

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 298



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The UACC SOUND seen moored in Amsterdam – Photo : Erwin Willemse ©

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The **EMIRATES KANAKO** seen westbound in the Singapore Straits last Saturday – Photo : Piet Sinke ©

Sub rescue proves tug's worth

NORTHERN isles MP Alistair Carmichael said on Friday night that the value of the coastguard's emergency tugs had been proved during the rescue of the Royal Navy submarine off Skye that day.

An early attempt to refloat the navy's latest £1.2 billion nuclear submarine **HMS Astute** after it grounded on shingle between Skye and the mainland failed, so the Maritime & Coastguard Agency called in the more powerful **Anglian Prince**, one of four tugs the government intends to scrap under its comprehensive spending review.

The emergency towing vessel managed to free the submarine on Friday evening, and was towing it back to Faslane from where it was launched on sea trials. Mr Carmichael has launched a fierce attack on the government's plans, which he says are ill thought out bearing in mind the amount of oil activity off the northern isles at the moment.

"This incident to my mind reinforces the importance of good tug cover," he said. "It is worth noting that the private tugs on which the new plan seeks to rely simply were not in the area. "I shall be bringing this to the attention of transport and treasury ministers when we discuss this again on Monday." **Source : Shetland News**

DOO SUNG ENROUTE FROM SAKHALIN (VIA BUSAN) TOWARDS SINGAPORE



On 22th October a crew change took place at the **Doo Sung** which was on location off Sakhalin in the Sea of Okhotsk. Crew boat '**Pelican Venture**' was coming alongside the Doo Sung in the late hours of the afternoon which presented an opportunity for some nice photographs.

Left : The **Pelican Venture** approaching the **Doo Sung**



The **Doo Sung** had completed drilling at location and had started the tow to Pusan some 6 hours before this last crew change , right top seen the **Sea Ocelot** (SB tug) and **Sea Hawk 1** (PS Tug) against the evening sky.

Text / Photo's : Maarten Raemakers - Towmaster ©

Somali pirates behind 35 hijackings in 2010

Somali pirates have carried out 35 out of 39 reported hijackings worldwide in the first nine months of 2010, the International Maritime Bureau (IMB) reports. The attacks in the piracy infested waters of the Gulf of Aden have decreased by over 50 per cent, from 100 to 44 reported attacks. The naval presence can partially be credited for this trend.

"Increased intelligence gathering coupled with strategic placement of naval assets has resulted in the targeting of suspected pirate action groups before they become operational", Captain Pottengal Mukundan, Director of IMB, says. On a global level, pirates carried out 289 attacks, compared to 306 in the corresponding period last year. 128 ships were boarded and 53 ships were fired on. A total of 70 vessels reported thwarting attacks. Pirates used guns in 137 incidents and knives in 66, killing one crew member, injuring 27 and taking 773 hostages, compared to 661 hostages in the corresponding period last year.

A new area of increased piracy is dawning in the South China Sea, which suffered 30 piracy attempts in the last nine months, resulting in 21 successful boardings. This is three times the number of incidents reported during the same period last year. **Source : ShipGaz**



The **SEAFRANCE MOLIERE** just departed from Dover – **Photo : Jan Plug ©**

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US firm to ship Alaskan water to Middle East via Mumbai

In a commercial scheme that attempts to rectify some of the inequalities inflicted by the beginnings of climate change, water from a lake in Alaska will be sent to a new, yet-to-be-built water hub in Mumbai and then exported to arid cities in the Middle East. A San Antonio, Texas, based company has announced plans to export 12 billion gallons of water per year from the Blue Lake Reservoir in Sitka, Alaska, to a new, yet-to-be-built water hub on the west coast of India.

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There's trillions of litres of water in a three mile-long reservoir near a town called Sitka in the archipelago off the western coast of Canada. It's named Blue Lake, and fewer than 9,000 people live nearby, meaning that there's very little local pressure on the water supply.

The water in the lake is pure enough to drink without any treatment, and a local bottling business has for some time siphoned small quantities out for thirsty people around North America. But a new deal with Texas company S2C Global Systems could see far greater amounts extracted for a much larger-scale operation. S2C's plan is to siphon off 10.9 billion litres of water -- enough to meet the needs of a city of 500,000 -- each year from the reservoir, which then be pumped into a tanker and sent to a port south of Mumbai on the west coast of India. There, it'll be bottled and distributed around the region for profit, including to a port in Iraq.

For security reasons, the company did not disclose the port, however this first hub will include a berth for a Suezmax vessel, an offloading system to a dedicated tank farm and a distribution complex for packaged water. Within 18 months after that we will be able to switch to a very large class vessel (302,833 cubic meters/80 Million USG), as both the ship and the berth for her will be completed within this time frame. The company will be able to sell from its hub bulk fresh water by way of smaller ships that can deliver to shallower ports, like Umm Qasr in Iraq (located within 4 days of India's west coast).

S2C will also sell fresh water in 20-foot containers with flexi-tanks (4623 USG) suitable for pharmaceutical/high tech manufacturing and packaged water (18.9 and 10L) for the consumer markets anywhere containers are delivered in south and west Asia from India. Alaskan mountain water is so pure it requires no treatment except to remove organics that might be present through the natural cycle. During its 30 day voyage from Alaska to the Arabian Sea we will protect the water using an "Ozonating" system in the ships holds. "S2C Global has an exciting future in India and the region", Rod Bartlett, managing partner of Alaska Resource Management and President of S2C Global Systems, USA said. **Source : DeccanHerald**



The **STAVANGER BELL** seen passing the English Channel – **Photo : Jan Plug ©**

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'Old charts may have grounded sub'

A nuclear-powered submarine may have run aground on a shingle bank because the charts it was using were out of date, sources have said. **HMS Astute** was on sea trials when the rudder of the vessel is thought to have become stuck on the bank on the west coast of Scotland at around 8am on Friday. The Royal Navy has launched a service inquiry into why the 100m-long submarine ran aground in the channel between Skye and Kyle of Lochalsh. One of the

possibilities being explored is that out of date charts had not accurately mapped the shifting sea channels off the Isle of Skye. The vessel is understood to have strayed several hundred yards outside the safe sea lane marked on Admiralty charts. A Royal Navy source told the Mail on Sunday: "One of the things that is being looked at is if the charts were up to date with the recent seabed changes in the area." The Ministry of Defence said the investigation into the incident would be "full and thorough".

The investigation will also consider if any crew were negligent and the submarine's skipper, Commander Andy Coles, could find himself in front of a court martial. But a Ministry of Defence spokesman said it would be "inappropriate" to comment on the possibility of disciplinary action until the investigation is complete. It is believed a crew transfer from the shore to the submarine was being carried out when the incident happened between the Isle of Skye and the mainland. There were no reports of any injuries and the Ministry of Defence said it was not a "nuclear incident".

Source : Press Association



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The **Saint David of London** was built originally in Jularbo in Northern Sweden and launched in 1905 **St David** worked as an icebreaking tug in the Arctic. Originally powered by a steam engine, above seen in Dover 2010 where she is now moored and up for sale (<http://saintdavidoflondon.com/>).

Photo : Mike Francis ©

CASUALTY REPORTING



Danish ferry sank during towing

Svendborg Bugser lost the ferry **Egholm II (ex Julius)** in the early hours of Sunday (October 17th), while the ferry was being towed by Storesund to Aarhus in Denmark. Little is known about the circumstances, but around two hours after midnight the ferry sank in a water depth of 15 metres some 15 nautical miles Southeast of Aarhus. The ferry was unmanned and it was discovered that it had a small list, which worsened while on the way to Aarhus where new engines were supposed to be installed. The ferry, built in 1963, was purchased by the Municipality of Aalborg in May from Germany for the service from Aalborg to the isle of Egholm in Limfjord (some 400 metres). The ferry has a capacity of twelve cars and 100 passengers. It is expected that the ferry will be salvaged and repaired within a short period of time. **Source : ShipGaz**

NAVY NEWS

UAE Opens Naval Base to Bypass Hormuz

The United Arab Emirates has opened a naval base on its east coast as part of efforts to secure its ability to export oil in the event Iran closes the strategic Strait of Hormuz, local media reported Oct. 21. Almost all oil exports from OPEC's fourth-largest producer now go through Gulf waters and the narrow strait which separates the UAE from Iran before reaching the Arabian Sea and the Indian Ocean. The opening ceremony for the new base, in the emirate of Fujairah on the Arabian Sea, was held on Oct. 20.

The base will "provide a quick response to natural and man-made disasters that may occur at sea, in addition to ... ensuring safe and quick passage for its oil exports," the official WAM news agency said. The emirate of Abu Dhabi, which holds more than 90 percent of UAE crude reserves, is reportedly building a huge oil export facility and an oil storage terminal in Fujairah, and an oil pipeline to it.

Having "a naval base in Fujairah would give the UAE more capabilities to protect its economic zone and its strategic facility, the port down there, which will be a major point of export for oil and gas," said Riad Kahwaji, founder of the Institute for Near East and Gulf Military Analysis in Dubai.

Kahwaji said that two pipelines from Abu Dhabi to Fujairah - one for oil and another for gas - have been announced.

"There's an oil pipeline from Abu Dhabi to Fujairah port, and there's the Dolphin project, which is a gas pipeline between Qatar, Abu Dhabi, then Fujairah and then on to Oman," he said. Iran has repeatedly threatened to block navigation through the Strait of Hormuz, through which about 60 percent of the world's oil supplies pass, if it is ever attacked by the United States or Israel.

Many Western states believe Iran's nuclear program may be a covert bid to make a nuclear bomb, a charge Tehran denies. The United States and Israel have not ruled out the possibility of a strike against Iranian nuclear facilities. "We've heard over the news for the past few years the threats directly and indirectly from Iran of closing the Strait of Hormuz if it was attacked," Kahwaji said. "Countries like Qatar, the UAE, Kuwait and Bahrain and Iraq ... are really blocked in if the Strait of Hormuz is closed," he said.

"It is natural to see these countries come up with contingency plans that coincide with heightened threat perceptions" so "they would continue to be able to export their products and even import as well," even if the strait was closed. The UAE, a federation of seven emirates with Abu Dhabi as its capital, has good relations with Western countries, but also maintains close trade ties with Iran. **Source : Defense News**



Sailors on board the nuclear-powered aircraft carrier **USS Ronald Reagan** conduct a foreign object damage walk-down. The FOD walk-downs are conducted several times daily in order to ensure the aircraft on board **Ronald Reagan** remain in working condition as even the smallest debris can cause catastrophic damage to a jet engine. Ronald Reagan is currently underway conducting tests and certifications in preparation for an upcoming deployment.

Photo : US Navy

Navy demonstrates alternative fuel in riverine vessel

The U.S. Navy is testing a "drop in replacement" for standard shipboard fuel that is 50 percent algae-based and 50 percent NATO F-76 fuel. Today it conducted a full power demonstration of a Riverine Command Boat (experimental) (RCB-X) powered by the fuel at Naval Station Norfolk, Va.

Testing and evaluation of alternative fuels from the 49-ft fast RCB-X boat supports the Secretary of the Navy's efforts to reduce the fleet's reliance on fossil fuels and is part of a series of progressively complex tests and evaluations scheduled through 2012. These exhibitions will culminate in 2012 with a Green Strike Group of U.S. Navy ships operating locally and by 2016 deploying a Great Green Fleet powered entirely by alternative fuels.



"Going green is about combat capability and assuring Navy's mobility. It is not just about natural security; it also strengthens national security. By having reliable and abundant alternate sources of energy, we will no longer be held hostage by any one source of energy, such as petroleum," said Rear Admiral Philip Cullom, Director of the Chief of Naval Operations Energy and Environmental Readiness Division (OPNAV N45), which leads the Navy's

Task Force Energy. "First and foremost, energy conservation extends tactical range of our forces while also preserving precious resources. Our goal, as a Navy, is to be an "early adopter" of new technologies that enhance national security in an environmentally sustainable way," said Cullom.

The 50 percent algae-based and 50 percent NATO F-76 fuel forms a 50/50 blend of hydro-processed renewable diesel, also known in industry as "HR-D." But don't call it biofuel. HR-D, unlike biofuel, does not include water which is incompatible for shipboard fuel systems and does not have the limited serviceable life (typically six months) of biofuels. A blended hydro-processed renewable diesel fuel ensures that the integrity of the fuel system is maintained.

The Navy is incorporating a systematic approach of evaluating systems, protocols and standard operating procedures. The testing and certification represents a cost-effective approach for the entire engine inventory. The testing and evaluation is being led by Naval Sea Systems Command's Advanced Fuels program office. **Source : MarineLog**

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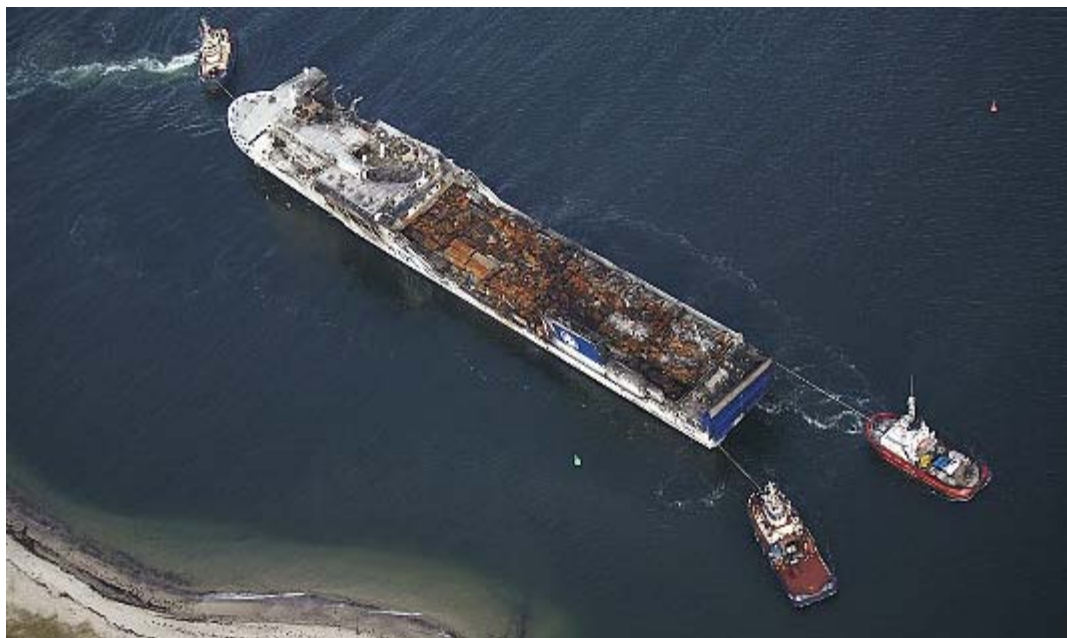
Odense: "Lisco Gloria" erreicht Fayard-Werft



Die Bergung der ausgebrannten Ostseefähre "**Lisco Gloria**" ist abgeschlossen. Nach mehr als 26 Stunden Fahrt hat der Schleppzug am Freitag die dänische Fayard-Werft bei Odense erreicht. Dort sollen jetzt die letzten Glutnester gelöscht werden. Kurz zuvor mussten die Schlepper das 200 Meter lange Schiff noch durch eine sehr enge Mündung ziehen. Das Fahrwasser im Odense Fjord ist nur gut 150 Meter breit. Ein Nadelöhr für den Havaristen, der laut dänischer Marine noch immer sechs Grad Schlagseite hat.

Die Fähre hatte fast zwei Wochen vor der dänischen Insel Langeland geankert. Am Montag wollen deutsche

Ermittler an Bord gehen und mit der Untersuchung der Brandursache beginnen. Der Schleppzug hatte sich am Donnerstag in Bewegung gesetzt - allerdings mit Verzögerung. Nach Informationen der NDR 1 Welle Nord gab es Probleme mit einer Ankerkette. Demnach hatte sich beim Einholen der rechte Anker in der Kette des linken Ankers verfangen.



Zuvor hatte die niederländische Bergungsfirma einen Generator an Bord gehievt, der genügend Strom produziert, um die Anker einzuholen. Anschließend zogen der deutsche Schlepper "**Fairplay 26**" und der dänische Schlepper "**Asterix**" das Schiff ins 100 Seemeilen (etwa 185 Kilometer) entfernte Odense. Der Konvoi steuerte mit etwa sechs Knoten durch den viel befahrenen Großen Belt zwischen den Inseln Fünen und Seeland. Die dänische Marine überwachte die Bergungsaktion. Sie können Öl aufnehmen, sollte an der stark beschädigten "**Lisco Gloria**" etwas von der Flüssigkeit austreten. Source : NDR – Via Walter Boeschoten

Norwegian ferry order to Remontowa

The order for four 4,200 GT LNG-fuelled ferries for the Vestfjord crossing in Northern Norway has been awarded to Remontowa shipyard in Gdansk, Poland. The operation contract was won by Torghattan Nord in July for two services across the Vestfjord, one of which is the Bodø-Svolvær service. The ferries will be built to a design by LMG Marine for 390 passengers and 120 cars, or a combination of 12 commercial vehicles and 46 small cars on two car decks. With a hull length of 93 metres, the ferries are designed for a flexible speed range of between 12 and 19 knots. The total order value amounts to NOK 850 million (EUR 105 million) and delivery is set for 2013 Source : ShipGaz



The **CORAL IVORY** received a fresh coat of paint, above the tanker seen moored at the Scheldepoort in Vlissingen
Photo : Wouter van der Veen ©

ZHENG HE DEPARTED FROM PULA (CROATIA)



Jan de Nul latest CSD newbuilding, the self propelled cutter dredger **ZHENG HE**, departed from Pula (Croatia) yesterday morning, the dredger is the 2nd unit out of a series of 4, two more sisters, named **Fernão de Magalhães** and the **Niccolò Machiavelli** are at present also fitting out in Pula.

Photo : Patrick Heijmenberg ©

Keppel cautiously confident about future growth

Offshore services company **Keppel Corporation** has turned in a better performance for the third quarter of 2010 than the same period last year: net profit has increased ten percent from the same period last year to above S\$1.0 billion (US\$770 million).

Earnings per share of 63.5 cents, was also up ten percent from 2009's 57.9 cents. Mr Choo Chiau Beng, Chief Executive Officer, was cautiously optimistic about the future as a result of strong economic growth in Asia. "The US recovery is moderating in the face of debt, continued uncertainty and waning stimulus, while Europe continues to see an uneven recovery amidst complex policy challenges," he said. "In contrast, Asia is experiencing a vigorous and balanced recovery. China and India are both poised to register strong growth this year. Singapore's economy for the third quarter grew by 10.3 percent, and is on track for full-year growth of a robust 13-15 percent, although the government has cautioned that this is not likely to be sustained."

The fundamentals of the offshore and marine industry remain sound, according to Mr Choo. Projections indicate that energy demand from developing countries is set to grow by 65 percent from 2005 to 2030. With fossil fuels remaining the dominant energy source for the foreseeable future, the long term outlook for offshore drilling will stay positive.

"On exploration and production (E&P) spending, national oil companies are less sensitive to oil price movements. With oil prices stabilising at the current range, many offshore oil and gas projects are profitable, although financing for many of them is still an issue. Nevertheless, oil companies are expected to increase their E&P spending in the coming year," he said.

There has been little change in the global rig fleet composition for several years. Following the Macondo incident, the industry is seeing a flight to quality, as owners and operators move towards higher grading of their rig fleets. Interest is also returning to shallow water rigs, reflected by the upward trend in dayrates for jackups. The day rates of the new and better grade jackups that are equipped to do more, against those of standard jackups is also widening.

Two Ensco semi-submersibles built by Keppel have been permitted to return to drill in the Gulf of Mexico, while two of three vessels helping in the spill relief operations – '**Development Driller III**' and '**Q4000**' - were built by Keppel.

"We have also taken on several uncompleted projects from other yards. This is a testament to both our ability to design and build high quality premium rigs as well as our reputation for delivery and execution excellence. I must add that we welcome the lifting of the ban on deepwater drilling in the Gulf of Mexico," said Mr. Choo. **Source : Baird**

ROUTE, PORTS & SERVICES

Monster-waved tug to return to Loch Ness

The buyer of an icebreaking tugboat hopes to return it to duty on Scotland's Loch Ness, where its wake was responsible for many monster sightings.

Dan Clark, a former lockkeeper on the Caledonian Canal and now a cruise-boat operator in Fort Augustus, says the **Scot II** can help keep the Fort William-Inverness Canal, which includes Loch Ness, open all winter, The Scotsman reported. He says the boat, which produces a long wash, will also draw tourists with more frequent reports of the Loch Ness monster. "**Scot II**, with its icebreaker bow, was the cause of many monster sightings, as it caused wonderfully sinuous waves which people mistook for the monster, sometimes more than 20 minutes after the vessel had disappeared from view," loch-ness.org reports. Clark says his father, James, a former captain of the **Scot II**, will help with restoration. The boat, built in 1931, was retired from icebreaking 60 years later. It put in some time as a floating restaurant and ended up on Bute as a hulk. **Source : UPI**



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Maersk withdraws Asia service – temporarily

Maersk Line has decided to temporarily withdraw its AE9 service from the Far East to Europe due to overcapacity. Most of the Christmas goods have been shipped and there is and will be an overcapacity in the market in the coming month. The AE9 runs from Laem Chabang, via Tanjung Pelepas and Colombo to Zeebrügge, Felixstowe, Bremerhaven and Rotterdam. "At this point, we do not expect to lay up vessels or further capacity adjustments in the trade. We plan to reinstate the AE9 service as demand levels dictate, and we will remain flexible to changes in the market", says Lee Sissons, Director of Maersk Line's Asia-Europe trade. AE9 accounts for around ten per cent of Maersk Line's capacity on the Asia-Europe trade. **Source : ShipGaz**



The **Maersk Danville** seen departing the Port Chalmers container terminal 23/10/10. - **Photo : Ross Walker ©**

Seaspan Transactions Eliminate Remaining Equity Needs for Newbuild Program

Seaspan Corporation announced Friday that it has signed two financing transactions that position the Company to fully finance its built-in fleet growth and increase its financial flexibility. On October 21, 2010, the Company entered into a twelve-year sale and leaseback financing for up to \$150 million for one of its 13100 TEU container vessels ordered from Hyundai Heavy Industries Co., Ltd. Under the terms of the transaction, including certain closing conditions, the vessel will be sold by the Company upon delivery to an affiliate of Credit Agricole Corporate and Investment Bank and will charter the vessel to a newly formed, wholly owned subsidiary of Seaspan Corporation. The Company will charter

the vessel from its subsidiary and continue to time charter the vessel to COSCO Container Lines Co., Ltd. in accordance with the terms of the original twelve-year time charter. The subsidiary's financial indebtedness under the charter is non-recourse to Seaspan Corporation.

On October 21, 2010, a subsidiary of Seaspan Corporation amended its \$400 million UK Tax Lease Facility with an affiliate of Lloyds Banking Group. Under the original terms of the lease, all of the obligations of the Company's subsidiary under the lease were guaranteed by Seaspan Corporation. Under the terms of the amended lease facility, Seaspan Corporation's guarantee of scheduled rental and termination amounts, based on current tax and other assumptions, are limited to a significantly reduced fixed amount of the subsidiary's obligations. The lease facility will continue to provide the financing for five 4500 TEU vessels, each of which is to commence a twelve-year time charter with Kawasaki Kisen Kaisha Ltd. ("K-Line") upon delivery. Gerry Wang, Chief Executive Officer of Seaspan, said, "We expect that these latest financing transactions will enable Seaspan to fully finance its newbuilding commitments without the need to issue additional equity and will further strengthen its capital structure. Over the past two years, management has worked diligently to finance the Company's robust growth. We believe that these proactive measures in exploring various financing alternatives and entering into favourable transactions will benefit the long-term interests of shareholders." Mr. Wang added, "The ongoing support that we have received from world-class banks to secure financing at competitive rates highlights the strength of Seaspan's business model and underscores the Company's future prospects. As we take delivery of our remaining newbuildings over the next 18 months and significantly grow our cash flows, we intend on continuing to increase our financial strength and flexibility. We may consider subsequent equity issuances for future growth if it meets our strict return requirements." **Source: Seaspan Corp.**

Increasing demand for marine engines

During the third quarter of 2010, Wärtsilä recorded a positive trend at all levels and stated that the market for marine engines continues to recover. By the end of the third quarter 2010, 1,150 vessels had been ordered in the world, which is notably more than in the whole of 2009. In Ship Power, Wärtsilä's order intake for the third quarter 2010 totalled EUR 176 million, which is 160 per cent more than in the corresponding period last year. **Source : ShipGaz**

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Cruise ship calls port

The first cruise vessel of this season, m.v. **Aida Aura** arrived at New Mangalore Port on Saturday with 1,241 passengers and 394 crew members on board. Nearly 1,100 passengers opted to visit places in and around Mangalore, according to an NMPT release.

They visited places such as 1,000-pillar Jain temple at Moodbidri, monolithic statue of Lord Bahubali at Karkala, Soans farm in Moodbidri, cashew factories, St. Aloysius Chapel, Gokarnanatheshwra Temple and Kadri Manjunatha Temple.

The tourists did shopping in the city before leaving for Kochi. The vessel arrived here from Goa and a majority of the passengers were from Germany.

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NMPT said the tourists enjoyed the scenic beauty of Mangalore and the hospitality extended to them during their short stay. This is the fourth cruise vessel to call on the port in the financial year 2010-11. NMPT Chairman P. Tamilvanan said six more cruise vessels were expected during the remaining period of the financial year and the port was geared for handling the traffic. **Source : The Hindu**



The **Sky Oceanus** seen alongside B berth at Durban 22 October 2010.

Photo : Neville West ©

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Seen at Champion West field, Brunei the "[Maersk Completer](#)" serviced by the "[Lewek Martin](#)"
Photo : Richard Qualm ©

Chembulk Tankers drops anchor at Delamar Southport

When one thinks of the maritime industry, images of New York, London, Hong Kong and Los Angeles spring to mind. But Southport, Conn.? With the move on Oct. 11 of Chembulk Tankers, Southport became home to an international chemical tanker company that is part of the global transport system for cargoes that range from liquid bulk chemicals, petroleum products and biofuels such as ethanol to edible vegetable oils. A 21st century creation, Chembulk was formed in January 2007 as a cutting-edge provider of international ocean transportation for the chemical industry, deploying 21st century stainless steel chemical carriers built to the industry's highest standards. The company's previous offices were in Westport. "We had outgrown our Westport offices, and were attracted to Southport by its New

England charm and historical significance as a shipping port,” said Chembulk President Jack Noonan. “We looked at space from Norwalk to Fairfield, but honed in on Southport as an ideal place for us to be.”

Added Donna Madden, manager HR and corporate administration who was responsible for the renovations and the move, “We loved the fresh, new space in the Delamar building, which also offers a community aspect within the surrounding area. It really feels like a village, and that is very appealing to global businesses.”

Part of the convenience is the benefit of having a hotel as part of the complex. “Throughout the year we have numerous visitors including customers and shipbrokers from around the world,” Noonan noted. “Having the Delamar hotel available now and a top-notch restaurant opening shortly on our doorstep is an added bonus.”

It should be no surprise that Delamar’s owners are also aligned with the maritime industry. Led by Charles Mallory, of the historic whaling family the Mallorys of Mystic and one of the founding partners of the internationally renowned Stamford-based shipbrokerage firm MJLF Associates, the consortium features shipowners, financiers and brokers who make up part of the robust shipping community in Connecticut.

“Delamar Greenwich has for years been a recognized landmark as a world-class locale,” observed Mr. Mallory. “Delamar Southport meets the needs of an international clientele complemented by the charm and quiet sophistication of a New England village.” Noonan also appreciates being close to what he termed “restaurant row.” “We are within a mile or two of great restaurants — Gray Goose across the street, 55 Degrees, Molto and Martel’s, to name a few,” he remarked. “It is also a boost that we are right off I-95 and within walking distance of the Metro-North train station. Most of the staff lives in eastern Fairfield County within 20 miles of the office. All in all, it is a very convenient location.” Noonan also feels a special affinity to the greater Fairfield area as his wife, Kathy Noonan, is a fourth grade teacher at North Stratfield Elementary School. “We are looking forward to being a productive member of the community,” Noonan said. Chembulk Tankers operates 19 owned and leased tankers. Headquartered in Southport, it has offices in Houston, Singapore and Sao Paulo, Brazil. It is an autonomous business unit of the global shipping concern, Berlian Laju Tankers of Jakarta Indonesia, which, in total, operates more than 60 ocean-going chemical tankers. **Source: Chembulk Tankers**



The **SIRAYA WISDOM** seen eastbound in the Singapore straits last Saturday – **Photo : Piet Sinke ©**

Vietnam: a new direct call for CMA CGM

In order to provide its customers with optimum service and unique port coverage between Asia and Europe, CMA CGM is pleased to announce the introduction of a new direct call to Vietnam on the FAL3 service: Asia - Northern Europe as of November 9th, 2010. The FAL 3 service, which includes 10 x 8500-9500 TEU-vessels and serves all of China (North, South and Central), will call Westbound at the new deepwater port of Cai Mep, offering the trade the largest ships to call Vietnam. This initiative will enable CMA CGM to support the business growth of its clients on the Vietnamese

market. Besides the local market, CMA CGM will also cover the secondary ports of Haiphong, Danang and Qui Nhon through dedicated feeders.



The **CMA CGM VELA** seen in Southampton – **Photo : Peter Hollands ©**

The rotation of this new service, which will be operated in 70 days, will be: Qingdao> Ningbo> Chiwan> Nansha> Yantian> Cai Mep> Port Kelang Malta> Le Havre> Dunkirk> Zeebrugge> Hamburg> Rotterdam> Zeebrugge> Southampton > Beirut> Jeddah> Port Kelang> Qingdao.

"The CMA CGM offer between Asia and Europe is unique and we are particularly proud to be the first to deploy large vessels calling directly at Cai Mep in Vietnam. Thanks to this new call in Vietnam, we are pleased to satisfy our customers' requirements", explains Nicolas Sartini, Senior Vice President Asia-Europe Lines. As a reminder, CMA CGM offers between Asia and Northern Europe:

- 10 weekly services, - 26 direct ports of call in Asia, - 10 ports of discharge in Europe, - 260 direct port combinations.

Source: CMA CGM

Gopalpur port not to handle any cargo this year

It will speed up construction work related to development

The seasonal anchorage port at Gopalpur would not be functional during the current session. According to sources the authorities of the Gopalpur Ports Limited (GPL) have decided not to have any cargo handling operation this year to expedite the construction work related to development of this port into an all weather mega port. This all weather port is scheduled to be operational in 2012.

As per GPL authorities they are waiting for the environmental clearance from the Central Government which is expected to arrive anytime. Once this environmental clearance is available the work would be taken up very fast. Apart from it work on a railway bridge over the National High Way passing in the area is also said to be a hindrance in the transportation of cargo if it is unloaded in the Gopalpur port. So, the GPL authorities have decided not to handle any cargo through this port during current session.

It may be noted that GPL is continuing with its efforts to develop Gopalpur port into a major all-weather port with an investment of around Rs. 2,500 crore. The first phase expansion of the port is expected to cost around Rs.1,400 crore . But the expansion of the port awaits environmental clearance. Yet the GPL is continuing with its work they expect

this port would become an all weather port by 2012. After taking over the GPL was continuing cargo handling operation through the existing seasonal anchorage port at the spot. During the 2009-10 operational season this anchorage port had handled around five lakh tonnes of cargo.

In 2008-09 season it had handled 2,60,000 tonnes of cargo. Discontinuation of cargo handling at the anchorage port this year has become a worry for the workers attached to this seasonal port. For them it is loss of income. The State Orissa government was managing this port since 1987. **Source : The Hindu**



The **DORIC SPIRIT** seen moored in Rio Grande – **Photo : Marcelo Vieira ©**

Nine-month foreign trade turnover of Russia's North-West up 40% to nearly \$68.7bn

Foreign trade flows passing through the North-West Customs Directorate (NWCD, SZTU) in January-September this year increased by 40% compared with the same period of 2009 and totaled \$68.699 billion, the regional customs agency said.

Exports passing via NWCD grew by 39% in the reporting period to \$30.819bn, imports - by 40% to \$37.880bn, while share of CIS countries in foreign trade volume soared 97%. The main trading countries are the Netherlands (29% of the total turnover), UK (12%), Switzerland (8%), United States (6%) and Germany (4%). In the structure of outbound goods Russian exports of fuel and energy products, metals and metal products, as well as machinery made up 54%, 21% and 8.4%, accordingly.

The main importing countries were China (21%), Germany (11%), United States (6%), Brazil (5%) and Finland (4%). The imported goods were largely products of engineering industry, as well as food and chemical products. **Source : PortNews**



With reference to the question of **Capt Frank Haalmeijer** last week, and the several answers received from the readers with the conclusion that the vessel must be the **TESTBANK**, reader and contributor **TREVOR JONES** from Durban, submitted this photo of the **TESTBANK** seen her in Durban mid-1970's

Photo : Trevor Jones ©

OLDIE – FROM THE SHOEBOX



Seagoing tug **TITAN** of Bureau Wijsmuller from IJmuiden (Holland) seen here departing from Scheveningen with the brand new dredger **MAI KATELL** on tow. The dredger was built in Scheveningen at the Sleephelling Maatschappij Scheveningen for French owners on the SW-coast of France. The **MAI KATELL** was on her delivery voyage behind the **TITAN**. It was on the foggy morning of 4 October 1968 when they took sea to La Pallice.

Photo: Capt. Frank Haalmeijer ©

.... PHOTO OF THE DAY



The **SMIT RHONE** seen handling the **SMIT INESITA** in Freeport (Bahamas) – Photo : Crew URSA ©

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