ghent in November 1935

Information : John Hoskin: <http://www.flotilla-australia.com/>

Photo Credits: Unknown Source – coll : Gordy Ross

.... PHOTO OF THE DAY



The **SIGAS INGRID** seen at Wandelaar pilot station

Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/rorifocus/> ©

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