

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 304



**Number 304 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Sunday 31-10-2010**

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**The ZHEN HUA 23 seen arriving in Rio Grande**

**Photo : Marcelo Vieira ©**

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## EVENTS, INCIDENTS & OPERATIONS



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**MSC EMANUELA** on her maiden-trip on the Westerscheldt steaming up to the port of Antwerp.

Photo : Adri de Schipper ©

## Government may bend on northern tug

THE UK government may consider an alternative approach to funding emergency tugs in the northern isles, according to local MP Alistair Carmichael. Mr Carmichael met transport secretary Philip Hammond on Thursday morning to raise local concerns about the loss of the coastguard tug following the government's spending review last week.

The MP is suggesting that the current contract to operate four tugs around the UK coastline could be "unbundled".

This would allow different parties such as the shipping industry, the offshore oil and gas industry and the Scottish government to work with local communities to provide a single tug. He said the transport secretary agreed to take the matter further and hold talks on new ways of providing tug cover in the area. For now the government is sticking hard

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to its proposals in the Comprehensive Spending Review, which included saving £32.5 million over four years by scrapping the tug service provided by the Maritime & Coastguard Agency.

Mr Carmichael was enraged by the announcement, particularly as it came out before he had been informed and immediately pressed shipping minister Mike Penning for the northern isles tug's future to be reconsidered, arguing that it was an imperative piece in the safety jigsaw for the offshore oil and gas industry, particularly as it moves into deeper and more dangerous waters. However this week Mr Penning insisted the government was not for turning and suggested the offshore and shipping industry step into the breach as the tugs were there to protect their interests. Mr Carmichael has refused to accept this position and on Thursday won a concession from the transport secretary to work on finding a solution for the northern isles.

"The secretary of state was at pains to emphasise the very difficult financial position facing his department, but agreed nevertheless that the department would meet and work with all the appropriate concerned parties to see if some other way could be found to maintain this very important cover," Mr Carmichael said. "This is a significant and welcome move by the department and the secretary of state is to be commended for his willingness to listen.

"From what I know of the present set up I believe that there must be scope for providing cover in local waters in a more creative, and cost-effective manner. "It may also have to be that some of those sectors who rely most on this cover will have to be asked to meet some of its cost. "In my view the first step could be to 'unbundle' the contract which currently makes provision for all four tugs in different parts of the country. This has served in the past to exclude local bids.

"This could well be one of these occasions when locally based provision could be much more cost-effective. That is the discussion that we now have to have and I am delighted that the secretary of state has indicated his willingness to engage in that discussion." This week Shetland Islands Council voiced its outrage at the loss of the tug when its contract runs out in September 2011 and agreed to launch a local campaign against its removal. SIC convener Sandy Cluness and vice convener Josie Simpson will join Mr Carmichael in pushing for a change of heart or an alternative solution from the UK government. **Source : The Shetland News**



**Splashtours bus** in the water in front of the **SS Rotterdam** (seen from the **M.Y. Sherakhan** 28.10.2010)



## Secretary General pledges UN will 'spare no effort' in tackling piracy

In a response to the 13 organisations who jointly presented an almost million strong petition demanding action on piracy last month\*, United Nations Secretary General Ban Ki-moon has promised that the UN and its partners will 'spare no effort to address the challenges arising from the issue of piracy'.



Speaking on behalf of all the signatory associations, ISF (International Shipping Federation) President, Spyros M Polemis, commented: "We're grateful to the Secretary General for sharing our concerns and taking them to the Security Council for action. Our determination remains that there is no acceptable level of piracy and that the continued attacks off Somalia require urgent international action. Meanwhile piracy also prevails in other areas and we are seriously concerned at the level of violence used against crew members. This is a compelling reason to ensure that piracy is eradicated off Somalia in order to take a stand against the growth of piracy on a global scale."

ITF (International Transport Workers' Federation) General Secretary David Cockroft added: "We welcome the Secretary General's assurance, and hope that what we are being promised here is real action following his report to the UN Security Council this month. Only concrete, determined countermeasures will do any good against what is well on its way to being a global problem." A coalition of organisations representing the majority of the world's ships and ships' crews delivered 930, 406 signatures to the International Maritime Organisation on 23rd September, as part of an ongoing world campaign against piracy. The campaign is backed by BIMCO, ICS, IFSMA, IMEC, IPTA, Intercargo, InterManager, International Group of P&I Clubs, INTERTANKO, ISF, ITF, IUMI and SIGTTO\*\*, as well as national shipowners' associations and trade unions worldwide.

## Captain found drunk gets prison term

The Korean master of a 20,763 gt general cargo ship is going to prison after being found drunk in command of the vessel.

According to the U.S. Attorney's office for the Western District of Washington, Seong Ug Sin, the captain of the **STX Daisy**, has been sentenced to 14 days in prison, and six months of supervised release, during which time he is not allowed to sail in United States waters. He was arrested April 14, 2010, after a Coast Guard inspection crew found him drunk while in command of the 590 foot vessel in the Straits of Juan de Fuca.

At trial earlier this month, the evidence revealed that Sin's blood alcohol level was more than twice the legal limit.

U.S. Magistrate Judge J. Richard Creatura imposed the sentence October 25 in U.S. District Court in Tacoma, Wash.

According to testimony at trial, the coast guard inspection team had difficulty boarding the STX Daisy in the early morning hours of April 14, 2010, as Captain Sin failed repeatedly to follow their instructions. The ten member inspection crew needed to board the 20 ton freighter from a small inflatable boat during three foot swells. Once on board, Captain Sin continued to have difficulty providing the records required, and a review determined he had no usable charts of Puget Sound. The ship was ordered to Port Angeles. Sin was given a breath test, which revealed his blood alcohol level was more than twice the legal limit for being in command of a vessel. A search of the ship determined that significant quantities of Korean whisky had been consumed by Sin and one other officer.

In asking for a significant sentence, the government noted the potential for disaster with a drunk captain aboard a 20,763 gross tons freighter.

"The consequences of an accident that may have occurred due to the defendant's intoxication could have been catastrophic. The defendant's intended journey through the Straits of Juan de Fuca and down the Puget Sound to Olympia covered over 205 miles through areas characterized by narrow channels and strong currents. More importantly, the defendant's intended track crossed no less than six Washington State Ferry routes, the Tacoma Narrows Bridge, and many areas of high commercial shipping and recreational boating activity. The defendant's ship, carrying large quantities of fuel oil posed further risk to the marine environment. In the interest of public safety, a strong sentence is warranted to deter future mariners from following in this defendant's wake," the Assistant U.S. Attorneys wrote in their sentencing memo.

The case was investigated by the U.S. Coast Guard and was prosecuted by Assistant United States Attorneys Matthew Thomas and David Reese Jennings, and by Special Assistant United States Attorney Marc Zlomek. Mr. Zlomek is a Lieutenant Commander and an attorney with the U.S. Coast Guard.

### 11<sup>th</sup> AMBASSADORS CUP SAILED IN SINGAPORE



The **Ambassadors Cup** is an annual event at **Changi Sailing Club** in Singapore where all the countries Ambassadors spend the Saturday afternoon enjoying sailing.

Left : Dutch Ambassador **Hans Jansing** showing the Dutch flag during the race, the Dutch team sailed onboard the **POWER PARTNER** skippered by **Ad Smit**, below seen the team of the **POWER PARTNER**



This year 29 boats took part, it ended up being a good measure of things. The course is as always around Pulau Ubin, the little island that separates Singapore's northeastern coast from Johore, Malaysia, on the end the overall winner was Hungarian team skippered by **Steve Manning** with the **WALA WALA** with as team captain the Hungarian ambassador in Singapore **Mr. Ferenc Somogyi**

Photo's : Piet Sinke ©

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## Britain's last steam tug tender pulls in the crowds

New Book launched to tell a vital story.



MORE than 300 visitors toured the historic tug tender **SS Daniel Adamson** in Liverpool, the only ship in England taking part in Heritage Open Days, organised by English Heritage. Paul Atterbury, star of BBC's Antiques Road show and patron of the Daniel Adamson Preservation Society (DAPS), welcomed aboard guests of honour Gary Hodgson, Peel Ports Mersey Managing Director, and his wife Patricia. The Adamson Military Band, founded by Manchester Ship Canal's first chairman and engineer, Daniel Adamson (after whom the ship is named), serenaded the crowds. The event also saw the launch of the first book to tell the full and fascinating story

of the tug tender, called **The Daniel Adamson – A Unique Survivor**, written by society chairman Dan Cross. The 1903 Tranmere-built vessel is the UK's last steam-powered tug tender and began life as a Mersey ferry linking Ellesmere Port and Liverpool. In 1921 the coal-fired ship was sold to the Manchester Ship Canal Company. Its directors had her sumptuously refitted in the ocean liner art deco style as their inspection vessel in 1936. Known as "the Royal Yacht of the Ship Canal", Daniel Adamson remained in this venerable role until boiler trouble caused retirement in 1984. Badly vandalised while laid-up at Ellesmere Port Boat Museum, enthusiasts saved Daniel Adamson from scrapping in 2004, buying the ship for £1. Restoration is underway at Sandon Dock, Liverpool, with river trials and public sailings from Liverpool Cruise Terminal planned for 2012. Gary Hodgson said: "The work done so far is brilliant, given the present low level of funding. Daniel Adamson is interesting to our company as the ship worked the Manchester Ship Canal and River Mersey. As Peel has brought the Mersey Docks and Ship Canal under one ownership for the first time, our strategy is to do the same. Daniel Adamson symbolises that synergy of going forward together, as well as reminding us that maritime history is in Merseysiders' psyche." Paul Atterbury said: "This is an exceedingly impressive restoration project of a ship that is clearly not just important for Merseyside, but also nationally. The number of visitors here show the local affection for this ship and they're obviously impressed by the progress and achievement." Dan Cross, DAPS chairman, said: "We're very grateful for Mr and Mrs Hodgson's interest and Peel Ports'



support. As always, Paul Atterbury is a very hands-on patron who has gone out of his way to show his commitment to this project."

The event was funded by a £1,000 donation from Peel Ports and £500 from Cammell Laird Shiprepairers, Birkenhead.

\* **The Daniel Adamson - A Unique Survivor**, by Dan Cross, DAPS Publications, with more than 50 pages in full colour. £8 including UK Postage & Packing. All proceeds go directly to the ship's restoration.

For Membership and general enquiries please contact John Broomby, Membership Secretary on:

0161-969-2903 or e-mail [membership@danieladamson.co.uk](mailto:membership@danieladamson.co.uk) Membership enquiries can also be sent to him at: 28 Brookfield Drive, Timperley, Altrincham, Cheshire WA15 6QR - **Photo's : Liverpool Daily Post & Echo.**



For other enquiries please contact the Chairman, Dan Cross on +44 (0) 7979 865 391 or e-mail him at: [chairman@danieladamson.co.uk](mailto:chairman@danieladamson.co.uk)



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## Efforts to free tug, barges continue

Salvage efforts to free **Commodore Straits**, the 130-foot tug stuck since Sunday with its two barges near Keewaydin State Park, are expected to continue today. Barge cargo was being offloaded Wednesday afternoon to help refloat the grounded barges for the salvage operation. U.S. Coast Guard Second Class Petty Officer Lauren L. Jorgensen said that the tug is not grounded but remains attached to the barges.

The **Commodore**, which was pushing two barges of soybeans to Massena, ran them aground shortly before 5:30 a.m. Sunday in the west end of the American Narrows of the St. Lawrence Seaway. The barge hulls suffered damage when they hit the river bottom but have not caused any pollution and were not taking on any additional water as of Monday. Coast Guard Petty Officer George L. Degener said that there are no timetables for the operation but that a

professional salvage company will attempt to dislodge the barges from the shoal as safely as possible to prevent pollution and further damage.

The Coast Guard crew, which responded to the scene early Sunday, spent Monday assessing the situation through diving inspections and formulating a salvage plan. **Source : WatertownDaily**



Above seen the '**Galatea**' doing a buoy inspection at Rhos on Sea, The buoy marks where the Paddle Steamer 'Rhosneigr' went aground in July 1908 thankfully there were no fatalities. In the background the Rhyl Flats windfarm.

**Photo : Dennis Oliver ©**

## **Taiwanese trawlers to be flanked by warships**

Taiwan will send battleships to escort the country's trawlers as the autumn crab season began almost two months late this year, the Council of Agriculture (COA) and the Coast Guard Administration (CGA) said.

The CGA will send battleships with displacement of over 400 tonnes to protect the rights of Taiwanese fishermen, said CGA Deputy Director Wang Sui-yi. "These big ships travel fast and are armed with Type-20 machine guns. They are able to provide enough intimidation power." The battleships will be deployed to provide 24-hour protection with the aim of fending off disturbance from mainland Chinese fishermen, who had been found catching crabs cross-border and harassing Taiwanese boats, according to the United Daily News.

Taiwanese crab-fishermen are troubled by a marked decrease in catch volume this year. Due to the increase of seawater temperature this summer, the crab season is delayed. Crab production generally reaches its peak by August or September but the number of adult crabs only started to pick up recently this year, said James Sha, director-general of COA's Fisheries Agency.

The situation is more pronounced for the blood spotted crab, Sha said. Up to now, Taiwan harvested around 5.8 tonnes of blood spotted crabs this year, dropping 60 percent from the same period last year. Blood spotted crab prices have jumped by 32 percent year-on-year. **Source : Baird Online**

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The **MSC EMANUELA** seen enroute Antwerp – Photo : Alain Doods – [www.tugspotters.com](http://www.tugspotters.com) ©

## NAVY NEWS

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## Senators make plea for full funding for destroyers

U.S. Senators Susan Collins and Olympia J. Snowe this week sent a letter to the Chairman and Ranking Member of the Senate Appropriations Committee urging them to strongly insist upon the funding levels for the DDG-1000 and DDG-51

destroyer programs included in the FY2011 Defense Appropriations bill approved by the Senate Appropriations Committee. While the Senate Appropriations Committee fully funded both shipbuilding programs as requested by President Obama, the House Appropriations Subcommittee on Defense made cuts of \$108 million in the DDG-1000 program and \$54 million from the DDG-51 program. Neither the full House nor the Senate has considered the FY2011 Defense Appropriations bill.

"Every dollar in the President's budget request for the DDG-1000 program and the DDG-51 restart is necessary to ensure the timely and cost-effective delivery of these ships to the Navy," said Senators Collins and Snowe. "The House cuts create two more hurdles for the Navy as it seeks to complete funding for the DDG-1000 program and restart the DDG-51 program. In addition, these cuts only add to the uncertainty for our nation's shipbuilders, including Maine's dedicated workers at Bath Iron Works." **Source : MarineLog**

## **SATURN SANK DURING EXERCISE**



The guided-missile destroyer **USS Mitscher (DDG 57)** seen launching October 27<sup>th</sup> a Harpoon anti-ship missile at the **ex-USNS Saturn** during a sinking exercise. **Mitscher** and other ships assigned to the **George H.W. Bush** Carrier Strike Group fired live ammunition at **Saturn**. **Photo's : US Navy**



**Found some amazing footage of "Peter the Great" voyage. don't forget to turn HD on**

<http://www.youtube.com/watch?v=ghB60oJsdnk&fmt=18>

## **SHIPYARD NEWS**

### **Conrad Industries delivers PRMTA ferry**

Morgan City, La., headquartered Conrad Industries, Inc. recently delivered the aluminum passenger ferry **Cayo Blanco** to the Puerto Rico Maritime Transportation Authority (PRMTA).

The ferry can carry 600 passengers on two decks and measures 160 ft x 32 ft x 13 ft. It will operate on a route from Fajardo to Vieques and Culebra in Puerto Rico.

Power is provided by four MTU 12V-4000 M60 main engines with MGX 6848 Twin Disc gears. The generators are John Deere and the vessel a 200 HP tunnel bow thruster. The delivery crew took the vessel from Conrad's Morgan City shipyard to San Juan in five days and the vessel performed excellently.



Johnny Conrad, the shipbuilder's President and CEO, commented "We are pleased that PRMTA has chosen Conrad to participate in its fleet expansion and are proud to be a part of the team as a quality builder of ferries. Over the years, Conrad has developed a solid reputation as a builder of custom-designed ferries for governmental agencies." Source :

MarineLog

## **Brandaris Q52 Winner of a ShowBoats Design Awards 2010!**

**A perfect start of the Fort Lauderdale Boat Show 2010 as 500 guests at Donald Trumps estate witnessed the Vripack designed *Brandaris Q52* winning the Sports Tender ShowBoats Design Awards. This elegant smooth driving boat designed for Dutch builder 't Wije, who was ecstatic at the stage twirling around presenter and actress Janice Hamilton, won as she was the most innovative yet stylish Sports Tender.**

Since this is the first and only International Design Award for small craft like this Sports Tender, the competition was tough as eight outstanding tenders were nominated in this category. The *Brandaris Q52* is considered by the judges to be the best of its type as the combination of the Zeus POD driven full planing hull with modern spacious interior sleeping four people yet having three quarters of the boat as open deck space covered with Estec and a full bar and pop-up jacuzzi proved the winning combination.

"This is the ultimate satisfaction that we build not just a good but an outstanding boat and I am overly proud of this achievement," says Arthur Oskamp CEO of 't Wije, "This tastes just as sweet as the champagne that arrived at our table afterwards." Marnix J. Hoekstra, of Designer and Naval Architects Vripack, "To receive this international recognition for our small craft design and engineering especially in these challenging times is simply inspiring for our Team. We are most humbled and at the same time motivated to enthusiastically continue our innovative approach as we see this as the only way out of the crisis."

Much attention has been paid to the modern lines of the *Brandaris Q52* with classical curves from which she distinguishes herself from all other designs like an elegant swan. The appearance, feeling, performance, luxury and detail carry this Vripack design to the highest level with a guaranteed exclusivity. She is very suitable for cruising the Mediterranean or exploring nice bays and marinas from the Bahamas to Dubai. She is the perfect combination of enjoying life outdoors with beautiful entourages and the possibility to spend many nights on board. Relaxed or sportive cruising are all included in this 'Gran Turismo', also called the Bentley of the Boats because of her exclusivity, quality and comfort.





Technical specifications:

LOA	: 16m / 52.50ft
LWL	: 14.50m / 47.50ft
BOA	: 4.50m / 14.80ft
BWL	: 3.90m / 12.80ft
Draught	: 0.65m / 2.10ft, incl. pod 1.0m / 3.30ft
Fuel	: 1500L
Water	: 500L
Black water	: 300L
Materials	: Composite
Hull type	: planing
Engine	: 2x Cummins ZEUS 3800 QSC600HP
Max. speed	: 40kts
Designer	: Vripack
Naval Architect	: Vripack
Structural eng.	: Vripack
Interior Design	: Vripack
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## Severnaya Verf launches new warship

St. Petersburg-based Severnaya Verf Shipyard launched, Oct. 29, the [Admiral Gorshkov](#) frigate of project 22350 ordered by Russian Defense Ministry for the Russian Navy, PortNews reports citing the shipbuilding company's press service. The warship was laid down at the shipyard in 2006.

The project designer - FSUE Northern Design Bureau. Ship characteristics: displacement - 4,500 tons, length overall - 130 m, breadth - more than 16 m, cruising range - over 4,000 nm with unlimited seaworthiness. The warship can carry 120 crew members and KA helicopters on board. The frigate is armed with a 130 mm gun, a Kashtan CIWS, eight Oniks anti-ship missiles, the Shtil I medium range anti-aircraft missile complex, four 533mm torpedo tubes, RPK-9 Medvedka-VE anti-submarine rockets, and 24 Uragan SAM missiles, RIA Novosti reports.

Currently, Severnaya Verf is building several warships for the Russian Navy: 3 corvettes of Project 20380, 2 frigates of Project 22350, a communications ship (project 18280).

The shipyard also builds a series of oil platforms, supply vessels for export. OJSC Shipbuilding Plant "Severnaya Verf" is the only Russian company that has experience in the construction of ships and vessels applying a 3D mathematical model developed in the specialized shipbuilding system. The United Shipbuilding Corp. holds a 72.19-percent stake in Severnaya Verf, the state owns through JSC Western Shipbuilding Center 20.96% of shares of the St. Petersburg company. [Source : PortNews](#)

## Hyundai Heavy reports better-than-expected profit

Hyundai Heavy Industries, the world's largest shipbuilder, boosted third-quarter profit by a more-than-estimated 62 per cent as it built more offshore platforms and power plants. Net income climbed to 863.4 billion won (\$996 million) from 533.8 billion won a year earlier, the Ulsan, South Korea-based company said yesterday in a regulatory filing. That beat the 716.9 billion won average of 22 analyst estimates compiled by Bloomberg. Sales gained 7 per cent to 5.33 trillion won.

Hyundai Heavy boosted earnings as it works on a US\$2.06 billion liquefied natural gas facility for Chevron Corp, its largest single contract win, and builds power plants in Saudi Arabia and Kuwait. Higher cargo rates and global trade growth have also resulted in shipping lines including Neptune Orient Lines Ltd and Evergreen Group to resume ordering new vessels.

'The yard is operating at almost full capacity now, and that is good for profit,' said Lee Sokje, an analyst at Mirae Asset Securities Co in Seoul. 'Hyundai Heavy's earnings will most likely outperform the market consensus as it will be selective in orders it wins to ensure profitability.' Operating profit rose 50 per cent to 798.8 billion won in the third quarter. The company's margin, or sales divided by operating profit, widened to 15 per cent from 11 per cent.

Increased contributions from affiliates Hyundai Samho Heavy Industries Co and Hyundai Oilbank Co also helped boost profit, the company said.

The company aims to win US\$17.7 billion worth of contracts for vessels, plant construction and other items this year, compared with US\$10.7 billion in 2009. Of that total, orders for ships may reach US\$4.03 billion this year, from US\$444 million in 2009, the company forecast in December. [Source : Bloomberg](#)

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The URAG **BREMERHAVEN** seen departing with the new **MIDLUM** from Rotterdam – Photo : Frans de Lijster ©

## Red ink at Genmar

Tanker operator General Maritime Corporation reported results for the three and nine months ended September 30, 2010 that included a net loss of \$26.0 million or \$0.30 basic and \$0.30 diluted loss per share for the three months ended September 30, 2010 compared to net income of \$14.8 million or \$0.27 basic and \$0.27 diluted earnings per share for the three months ended September 30, 2009. It says the decrease in net income was primarily the result of a 31.9 percent decrease in TCE to \$19,109 per day for the three months ended September 30, 2010 compared to \$28,077 per day for the prior year period, as well as a \$13.6 million increase in net interest expense to \$21.4 million for the three months ended September 30, 2010 compared to \$7.7 million for the prior year period. Excluding the acceleration of the amortization of the net time charter liability of \$13.1 million, from the prior year period for the



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 304

Arlington vessels which were redelivered to the company earlier than expected, the decrease in TCE was 17.4 percent from \$23,136 from the prior year period to \$19,109 for the three months ended September 30, 2010.

Genmar President John Tavlarios commented, "During the third quarter and year-to-date, we continued to grow General Maritime's fleet and contracted revenue stream while taking steps to enhance its financial flexibility. We are pleased to have already taken delivery of six of the seven double-hull vessels we agreed to acquire in June 2010. During the quarter, we also significantly increased our time charter coverage by entering into contracts for six vessels with Trafigura, the third largest independent oil trader. Additionally, we placed the Genmar Elektra, a 2002 build Aframax, with Clearlake, another leading oil trading firm. General Maritime's ongoing success in implementing its flexible deployment strategy positions the Company to take advantage of future rate increases while maintaining a level of stability in results and covering a substantial portion of fixed costs."

In a research note, Dahlman Rose comments that "Genmar faced significant challenges in 3Q10, reflecting both relatively high fixed costs and an extremely weak spot tanker market. Although spot rates have continued to be pressured, the addition of new ships and new time charters in place should provide a cushion during 4Q10."

Dahlman Rose --which rates the Genmar share as a "Buy" with a target price of \$6 -- says the reported a 3Q10 EPS loss of \$0.30 was "slightly lower than our (\$0.28) estimate." The research note says that "EBITDA amounted to \$20.7 million, lower than its interest expense of \$21.3 million (although taking into account restricted stock compensation of \$2-3 million, Genmar was actually cash flow positive). Overall, the quarter's results reflect the significant challenges faced by the company, including weak overall spot rates of \$23,000/day, \$19,000/day, and \$13,000/day for its VLCCs, Suezmaxes and Aframaxes respectively."

Dahlman Rose says that while 63 percent of Genmar's spot days have been booked at \$29,810/day, "its average Suezmax and Aframax rates so far for the quarter reflect significant weakness. Roughly 43 percent of its Suezmax days have been booked at \$15,478/day and 34 percent of its Aframax days have been booked at just \$6,520/day, below cash costs. Recently, the VLCC market has seen accelerated activity in the Arabian Gulf, although 4Q10 is still likely to be another weak quarter."

Genmar has amended its new \$372 million credit facility to provide an additional 12 months to fill the equity gap from the Metrostar acquisition, which was partially filled by a recent \$22.8 million bridge loan to allow for delivery of a Suezmax this month.

"While challenges persist," says Dahlman Rose, "4Q10 results are likely to be marginally improved, as new time charters for 8 vessels and the delivery of 3 vessels support operations. Based on Genmar's spot results thus far into the quarter, the company is set to generate over \$22.0 million in EBITDA compared to 3Q10's \$20.7 million. Excluding non-cash restricted stock compensation, implies cash EBITDA of \$24.0 million." **Source : MarineLog**



Above seen the **UNION BOXER** offshore Pointe-Noire with as tow the **GIANT 3** loaded with the **TAKLIFT 1** whilst taking bunkers from the **Anuket Ruby**, The destination of the GIANT 3 is Singapore.

**Photo : Crew Smit Orca ©**

## **Great Eastern Shipping Q2 net profit up 17%**

Total Income has decreased from Rs. 5210.80 million for the quarter ended September 30, 2009 to Rs. 4239.90 mn for the quarter ended September 30, 2010. Great Eastern Shipping Company Ltd has posted a net profit of Rs. 1129.80 mn for the quarter ended September 30, 2010 as compared to Rs. 967.70 mn for the quarter ended September 30, 2009.

Total Income has decreased from Rs. 5210.80 million for the quarter ended September 30, 2009 to Rs. 4239.90 mn for the quarter ended September 30, 2010. For the Consolidated period the quarter ended September 30, 2010, the Group has posted a net profit of Rs. 1686.50 mn for the quarter ended September 30, 2010 as compared to Rs. 1084.70 million for the quarter ended September 30, 2009. Total Income has decreased from Rs. 8019.40 million for the quarter ended September 30, 2009 to Rs. 7164.10 million for the quarter ended September 30, 2010.

Source: India Info Line



Above seen Jan de Nul's TSHD **KAISHUU** dredging in the Port of Salvador/Brazil, October 28th 2010.

Photo : Capt. Arie van der Linde – Master Stella Polaris ©

## **Turkish shipping ban given a wide berth by Greek-Cypriot ship owners, more ships flag under Cyprus**

The Cyprus Union of Ship-owners has reiterated to Turkey that its unilateral actions to block access to vessels with the Republic of Cyprus flag is illegal under international law, and contravenes the pre-conditions laid down by Brussels for Turkey to become a full member of the European Union.

The President of the Cyprus Union of Shipowners George Mouskas said to The London Daily News: "We are lobbying the EU and the British government to use their influence over Turkey to lift the ban on Cyprus flagged vessels. As president of the Cyprus Union of Shipowners I have personally written to the British Foreign Secretary William Hague, and the members of the Cyprus Union of Shipowners sent a letter to the President of the European Commission Mr Barroso. I recently visited Brussels to lobby for action to be taken against Turkey." In what is increasingly a bitter dispute with Turkey, Cyprus ship-owners are now bolstering the credibility and strength of the flag of the Republic of

Cyprus, by lobbying Greek ship owners to shift away from Liberian, Panamanian or Marshall Island flags, and move to Cyprus which offers ship-owners stability, and the benefit of no tax on profits from the operation of Cypriot registered vessels, or on dividends received from a shipping company. In a presentation in the Square Mile last week, the Cyprus Union of Shipowners, addressed London based Greek shipowners who are believed to employ over 5,000 people in London. The Minister in Cyprus for Communication and Works Erato Kozakou-Markoulli, leading the campaign to strengthen the influence of Cypriot maritime, a former representative at the UN for Cyprus; spoke of the benefits of the Cyprus flag and the benefits to the European Union by attracting more vessels to register with the Republic of Cyprus. Amongst other EU countries Cyprus has the third largest shipping industry, behind Greece and Malta and the tenth largest in the world. There are over 1,000 vessels flying the Cyprus flag and under the tonnage scheme which Cyprus operates, shipping companies can choose to go for a tax calculated on the net tonnage of their fleet, instead of being taxed on the actual profits of their maritime activities. **Source: The London Daily News**

## Medco acquires new dredger

Middle East Dredging Company (Medco), which operates a fleet of modern dredging vessels, has acquired a new heavy-duty cutter suction dredger (CSD) at ASL Shipyard in Singapore.



**Photo : Jan Gret ©**

Medco, formerly known as Qatar Dredging Company (QDC), will register the vessel **Al Jarraf**, which means 'the dredging vessel' in Arabic, in Qatar, where a formal name-giving ceremony is scheduled at the time of commissioning early next year. The new cutter dredger will be an additional and powerful competitive tool for Medco in future infrastructure projects in the Gulf region and beyond.



"Medco is currently involved in the preparation and tendering process for two major, upcoming projects in the Gulf region – the New Doha Port Project Access Channel Dredging & Outer Breakwaters and the Qatar Bahrain Causeway Project, for which Al Jarraf will be a major asset," said Abdulrahman Abdullah Abdulghani, Medco's chairman.

"Medco invested heavily in **Al Jarraf** and its auxiliary equipment to be well prepared for these major projects in Qatar," he added. The new dredger is self-propelled, allowing it to sail on its own power between various working locations within the Gulf, without requiring the assistance of powerful tugboats. At the same time, the new cutter dredger is of the heavy-duty type – featuring no less than 12.860 kW of total installed power.

The combination of these two characteristics is a Medco trump card for competitive dredging hard rock formations that are typical in Gulf waters, the statement said. The 102 x 21 meter dredger has an integrated barge loading facility provides extra flexibility, as Al Jarraf will be able to discharge both through the traditional floating pipeline and directly into a barge that would moor alongside the dredger.

Secondly, the discharge power has significantly increased in comparison with the current Medco flag- dredger, Al Mahaar. This increased discharge power allows for covering significantly larger distances between the dredging area and the reclamation area when pumping ashore.

CSD **Al Jarraf** is able to dredge the sea bed at depths up to a maximum of 30 metres, according to the statement.

Source : TradeArabia News Service



## Dual fuel plant powers new LNG carrier

Five dual-fuel MAN engines comprised the diesel-electric propulsion plant for the LNG vessel '**Castillo de Santisteban**' recently delivered by STX Offshore & Shipbuilding to the Spanish shipping group Empresa Naviera Elcano.

The five MAN dual-fuel 8L51/60DF engines each deliver 8,000kW at 514 rpm to power the 300m long LNG carrier which has a 173,600 m3 carrying capacity. The newbuilding has been assigned by her charterer, Spanish energy company Repsol – Gas Natural LNG (Stream), to the Peruvian Camisea/Pampa Melchorita gas project, the first natural-gas liquefaction plant in South America.

Klaus Deleroi, senior vice president, MAN Diesel & Turbo SE, said: "When it comes to ship-propulsion technology, the future is gas. Not only for LNG carriers, but also for cargo vessels, ferries and even cruise liners. Knowing this, it is important for MAN Diesel & Turbo to have a strong reference already at sea with our new 51/60 dual-fuel engine, and that is exactly what we have with the **Castillo de Santisteban**."

The LNG carrier recently passed extensive gas and sea trials before the hand-over to its owner. Its entry into active service represents a milestone for MAN in that the order for the ship's dual-fuel engines, registered in 2007, was the very first received for this engine type. The engine is especially designed for propulsion systems for LNG carriers and gas-fuelled ships, and focuses on the safety requirements stipulated by classification societies for gas operation.



The vessel's new propulsion system is designed to give it a higher degree of redundancy in terms of maintenance while sailing, and takes advantage of the 51/60DF engine's multiple fuelling options. The 8L51/60DF engines were built at MAN Diesel & Turbo's own works in Germany. They can run on gaseous (for example, vaporised LNG) or liquid fuels of a wide

range of qualities (HFO/MDO/MGO) and have low emission levels. At 1.5 g/kWh (IMO cycle E2) in gaseous-fuel operating mode, the 51/60DF already complies with future IMO Tier-III limits for NO<sub>x</sub> by a considerable margin without the need for exhaust-gas treatment or any other countermeasures. MAN's 51/60DF dual-fuel engine offers 1,000 kW/cylinder output at 514 rpm for 60-Hz generator sets in both its gaseous and liquid-fuel operating modes. For marine applications, it is offered in inline versions with 6, 7, 8 and 9 cylinders and V- configuration versions with 12, 14, 16, and 18 cylinders in a power range from 6,000 to 18,000kW.

MAN's new engine model uses the common-rail micro-pilot fuel-injection system for liquid fuel that is necessary when running on gas to ignite the air-gas mixture. This system ensures independent control of injection timing, injection pressure and injection volume. When running on liquid fuel, the 51/60DF works with a conventional fuel-injection system, injecting the fuel oil through a separate main fuel injector in a camshaft-actuated pump-line-nozzle system. The fuel injection control is integrated within the engine's SaCoSone (Safety and Control System). **Source : The Motorship**



The **CMA CGM NEVA** seen inbound Saint Petersburg, Russia on Saturday 30 October 2010.

**Photo : Dirk van Uitert ©**

## **Cosco's "big plans" for the port of Piraeus**

Not more than a year back, the Port of Piraeus was plagued with an 18-strike that brought the country's economy to a halt, seriously impacting ship agent companies and once more destroying the Mediterranean port's reputation abroad. Today, it seems that a new wind is blowing, bringing with him a renewed container terminal, managed by the Piraeus

Port Authority (OLP), while Chinese conglomerate has managed to settle in and seriously change the port's landscape. As voiced by the company's local manager, Tassos Vamvakidis, "we aim to create an ultra-modern container terminal, which will evolve to become the biggest in the Mediterranean Sea and change the current mentality in the transportation sector, towards more automated procedures". The first step will be to rebuild Pier II of the terminal, which according to Cosco officials, is already ahead of schedule. The plan is to upgrade the Pier's capacity from 1.6 million TEUs currently, to 2.6 million TEUs by the end of April 2014. At the same time, Cosco is also planning to construct an additional Pier III < which is expected to further increase the port's capacity by an additional 1.1 million TEUs. The new pier will have a length of 600 metres. Cosco's total investment in terms of upgrading both Piers is expected to reach almost 150 million euros.

Together with additional capacity comes the addition of seven new Post-Panamax and six Super Post Panamax cranes for both piers. Already, three of the Super Post Panamax cranes have been installed, while an additional three are expected to arrive in the port by August of 2011. By the summer of 2015 the current number of 12 operational cranes will have risen to 25. Cosco's local affiliated company has also invested in a very modern system of automatic gates to swiftly cater trucks through the entrance-exit gates. The aim is to better accommodate transportation companies, importers and exporters, who can better manage their cargoes. It will also reduce congestion through the gates and minimize waiting times for trucks. Finally, just this week, Cosco announced a new partnership with the international airport of Eleftherios Venizelos. Based on this agreement, a new product dubbed "Sea-Air" will be launched, linking both the port and the airport, in order to increase shipments of goods at faster times and at competitive costs. This is the first direct connection between a port and an airport throughout Europe.

Meanwhile, this week Cosco Pacific, which is the group's affiliate in the country, announced a more than double quarterly profit, thanks to a revival in world trade. Net income climbed to \$100 million in the third quarter from \$40 million a year earlier, the Hong Kong-based company said in a statement to the city's stock exchange today. Sales rose 29 percent to \$107.5 million. The company, which is Asia's third- largest container-terminal operator, handled 23 percent more containers than a year earlier as U.S. and European consumer spending rebounded from last year's global recession, stoking demand for Asian-made goods.

Cosco Pacific moved 13.3 million 20-foot equivalent boxes in the third quarter. The company, controlled by China Cosco Holdings Co., owns or has stakes in more than 20 terminal operators, predominantly in China and Hong Kong. In the first nine months, total volumes rose 20 percent to 35.7 million. Cosco Pacific also has a stake in container-maker China International Marine Containers (Group) Co. and runs a box- leasing business. The company sold its stake in Cosco Logistic Co. to its parent last year. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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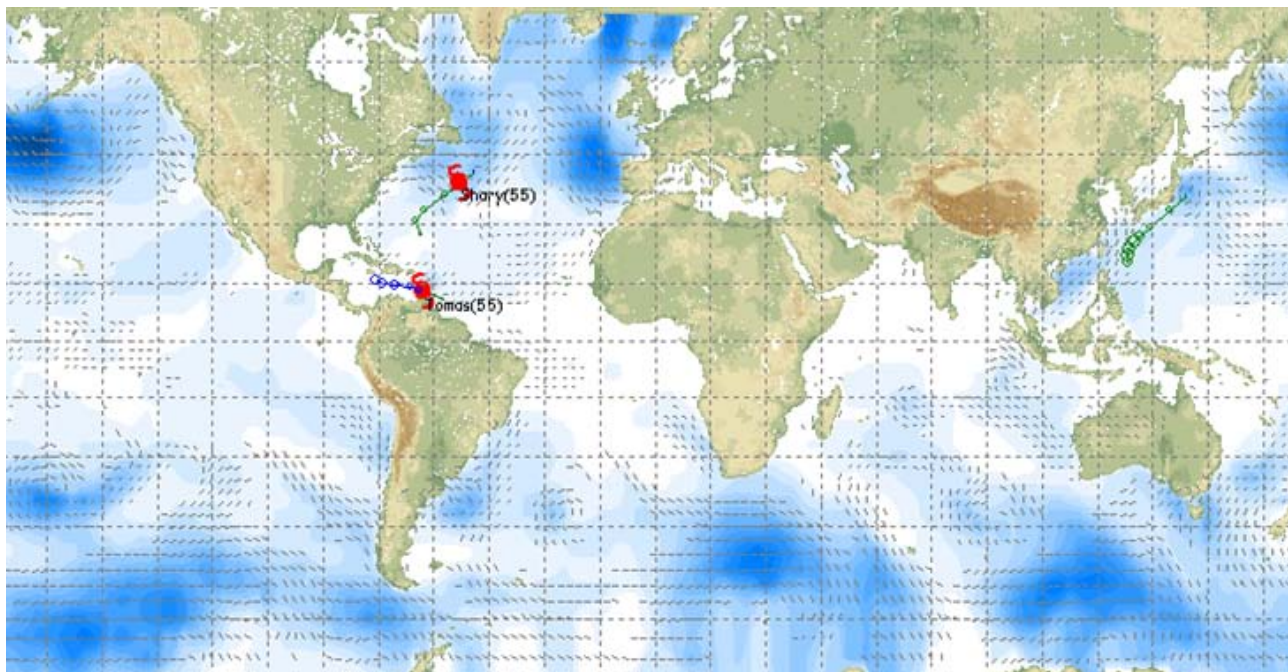
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## .... PHOTO OF THE DAY ....



Above seen the assistant towmaster and warranty surveyor being transferred to "supply vessel" after completion of  
"Maersk Convincer" rigmove to stand-by location off Vung Tau last Friday

Photo : Anders Bohn Hansen – Towmaster ©