

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 285



Number 285 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 12-10-2010**

News reports received from readers and Internet News articles copied from various news sites.

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**The JAN LEEGHWATER seen operating in Rio de Janeiro
Photo : Jaap van den Heuvel (c)**

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EVENTS, INCIDENTS & OPERATIONS



The newbuilding [Stena Britannica](#), seen passing Felixstowe, 10th October 2010, on her first commercial sailing between Harwich and the Hoek van Holland.

Photo : David Hazell (c)

Hawaii Superferries sold at bankruptcy auction

Pilot online reports that the two Hawaiian superferries have been auctioned off on the steps of U.S. District Court in Norfolk, Va. The U.S. Maritime Administration paid \$25 million apiece for the vessels, which were built as Austal USA.

Marad will now look for a buyer. It is widely expected that the ferries will go to the Navy. Source : MarineLog

Somali pirates seize ship with 20 Filipino crew onboard off East African coast

Somali pirates have seized a Japanese-owned cargo ship with 20 Filipino crew members onboard, the European Union Naval Force said Monday. The owners of the Panama-flagged [Izumi](#) received an automatically released distress signal Sunday afternoon, indicating that the vessel was likely under attack by pirates, said E.U. Naval Force spokesman Lt. Col. Per Klingvall.

A Danish warship was sent to investigate and made contact with the [Izumi's](#) captain early Monday. He reported that the ship was under pirate control. It is now traveling to Somalia and is around 170 miles (274 kilometers) south of the Somali capital of Mogadishu. A French warship is monitoring the situation as the Izumi heads toward Somalia, said Klingvall. The [Izumi](#) is operated by NYK-Hinode Line, Ltd and was traveling between Singapore and Mombasa, said

Yuki Shimoda, an official at Japan's Transport Ministry. It was not immediately known what cargo the 14,152-ton **Izumi** was carrying. Somali pirates now hold 18 ships and 389 crew. The sailors are not usually hurt or killed but can be held for months while their captors negotiate a multimillion-dollar ransom.

Somalia has been a failed state for nearly 20 years and the cash from piracy is one of the few ways its inhabitants can make money. The lion's share of the loot is usually split between financiers, negotiators, and local militias. The gunmen who go out to sea in tiny skiffs and guard the captive ships also get a cut, usually between \$10,000 and \$15,000 each. **Source : AP**



The **SKANDI SEVEN** seen arriving at the river Tyne from Stavanger for OTP, Walker to load cable 10.10.2010

Photo : Kevin Blair (c)

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Larger cruise ships may be banned from Antarctic

Some large cruise ships may be banned from sailing in Antarctic waters starting next year. The International Maritime Organization has adopted a ban on the use and carriage of heavy fuel oil in those waters, starting Aug. 1, 2011.

More than a half-dozen cruise lines that carry more than 500 passengers may be affected by the rule. Princess Cruises, Oceania and Regent say that 2010 will be the last season they visit the frozen continent. Holland America, however, said it plans to continue its cruises there, switching to lighter marine fuel. Celebrity Cruises says that if it's required, it will modify its practices to meet the new standard. Other lines are formulating their plans. Many smaller ships will still operate Antarctic cruises. These ships can land passengers on the continent itself, 100 maximum at a time; larger

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ships are not permitted to offload any passengers. A new cruise port is nearing completion in Falmouth, Jamaica. Known as Historic Falmouth Port, the facility will be able to berth an Oasis-class ship (the world's biggest) and a Freedom-class ship simultaneously.

The port, being built by Royal Caribbean Cruises and the Port Authority of Jamaica, will offer a mix of retail and restaurant venues as well as a residential area, all to be completed during 2011. The first Royal Caribbean ship to call at the new port will be **Navigator of the Seas**, on a sailing from Port Everglades Jan. 3. Falmouth, located on the North Coast between Montego Bay and Ocho Rios, was a major rum and slave trade port in the 18th century. Some of the original Georgian structures are being restored.

Fans can mingle with soap opera stars on a four-night **Celebrity Century** cruise out of Miami Jan. 27. On board will be 15 soap actors, including General Hospital's Brandon Barash and Bradford Anderson; All My Children's Walt Willey, Adam Mayfield and Jacob Young; One Life to Live's Mark Lawson; Young and Restless' Michelle Stafford, Christian LeBlanc and Daniel Goddard; Bold and the Beautiful's Brandon Beemer and Don Diamont; and Days of Our Lives' James Scott, Galen Gering, Eric Martsolf and Nadia Bjorlin.

Crystal Cruises is returning to Alaska next year for the first time since 2005 with a series of 12-night voyages from San Francisco. The cruises will visit Vancouver, Victoria, Sitka, Juneau, Skagway and Ketchikan, and all but one will cruise in Glacier Bay . . . Windstar Cruises will return to the Greek isles in 2011 for the first time in six years with sailings on its 312-passenger **Wind Surf** . . . MSC Cruises will base its **MSC Lirica** in Abu Dhabi starting next fall to make seven-night cruises along the Arabian peninsula. The ship will call at Muscat, Al Fujarah, Bahrain and Dubai.

Small-ship operator American Cruise Lines says it will build a 140-passenger paddlewheeler that it will operate on the Mississippi River starting in 2012, but has declined to release any details . . . MSC Cruises now has confirmed the order and changed the name of a 94,500-ton ship for which it had signed a letter of intent a year ago. Formerly known as the **MSC Favolosa**, the new ship will be named **MSC Fantastica**. It will debut in 2012 . . . Film critic Leonard Maltin will introduce showings of his four ``unsung favorite" movies of 2010 aboard Coral Princess' Dec. 15 holiday sailing out of Port Everglades. He will also lead discussions of some films, give a talk on the Hollywood of yesteryear and host a film trivia contest. **Source : miamiherald.com**



Above seen the 2010 built offshore tug/supply ship **MARTY QUIST TIDE** underway offshore Malta bound to Libya on Monday 11th October 2010.

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

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After the **Angostura platform** was successfully installed in Trinidad waters, the **Hermod** puts the icing on the cake by installing the interconnecting bridge.

Photo : Capt. Jan Berghuis (c)

Supertanker owners may switch to Africa

Supertanker owners may send empty ships to West Africa rather than the Middle East to seek cargoes after a French port strike bolstered oil freight costs west of the Suez Canal, Optima Shipbrokers Ltd said. Owners with vessels that have finished unloading in Asia may be "focusing on West Africa since returns are much better," Nikos Varvaropoulos, an official at Optima in Athens, said by email today. While owners would normally try to secure cargoes before sending ships to West Africa, some may do so "speculatively" this time, he said. Charter rates for oil tankers in West Africa and Europe have risen as a strike at Marseille, France's biggest oil port, delays vessels and leaves them unavailable for hire for longer periods. The labor action entered a 12th day today, according to Inchcape Shipping Services. The Baltic Dirty Tanker Index, an overall measure of crude oil transportation costs, had its biggest weekly gain since March, advancing 11 percent to 757 points, according to the London based Baltic Exchange. Today the gauge rose 11 points, or 1.5 percent.

The three main crude oil tanker types are very large crude carriers, or VLCCs, which can haul 2 million barrels; suezmaxes, which are half the size; and aframaxs that transport between 500,000 and 750,000 barrels, depending on

where they trade. Will Leslie, head of tanker derivatives at broker ACM-GFI in London, said by email: "Delays in the Mediterranean have filtered through into both the suezmax and aframax markets." In turn, that "lent support" to VLCCs loading in West Africa, he said. VLCCs trading in West Africa are making about \$21,584 a day more than those in the Persian Gulf, according to data compiled by Bloomberg. Charter rates for the vessels on the industry's benchmark Saudi Arabia to Japan route fell for a seventh day today, losing 0.5 percent to 44 Worldscale points. By contrast, rates for the route between West Africa and the US added 0.9 percent to 62.02 points. Daily returns from voyages between the Middle East and Japan plunged 32 percent to \$1,661 today, rounding out the biggest weekly retreat in more than a year. Returns dropped 74 percent this week, the most since an 89 percent plunge in the week ended August 28, 2009. Ship fuel costs \$469.81 a metric ton globally on a weighted average basis, according to data compiled by Bloomberg. VLCCs burn upwards of 90 tons a day when sailing empty, Riverlake Shipping SA in Geneva estimates. Halvor Ellefsen, a tanker broker at SeaLeague AS in Oslo, said by email: Sending empty ships speculatively to West Africa "is a fair punt, provided the French strike continues a while." In the Mediterranean Sea market, "the ongoing disruption is likely to set the ball rolling once again next week," E A Gibson Shipbrokers Ltd said in a report.

Source: bloomberg.com

Defensie biedt ondersteuning aan historisch weekend



Ter gelegenheid van de ontmanteling van het land Nederlandse Antillen, vonden er afgelopen weekend diverse activiteiten plaats op Curaçao en Sint Maarten. Defensie, de Antilliaanse Militie en de Kustwacht voor de Nederlandse Antillen zorgden mede voor de ceremoniële ondersteuning. Een peloton van de compagnie de Koninklijke Landmacht verzorgde de erewacht bij het Statengebouw tijdens de laatste Statenvergadering op zaterdag 9 oktober.



Dat deden zij samen met de Tamboers en Pijpers van het Korps Mariniers en met een peloton van de Antilliaanse Militie. Vanaf Fort Krommelijn klonken elke halve minuut kanonschoten tijdens de verplaatsing te voet van Gouverneur Frits Goedgedrag naar het Statengebouw. Op zondag 10 oktober stonden het landmachtpeloton en de Antilliaanse Militie wederom opgesteld voor het Statengebouw als ceremoniële ondersteuning bij de eerste Statenvergadering waarin Frits Goedgedrag zijn functie van Gouverneur van Curaçao aanvaardde.

De marine-eenheden lieten zich in de Annabaai zien: net als [Hr.Ms. Pelikaan](#) was ook [Hr.Ms. Zuiderkruis](#) toegankelijk voor de bevolking van Curaçao. De kustwachtcutter Panter was eveneens open voor publiek. De Lynx boordhelikopter van [Hr.Ms. Zuiderkruis](#), het stationsschip van de West, verzorgde spectaculaire demonstraties boven de Annabaai en de Boston Whalers waren beschikbaar voor rondvaarten.

's Avonds laat werd er een erehaag gevormd op de pontjesbrug voor ZKH prins Willem-Alexander en prinses Maxima, samengesteld door diverse geüniformeerde diensten waaronder ook de Koninklijke Marine en de Antilliaanse Militie. Vlak voordat het nieuwe land Curaçao een feit was, werd voor de laatste keer het traditionele saluut van 21 kanonschoten aan het Land Nederlandse Antillen afgegeven door de Koninklijke Marine vanaf Fort Krommelijn. Nadat de vlag van het nieuwe land Curaçao was gehesen, luidden naast het vuurwerk ook de scheepshoorn van de schepen in de Annabaai het land Curaçao feestelijk in.



Defensie minister Eimert van Middelkoop was ook een van de aanwezigen bij de ceremonies ter gelegenheid van de staatkundige overgang van de Nederlandse Antillen. Hij greep deze gelegenheid aan om nog eenmaal als Minister van Defensie een bezoek te brengen aan Defensie in het Caraïbisch Gebied en te praten met het personeel. Aan boord van Hr.Ms. Zuiderkruis sprak de minister met bemanningsleden en reikte hij een bronzen medaille uit aan Matroos 1 LDV Tristan Gyömörel en de zilveren medaille aan sergeant ODOPS Mark van de Lucht. Morgen is de bewindsman op Aruba om daar de herinneringsmedaille uit te reiken aan de 43 militairen die zijn ingezet voor de noodhulpoperatie in Haïti. **Foto's: Peter Bijpost (Koninklijke Marine)**



The Fishing vessel **Sveinn Johnsson** leaving Cape Town for the fishing grounds in today's storm. –
Photo : Glenn Kasner ©

Nederlandse Kaap Hoorn-vaarders

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



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Above seen the **Smit Collingwood** assisting the Tanker **Chem Sea** from Eastham Locks, River Mersey on 15/5/10..

Photo : Iain Forsyth ©

Interferry moves on Philippines ferry safety

Interferry has written to the Philippines transportation ministry with an offer of assistance in improving safety standards in domestic ferry operations. The move, echoing its current efforts with the IMO in Bangladesh, came in instant response to an impassioned speech by the head of a private Filipino ferry company at the trade association's 35th anniversary annual conference in New York last week. Christopher Pastrana, founder of Philippine Archipelago Ferry Corp, said he was ashamed of the nation's maritime safety record, marked by 30 major incidents and more than 5,000 deaths over the past 30 years, particularly as more Filipino seamen than any other nationality were employed in the world fleet.

Speaking during a session on developments in emerging markets, Pastrana said his company had carried ten million passengers since joining the government's Strong Republic Nautical Highway service expansion project in 2004, but had done so with nine different ro-ro ships that came from a variety of countries and were not purpose-built. "The

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current Philippines ferry fleet averages 25-28 years old and most have been purchased second hand from Japan, China and Norway, which probably contributes to the high incidence of maritime accidents in the country," he pointed out.

In a drive to lead safety and efficiency improvements, the company has financing in place and is preparing to order ten new ro-pax catamarans, designed by Australia's Sea Transport Solutions. "We will revive the Philippines marine industry with international class vessels operating in domestic waters," said Pastrana, who is also president of the Philippine RoRo Operators Association and a captain in the national coastguard auxiliary.

Asked what the government was doing about the 'appalling' safety record, he said the public and private sectors must work hand in hand on a fleet modernisation programme but stressed: "We in the private sector have to take the initiative to raise the bar and set an example to other operators by phasing out older vessels. We hope our new ships will encourage other owners to go this way." The Interferry board reacted immediately by authorising a letter from CEO Len Roueche to Jose deJesus, secretary of the Philippines transportation department. Roueche wrote: "The presentation by Mr Pastrana was without doubt the highlight of the conference and outlined a bold new move by the Philippines to address its poor record in ferry safety. Interferry has long advocated improved ferry safety standards in developing countries and applauds this new initiative to move ahead with modern ferry designs that are safer and more environmentally friendly. Should your government require any assistance on this project, please do not hesitate to contact us."

The trade association is four years into a ten-year Memorandum of Understanding with the IMO, where it has consultative status, to cut ferry fatalities in developing nations by 90%. Under the initiative, pilot schemes have been launched in Bangladesh focusing on crew training, weather reporting and the compilation of a vessel database. Explaining the approach to the Philippines, Roueche stressed: "We are awaiting full implementation and feedback from Bangladesh. Meanwhile we have been considering ways of engaging with other developing countries that may also be in need of our expertise and experience, and Mr Pastrana's presentation absolutely inspired us to make an immediate offer of support in that direction." The Interferry CEO plans to discuss the offer with IMO officials next month when he attends the next session of the Maritime Safety Committee. **Source : The Motorship**



The Ferry **Etne** seen operating between Mongstad and Slovag – **Photo : Bert de Ruiter (c)**

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The MV **CAPE AVILA**, tanker, as seen departing from St. Petersburg on the way to Tallin on 10 OCT 10.
Photo : Dirk van Uitert (c)



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Werdertor seen in action off Vitoria Brazil - **Photo : Capt. Sjoerd van der Wielen (c)**

'Godmother' of the new Queen Elizabeth liner

Denny Farmer has been on more than 50 Cunard cruises and even met her husband on one, where he was working as an engineer. She has been chosen as the "madrina" or "godmother" of the new **Queen Elizabeth** ship. It is a traditional Italian role, involving smashing a bottle of champagne on the bow before the ship is launched.

The Queen will do the same in Southampton when she officially names the ship and Denny will be there to watch. She explains to Robert Hall how it feels to be so involved with the world famous liner. **Source : bbc.co.uk**

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ENSOR REFLOATS Z-60 BLUE ANGEL



The tug **ENSOR** pulled the **Z - 60 BLUE ANGEL** from the new Westerstrekdam (which is under construction) in Oostende - **Photo : Wesley Vercruysse ©**

General cargo sank in Black sea

October 11 0536 Moscow time – general cargo **Vasiliy** on Channel 16 issued Mayday reporting vessel sinking in 44.58,4N 036N.23,66E, 5 nm off Kerch Strait, requiring immediate assistance. Weather wind 18-20 meters/sec. Shortly

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after Mayday, AIS signal disappeared. MRCC Novorossiysk or Kerch Authorities didn't start anything, tug Piter steamed to area on it's own without commands. Salvage tug **Gepard** in Novorossiysk no orders.

- 0820-0840 – Coast Guard spotted red flare and some floating object 2 miles off Kyz Aul Point.
- 0955 – tug **Piter** spotted two drifting liferafts.
- 1200-1230 msc – Emergency Ministry Ukraine reports 4 crew saved, 3 vessels on S&R operation in the area.

Cargo about 3,000 mt steel, vessel was enroute Odessa Ukraine – Georgia. Crew 13 or 12, not clear.

Vasiliy IMO8884945, dwt 3183, built 1988, flag Mongolia, owner Ukranian company. Source : **Mike Voytenko**



Above seen the tanker **Oregon Voyager**, having successfully navigated beneath the Ironworkers Memorial Bridge, at Second Narrows, with the aid of the tug, **Seaspan Falcon**, Vancouver, B.C. - October 10, 2010

Photo : **Mike Zelt** (c)

NAVY NEWS



The **YUAN WANG 6** seen anchored at the Fuji Islands

Photo : **Willem Kappert** (c)

The **Yuanwang-class** (meaning "Long View") are used for tracking and support of satellite and intercontinental ballistic missiles by the People's Liberation Army Navy (PLAN) of the People's Republic of China (PRC).

Russia needs "Mistral" class ships to respond quickly to emerging threats,

says Advisor to the Minister of Defense of Russia

Russia may need Mistral class helicopter carriers to respond quickly to emerging threats, Adm. Gennady Suchkov, Adviser to the Russian Defense Minister said, answering the question of PortNews correspondent. These warships are good that are multifunctional and can be used for rapid response to unexpected threats to national security. Earlier, the Russian Defense Ministry had announced its plans to buy several helicopter carriers, while considering the purchase of ships such as the Mistral. Russian shipyards had opposed the deal, saying they would be willing to bid for the shipbuilding contract. The Ministry is reportedly preparing a tender.

The French multi-purpose Mistral class helicopter carrier is designed to transport troops and cargo, the landing, and can also be used as a headquarters ship. The warship LOA - 199 meters, breadth - 32 meters. The ship is able to carry on board 16 helicopter gunships, 40 tanks and some 70 vehicles. In addition to 160 crew members the warship can accommodate about 150 marines. The Mistral is armed with air defense, artillery systems and heavy machine guns.

Source : PortNews

SHIPYARD NEWS

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Samsung Heavy secures US\$800m jobs

Samsung Heavy Industries Co, South Korea's third-largest shipbuilder, said it had obtained two orders worth a combined US\$800mil from the United States and Singapore recently, Yonhap News Agency reported.

The US order called for Samsung Heavy to build a floating production unit for oil and gas, while the other involved the construction of a ship to set up offshore wind power generators, the shipbuilder said in a statement. Samsung Heavy did not reveal the value of each order and the names of the companies that have placed the orders.

The latest orders had made it possible to attain this year's order target of US\$8bil early, Samsung Heavy said, adding that its new orders would likely surpass US\$10bil by the year-end. Source : Bernama

Buy ABG Shipyard for target of Rs 315: APTART

Sandeep Wagle, MD, APTART is of the view that ABG Shipyard has seen a price and volume breakout. He has advised traders to buy the stock for target of Rs 315.

"Buy ABG Shipyard in the range of Rs 285-280 with stop-loss of Rs 275 for target of Rs 315. Price and volume breakout seen in the stock," said Wagle. Note: Trading idea valid for time-period of 2-3 weeks. **Source : indiainimes**



Seen at the dry-dock of Visser in Den-Helder , the fishing trawler "**Trui van Hinte** " for Maintenance works.

Photo : Daniella Vermeer ©

Carnival inks long term ship repair agreement with Sembawang

Singapore's Sembawang Shipyard, a wholly owned subsidiary of Sembcorp Marine has secured a long-term contract from Carnival Corporation & plc, to provide ship-repair, refurbishment and upgrading services for some of its cruise vessels.

With the signing of this long-term contract, Sembawang Shipyard can anticipate receiving some three to four cruise ships each year. A typical refit ranges from S\$5 million to S\$10 million (\$3.8 million to \$7.6 million) and each upgrade ranges from S\$20 million to S\$50 million (\$15 million to \$38 million).

The break-through long-term maintenance and refit contract is a boost for Singapore's plans to be a major Asian cruise hub and reinforces Sembawang Shipyard's reputation as one of the world's leading shipyards in the highly specialised cruise ships' repairs, refurbishment and conversion work.

The contract was signed recently in Singapore, by Mr. Peter Fetten, Senior Vice President, Corporate Ship Refit, Carnival Corporation, and Mr. Ong Poh Kwee, Managing Director of Sembawang Shipyard. It commits the repairs,

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refurbishment and upgrading of Carnival ships that cruise in the Far East to Sembawang Shipyard. The contract excludes Princess Cruises' fleet which has vessels currently too large for Sembawang Shipyard's dry-docks. Mr. Fetten said the selection of Sembawang Shipyard was "in line with Carnival's refit strategy to work towards defining repair/upgrade processes and reinforcing success by implementing what works best across the entire fleet."

"Sembawang Shipyard is recognized as one of the most technically competent and efficient repair yards in the world for the repairs and upgrading of cruise vessels," Mr. Fetten added. "Our various cruise brands have already had positive experiences with Sembawang Shipyard, which persuaded Carnival Corporation to enter into a long-term partnership arrangement with the shipyard. This contract will benefit both organizations in the planning and execution of our dry dockings and upgrades in a safe, efficient and cost effective way. It is a very progressive cooperation and Carnival Corporation looks forward to instituting best practices in the way we carry out our refits and upgrades. Indeed, we look forward to a long and successful partnership with Sembawang Shipyard."

Mr Ong Poh Kwee, Managing Director of Sembawang Shipyard said "We are deeply honoured and delighted to be the chosen partner of Carnival Corporation. This is a significant achievement for Sembawang Shipyard as partnering with Carnival Corporation & plc, the world largest cruise operator, will not only increase our market share of cruise ships repairs / upgrading business but will also enhance our capabilities level as a world- class shipyard for cruise ships' upgrading, modification and conversion work. We have a synergistic co-operation which will lead to continuous improvement in the repairs and upgrades of Carnival's fleet. We thus look forward to a long-term partnership which will deliver visible mutual benefits to both companies."

"We are pleased to learn of the partnership forged between Carnival Corporation & plc and Sembawang Shipyard. Together with our new International Cruise Terminal at Marina South scheduled for completion by end 2011, this collaboration is another important milestone to the development of a comprehensive cruise industry ecosystem as we build on Singapore's growing status as a leading cruise hub in Asia. We look forward to Carnival Corporation's growing presence in Singapore and involvement in Asia," said Mr Tony Lai, Assistant Chief Executive, Sector Planning and Development Group & Industry Development I Group, Singapore Tourism Board. **Source : MarineLog**



The **GLOBAL SANTOSH** seen passing the Botlek bridge at the Oude Maas during a rainy night

Photo : Peter van der Wiel ©

United Shipbuilding Corp. to build a supply base worth 1bn rubles in the Murmansk region.

President of the United Shipbuilding Corporation, Roman Trotsenko and Murmansk Region Governor Dmitry Dmitrenko have reached an agreement on the issues of ensuring of industrial development of the Arctic shelf, the Murmansk region government press office said.

The USC plans to invest nearly 1 bn rubles in the construction in the Murmansk region of a specialized supply base (SSB), intended to ensure the existing and future projects of development of hydrocarbon deposits located on the Arctic shelf.

The projected SSB is expected to be focused on bunkering vessels, unloading, storage and transshipment of goods, provision of drilling wells, maintenance of marine equipment, ensuring operations at the deposits, oil extraction and transportation, the regional administration statement said. **Source : PortNews**

Almaz launches a new pilot boat, built for Rosmorport

The St. Petersburg-based shipbuilding company Almaz has launched a new pilot boat of project AR-1600, constructed for Rosmorport, the enterprise press release said. Ship dimensions: full load displacement - 33.7 tons, the length - 16,5 m, breadth – 4,45 m, maximum speed - 22 knots, the boat can carry on board 2 crew members and 6 pilots. The pilot boat meets all the requirements for such class vessels, and can be operated in all regions from the Baltic to the Mediterranean Sea.

Shipbuilding OJS Company "Almaz" is located in St. Petersburg on Petrovsky Island, in close proximity to the Gulf of Finland. The firm's modern slipways allow producing a full cycle of building works in the shop before the ship launch and to provide all kinds of repair works and renovation of ships. **Source : PortNews**

ROUTE, PORTS & SERVICES

Marseille oil port strike extends to 14 days as refinery shuts down

Region accounts for almost a third of France's refining capacity

A strike by workers at the French port of Marseille's oil terminals entered its 14th day, stranding 53 ships and forcing a refinery to begin shutting down. Total's La Mede refinery began shutting down yesterday morning because of a lack of crude oil supply, a process that takes a few days, said Florent Segura, a spokesman for the company. Total's Feyzin refinery could also be affected if the strike continues, Segura said.

He didn't have a date on which Feyzin might begin shutting down. A wider transport strike, including ports, has been called, beginning tomorrow. The CGT union has also called for refinery workers to strike that day, Charles Foulard, a CGT union spokesman, said in a telephone interview yesterday.

"For the moment there are no fuel supply problems," said Yves le Goff, a spokesman for the refiners' organisation Union Francaise des Industries Petrolieres. For predictions beyond that, "everything depends on what happens on Tuesday," he said.

Total SA, ExxonMobil Corp., Ineos Group Holdings, and LyondellBasell Industries NV have plants in southeastern France that account for 31 per cent of French refining capacity. **Source : GulfNews**

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The **PACIFIC LUNA** seen in Rio Grande – Photo : Marcelo Vieira (c)

Jan De Nul Group signs contract with Peruvian Government

Jan De Nul Group has announced that on 28 it signed a contract with the Peruvian government for the further deepening of the access channel to the port of Callao. The scope of work consists of deepening the port from 14m to 16m, converting Callao in one of the deepest container and general cargo ports on the Latin American Pacific coast.

Jan De Nul will also need to widen the entrance mouth of the breakwater which involves partial demolition and reconstruction and piling works. The US\$61 million project will be completed in approximately 196 days and will involve the use of various hopper dredgers, a backhoe dredger as well as an extensive spread of auxiliary equipment.

This latest contract awarded to Jan de Nul continues Jan De Nul Group's presence in the country since 2006.

Source : Dredging News Online

Sinotrans signs at Longxue

Hong Kong-listed Sinotrans Shipping has signed a letter of intent with Guangzhou Longxue Shipbuilding for a number of 206,000-dwt capesize bulkers for delivery from the end of 2012. The deal is for three ships plus options for two more. This is the first time Longxue has taken a 206,000 dwt order. Source: SeaTradeAsia-Online



The **STOLT AQUAMARINE** seen moored in Rotterdam - Photo : Daniella Vermeer (c)

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Workers disrupt container handling at Chittagong port

Private berth operators yesterday urged the government to take tough action against a section of workers' leaders who are accused of attempting to create a deadlock at Chittagong Port by disrupting operations. Container handling by a private operator at one of the six container berths under the General Cargo Berth (GCB) has remained on hold since Friday afternoon due to resistance from dockworkers, said port officials. At the same time, handling at the four other berths under the supervision of Chittagong Port Authority (CPA) continued at snail's pace.

CPA called a meeting with the workers yesterday, but it did not take place. Hadi Hossain, a CPA member, told The Daily Star last night: "We asked the angry workers to get back to work first and then sit with us for a meeting. But as they did not return to work, we did not hold the meeting." The newly appointed private berth operators failed to begin container handling till yesterday afternoon following Friday's attacks by the dockworkers. On Wednesday, leaders of Dock Bandar Sramik Karmachari Federation threatened to launch fresh movements if the newly appointed private operators were given work orders before fulfilling their demands. Officials of the berth operator, Everest Enterprise, filed a general diary with Bandar Police Station on Friday night in connection with the attacks. Private Berth Operators Association President Fazle Ekram Chowdhury urged the government to take steps to ensure security at the port. He alleged that some worker leaders were trying to control port activities. Shahadat Hossain Selim, proprietor of Everest

Enterprise, expressed his dissatisfaction over the workers' resistance, alleging that the rioters were all outsiders who were trying to destroy the port, economy and the step to give transit to neighbouring countries. Selim demanded tough action against the "unruly workers". "For the sake of smooth operations at the port, the army should be deployed if necessary." **Source: The Daily Star**



The **NAVIOS STELLAR** seen moored at the Y-Palen in Ijmuiden – **Photo : Marcel Coster (c)**

Lagos ports expect 108 ships in October

A total of 108 ships are scheduled to berth in Lagos ports in October.. The shipping position released by the Nigerian Ports Authority (NPA) in Lagos on Friday showed that many of the ships would be laden with containers, vehicles and petroleum products. According to the shipping document, 15 of the ships are bringing in various petroleum products, mostly petrol, and are already waiting for clearance to berth.

Eighteen others are carrying bulk cargoes such as fish, fertiliser, bulk cement, bulk urea, bulk salt and containers. Meanwhile, the NPA has assured stakeholders that there will no longer be congestion in any of the nation's ports. The ports authority said in a statement that it was now committed to efficient port operations. **Source: businessday.co.za**



Above seen the **Bourbon Liberty 226** towing the material barge **Castoro 14** loaded with suction foundations. This viewed from the **Saipem 3000** by **Howard Baker**, Marine Warranty Surveyor for LOC . The spread is in the Total USAN development, offshore Nigeria '

Photo : Howard Baker (c)



The [Cap Mondego](#) seen departing Port Chalmers October 10th - [Photo : Ross Walker \(c\)](#)

Abu Dhabi owner plans \$400m expansion

Abu Dhabi's National Petroleum Construction Company (NPCC) is to invest over \$400 million to expand its fleet of marine vessels, the company's ceo said last week. "NPCC awarded two anchor handling tugs to Lingshan Shipyard in China. The first anchor handling tug, NPCC Saadiyat was handed over last month and the next vessel, which will be called NPCC Yas will join the NPCC fleet in March next year," Aqeel Madhi told Gulf News last week (Tuesday). He was speaking at a function to mark delivery of NPCC Saadiyat.

NPCC is also building a jack-up vessel SEP-450, expected to be ready by the end of 2011 and awarded a large Derrick Lay Barge, DLS-4200 to ZPMC shipyard in China last May, planned for completion in July 2012, Mahdi told the Dubai-based newspaper. NPCC is a major EPC contractor employs more than 10,000, has a fleet of 14 vessels, a yard of one million square metres and an engineering workforce of more than 600. It currently has interests in the UAE, the Gulf, India and Iran and is seeking expansion into markets in Libya, Nigeria and Kazakhstan. [Source: seatradeasia](#)



Above seen the [Tanjong Pagar Container terminal](#) in Singapore
[Photo : Richard Leistra \(c\)](#)

Ports of Auckland volumes strong in first quarter

A strong first quarter of the financial year for Ports of Auckland is a positive sign for the economy, says Managing Director Jens Madsen.

Mr Madsen said that overall container volumes (TEU or 20ft equivalent units) in the three months to 30 September were up nearly 8% on the same period last year. Of container volumes, full import containers were up over 10% while full export containers were up 4%. **Source : Scoop**



The **VOS PREMIER** seen arriving in Rotterdam – **Photo : Ruud Zegwaard (c)**

Vallarpadam terminal opening may be delayed

The commissioning of the much-awaited mega port project of Kerala, the Vallarpadam Trans-shipment Container Terminal, is likely to be delayed further as the dredging work limps its way even after repeated ultimatums from the Cochin Port Trust (CPT). In July, the port had set September 30 deadline for completion of dredging by Mumbai-based Jaisu Shipping, the dredging contractors of the project. The company has to provide 14.5 meters draft at the port, but this could not be achieved even well past the deadline. It is also not clear as to when the required draft would be provided at the new terminal. DP World, the BOT developer of the terminal, has completed the construction of wharfs, office complex and other facilities and the fixing of huge cranes is now on. But the lack of required draft is a concern to the company. The port had also planned to have the launch this December and approached the PMO for a date convenient to the prime minister. Meanwhile, Jaisu Shipping has approached CPT to avoid penalty for not adhering to the deadline. It is learnt that the port is insisting on collecting the penalty from the dredging company which, according to the contract, has to pay huge amount as penalty for missing the deadline. As per the original agreement between CPT and DP World, the project was to be commissioned in April 2009. **Source: sify.com**



The **NEFTEGAZ 66** seen moored in Schiedam – Photo : Dick Muijs (c)

According to Shipgaz, the LISCO GLORIA is declared a Constructive Total Loss.

DFDS Lisco's ropax ferry **Lisco Gloria** is declared constructive total loss after a devastating fire, which broke out in the early hours of Saturday October 9 while the ship was on its regular voyage from Kiel to Klaipeda. The Lithuanian crew and the 236 passengers had to be evacuated. Of the 236 passengers, 23 were treated for injuries. One is still in the hospital, but is expected to be able to leave the hospital within few days. The burning ferry drifted to a position three nautical miles off the isle of Langeland where the vessel was anchored. The rescue teams had to give up the attempts to extinguish the fire by water due to the danger of capsizing the vessel. On Sunday evening the fire died out. It is expected that salvage experts from **Smit International** will be able to enter the ship on October 11 in order to carry out an inspection of the ship. The tugs **Asterix** and **Bugsier 26** have been "cooling the hull" to facilitate the boarding. The cause of the fire is not yet found, but German authorities believe the fire started after an explosion on a trailer on the car deck. The fire spread quickly to the rest of the vessel. All accommodation is totally burnt-out as well as the car decks. The **Lisco Gloria**, built in 2001, is registered in Lithuania and operated by DFDS Seaways owned DFDS Lisco. The vessel is classed by ABS

Dover privatisation plan hits choppy water

The organisation that runs the Port of Dover, Europe's busiest ferry port, is fighting objections from its customers and the local MP as it seeks approval for a controversial privatisation plan. The row over the Dover Harbour Board's proposals has seen emotive appeals to the town's traditional status as Britain's first line of defence against invasion.

Charles Elphicke, the town's new Conservative MP, recently enlisted second world war sweetheart Dame Vera Lynn to demand the port be kept under local control. Similar arguments could be repeated in several other parts of the UK, as the government encourages the Port of Tyne, Milford Haven and other large "trust ports" - run by not-for-profit trusts - to join the private sector.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 285

The Dover Harbour Board insists that, without privatisation, a proposed £400m second ferry terminal on the site of the currently largely derelict western docks will not be built. The board believes capacity in its existing facilities in Dover's eastern docks is likely to be exhausted by 2020 and, as a trust port, it is barred from borrowing to fund the project.

The purchase price paid by any buyer would mostly go to the government, although the harbour board plans to hand 15 per cent of the new company to the local council and 5 per cent to employees.

"I think that we have a very realistic, very deliverable plan to expand capacity when our customers need it," said Bob Goldfield, the harbour board's chief executive. The board's plans have angered both the port's main customers and some local community representatives, who believe they contain too few safeguards. The Department for Transport, which must rule on the plans, has already ordered the board to hold a second public consultation and publish more detail.

The port's three ferry operators - P&O Ferries, SeaFrance and DFDS Seaways - have said the consultations are a sham. P&O and DFDS have instead now sought a ruling from the government that the board should be forced to hand back £60m in extra fees it collected from ferry operators as it tried to build up funds to pay for the second terminal from its own resources.

Helen Deeble, P&O Ferries' chief executive, said that a new private owner would be under no obligation to use the cash towards expansion. Although the port is the only one on the English side of the Dover Strait capable of taking the latest, largest ferries, operators have no contract with the board and have little choice but to accept whatever tariff it sets.

"We quite rightly said: 'Hang on a minute - what's going to happen to our £60m that we've contributed towards on the understanding that we would get a terminal back?'" Ms Deeble said of the privatisation plans. "There was a fairly deathly silence."

Ferry companies have given a guarded welcome to Mr Elphicke's proposals to turn the harbour board into a "people's port", a company owned by local community organisations. Mr Elphicke said he is confident lenders would be prepared to finance the plan. "It would be owned by a community trust but would be very much a corporate vehicle," Mr Elphicke said.

However, Mr Goldfield expressed scepticism that Mr Elphicke's plan could attract finance, and criticised his proposals to give ferry operators a formal say in the port's operations.

A straightforward private sector structure would create far more straightforward incentives for a new owner to treat ferry operators well, he said. "If you're not running the port for the benefit of its customers, it will stagnate," Mr Goldfield added. "A business cannot be run as a charity." Ferry groups fear unique position would be exploited

Privatisation would bring the Port of Dover's structure into line with the majority of other busy British ports, especially if it went to a financial investor, writes Robert Wright. The ports of Southampton, Felixstowe and Liverpool are respectively owned by a consortium led by Goldman Sachs, Hong Kong's Hutchison Ports and Manchester-based Peel Holdings. The structure puts the UK at odds with most other countries, where public bodies either run ports directly or act as landlords for private sector operators.

But there are arguments that Dover, which last year handled 2.78m cars, 2.3m trucks and 81,209 coaches, is unique in its importance to the UK economy - it is the much most important gateway for road traffic with continental Europe. Other ports' tariffs are largely unregulated, with the Department for Transport trusting that competition for traffic between different ports will keep prices down.

Ferry operators argue that, as the only English port on the shortest sea route between the UK and France capable of taking the largest ferries, Dover has unique monopoly power, which a new private owner could exploit. It remains unclear how the Department for Transport will handle the competing demands of the port's customers and its management in deciding how to pursue the privatisation.

The DfT said ministers had received the results of the two consultations undertaken. "Ministers are currently considering all responses to these consultations before deciding how best to proceed," it said. **Source : FT**

..... PHOTO OF THE DAY



The **RPA 10** (Port of Rotterdam) seen in Drydock at **Maaskant Stellendam**, after application of **Intersleek®900, Fluoropolymer Foul Release Coating**.

Photo : Boy Gijzenij (c)

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