

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 308



Number 308 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 04-11-2010**

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



WORLDWIDE OCEAN TOWAGE

OCEAN TOWAGE • MARINE SALVAGE / WRECK REMOVAL
OFFSHORE SUPPORT (OIL & GAS - DREDGING & WIND FARMS) • HEAVY LIFT TRANSPORTATION



a company within the
Tschudi Group
TSCHUDI

sales@itctowage.com
www.itctowage.com



The 2010 built 332 mtr long container ship NYK Altair seen arriving at Southampton for the first time November 2nd Hamburg. The 10.000 TEU liner was due to sail from Southampton on yesterday bound for Le Havre.

Photo : Chris Brooks - www.ShipFoto.co.uk

**PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY
OF THE PROVIDER / SERVER YOUR ADDRESS WILL BE
"DEACTIVATED" AUTOMATICALLY IF THE MAIL IS
BOUNCED BACK TO THE SERVER DUE TO "MAILBOX FULL"**

EVENTS, INCIDENTS & OPERATIONS



www.dredgepoint.org

Equipment | Builders | Owners | Ports | Suppliers | Jobs

Defensie biedt helpende hand

Van het beveiligen van objecten, het handhaven van wegafzettingen, het uitvoeren van opruimwerkzaamheden tot het verlenen van assistentie aan de lokale politie. Militairen verlenen op Curaçao op meerdere vlakken militaire bijstand na passage van tropische storm **Tomas**.



Curaçao werd gisteravond verrast door een noodweer veroorzaakt door passage van de tropische storm Tomas. In korte tijd viel 40 millimeter regen. Het wegennet werd onbegaanbaar, huizen liepen onder water en op grote delen van het eiland viel de stroom uit. Op verzoek van de gouverneur van Curaçao bieden militairen op diverse locaties hulp.

Naast het opzetten en handhaven van wegafzettingen, worden militairen van de Koninklijke Landmacht ingezet voor de beveiliging van diverse kwetsbare gebouwen. De Antilliaanse Militie voert momenteel opruimwerkzaamheden uit bij een lokale school. Daarnaast proberen de miliciens met pompen diverse ondergelopen gebouwen in het centrum, zoals het Curaçao Museum, leeg te pompen. Voor de kust voeren de kustwachtcutter Jaguar en super-RHIB's (Rigid Hull Inflatable Boat) van de kustwacht extra patrouilles uit. De kustwachthelikopter AS-355 heeft inmiddels een groot deel van de schade in kaart gebracht, wat gerichte hulpverlening vergemakkelijkt. Ook de ziekenboeg op Marinebasis Parera staat paraat om eventuele slachtoffers op te vangen.

De drie hoofdtaken van Defensie in het Caraïbisch Gebied zijn verdediging van het grondgebied, handhaving van de (inter)nationale rechtsorde en ondersteuning van civiele autoriteiten. Hiertoe behoort ook het verlenen van militaire bijstand bij rampen en ongevallen. In het rampen coördinatiecentrum wordt dan ook nauw samengewerkt tussen de lokale autoriteiten, hulpdiensten en vertegenwoordigers van de Kustwacht en Defensie.

Container ship's failure 'mechanical'

MARITIME officers investigating the grounding of a ship off Brisbane are leaning towards a mechanical failure as the cause. The 217m Liberian-registered container ship **MSC Basel** was being inspected by officers from the Australian

Maritime Safety Authority before an underwater inspection to determine whether it sustained damage when it hit a sandbank off Moreton Island, northeast of the Queensland capital. **Source : The Australian**



Assisted by the **UNION AMBER** the brand new **MSC EVA** is leaving the Berendrecht lock in Antwerp.

Photo : Adri de Schipper ©

New calls to open up ferry services

THE Scottish Government is being urged to open up ferry services to private operators to safeguard sailings in the face of unprecedented public sector cuts. Business groups are claiming that the involvement of private companies could ensure lifeline ferry links are neither cut nor lost in the wake of plans to slash £1 billion from the Scottish budget.

Suggestions include allowing the 24 subsidised routes currently operated by state-owned Caledonian MacBrayne to be tendered individually, rather than in a bundle as at present. The business groups' comments back Western Ferries, which has been involved in a long-running spat with CalMac over ferry services. Western operates a Gourock-Dunoon line that provides the only direct private competition to CalMac in the Clyde and Hebrides.

Lauren McNicol, policy executive with the Confederation of British Industry, said: "At present, the Scottish Government spends in the region of £106 million a year funding ferry services in Scotland. "We encourage the Scottish Government to look seriously at the option of testing the Scottish ferries market."

Dave Duthie, partnership director with the Highlands and Islands Transport Partnership, said: "The key is for government to identify what configuration of service delivery results in the least overall cost to the public purse. "Our island communities must have surety, regardless of who supplies the service, that in the event of an operator of an individual route failing to supply the service (which is by its very nature a lifeline service) the community will receive the service by other means." **Source: Scotland On Sunday**

Panamax size dry-bulk carrier market is strong

Panamax class vessels have been part of the fluctuation of the broader current dry bulk market. They have experienced occasional steep movements, due to factors including ones associated with the global economy. While some of the factors have caused a damper on demand, time charter average rates for Panamax ships overall have risen in the last 18 months, without drastic fluctuations compared to Capesize rates. There was the impact caused by India's ban on export from some ports. Although a small volume affected, it appeared to have had a physiological effect. Recently, there were reports of declining port congestions for Panamax cargoes. Although a sign of strength in

demand, it lets rates lose their momentum. Coupling fixtures, stockpiles and reported export volumes on grain, coal and iron ore shows a sign of reliability, consistency and strength of the class.

Rates continue to hover around 16-18K for transatlantic, 27-29K for Cont/FE, and 9-11K for FE/Cont and 16-21 for FE-RV. While their highs for the year was 43.5K, 49K, 24K and 34K respectively. The average Baltic Exchange T/C rate for the year to date is 26,488 compared to 2009 at 19,295. Capesize year to date is 33,595 compared to its 2009 at 42,656.

Panamax bulk carriers remain the ships of choice, having the right combination of characteristics for transporting large quantities of raw commodities. As the leading coal and grain transporter, the ships have the flexibility in length, breadth and depth to call at most ports. Even as a large pool of Supramax evade the territory of the Panamax, with their gear advantage, the benefits of the Panamax in scale is attractive. There is so far no sign of over capacity of the class. Wall Street listed operators of Panamax dry-bulkers: DryShips, Diana Shipping, Excel Maritime, Baltic Trading, Genco Shipping, Star Bulk Carriers, Seenergy Maritime, Navios, Navios Maritime Partners, Paragon Shipping are poised to benefit from these vessels. About 1650 Panamaxes' are currently in the marketplace. The average fleet age is 13 years. Through 2014, only a handful of new builds are set to be delivered. Excel Maritime, a major owner of the class has had good revenue from the fleet. Standing at about 75% of their fleets, Diana and DryShips have also benefited. The ships make up 77% of Navios fleet, while 66% of Paragons'. As winter approaches, demand for coal is expected to favor Panamax ships. **Source: Gerson Lehrman Group**



The **HONG KONG BRIDGE** seen at the **Euromax terminal** in Rotterdam Europoort – **Photo : Henk Claeys ©**

LNG threatens marine life, says WWF

The establishment of liquefied natural gas (LNG) processing and export facilities at Gladstone could have a disastrous impact on threatened marine life, the World Wildlife Fund says. Endangered species will include Australia's only native dolphin - the rare snubfin dolphin.

"The Gladstone developments will result in mass dredging on a scale never seen before in Queensland - enough to bury a football stadium almost 4km deep in mud and rock," said Lydia Gibson, WWF-Australia's Marine Species Manager. "The decimation of feeding and breeding grounds, increased shipping traffic, boat strikes, and chemical and noise pollution could all spell disaster for threatened snubfin dolphins, dugongs, and turtles.

"The scale of dredging proposed is astounding - potentially more than 40 million cubic meters - and it's possible this mud and rock will be dumped inside the Great Barrier Reef World Heritage Area." Ms Gibson said there were more than 100 major coastal developments proposed for the Queensland coast, including a number of coal and gas developments proposed for highly sensitive marine areas, including the LNG plant planned for Curtis Island, off Gladstone.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 308

She said a coal terminal planned for Balaclava Island on the mouth of the Fitzroy River 40kms north of Gladstone was proposed in prime snubfin dolphin habitat where less than 100 snubfin dolphins live. "The loss of just two or three of these dolphins could be enough to trigger the extinction of this local population," Ms Gibson said. Without a strategic approach to managing the impacts on wildlife, it would be death by a thousand cuts for marine turtles, inshore dolphins and dugongs, she said.

"If governments are serious about protecting unique wildlife they must put a stop to the current piece-meal approach to coastal development, adopt a more coordinated approach and designate sanctuaries that protect species from potentially devastating impacts of major coastal developments." **Source : AAP**

Simply reliable



AVRA
TOWAGE BV

Avra Towage BV
Scheepmakershaven 32b
3011 VB Rotterdam
chartering@avra.nl
0031 10 281 0886

www.avra.nl



AVRA's **WEST** seen enroute Zaandam – **Photo : Joop Marechal ©**

North P&I Club directors decide on 3% general premium increase

Shipowner directors of the 125 million GT North P&I club have decided on a modest 3% general premium increase for protection and indemnity (P&I) cover in 2011/12, reflecting their commitment to maintaining the 'A' rated club's financial strength in an uncertain market. Chairman Albert Engelsman of Dutch shipping group Wagenborg says, 'North's finances are in a strong position; however the board recognises the club is not immune to the ongoing period of financial uncertainty that is forecast and consequently we must remain vigilant. The directors are committed to maintaining the financial strength of the club and therefore we have decided to apply a general increase of 3% to P&I premium rates.' Joint managing director Paul Jennings says, 'Although claims experience for the current year compares favourably with previous years, the board recognises the inherently volatile nature of P&I claims, the impact of claims inflation and the operational challenges faced by shipowners. These factors have been taken into consideration when assessing the general increase and we have assumed that claims will follow the same trend experienced over the past five years. However, the relatively modest nature of the increase recognises the particularly strong financial performance of the club.' Joint managing director Alan Wilson says, 'Our cautious financial approach underpins our objective of providing financial stability to members. We are now entering the twentieth consecutive year without calling on members for unbudgeted supplementary funding.' He says the club continued to adopt a defensive approach to investment strategy to match its objective of capital preservation, and the board remains of the view that this low-risk investment strategy - which produced a return of 3.7% in the first seven months of 2010/11 - should be maintained. 'This positive investment result, together with lower claims levels should, absent unusual events, lead to a healthy increase in the free reserve at 20 February 2011 renewal,' says Wilson. North's free reserve at the 2010 renewal reached US\$240.3 million. The directors have also decided to increase P&I deductible levels below US\$5000 by US\$1000. The club's freight, demurrage and defence (FD&D) rates will increase by 10%. Members' rates will also be adjusted to reflect any increases or reductions in the cost of the International Group of P&I Clubs' excess- loss reinsurance programme. North provides P&I insurance to 95 million GT of owned tonnage and 30 million GT of chartered tonnage, with 4250 ships entered by 375 members. The club is based in Newcastle-upon-Tyne, UK with regional offices in Hong Kong, Piraeus and Singapore. **Source: North of England P&I Club**



Above seen the **Lucky Diamond** at the Panama anchorage 2nd November 2010. - **Photo : Ronald de Bloeme ©**

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



The **CONCORD** seen approaching Zanzibar Port – Photo : Theo Strauss ©

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !

Russian mega-yacht hull ashore outside Norway



The hull of a mega-yacht constructed at the Sevmash shipyard outside Arkhangelsk tore away during tugging to Germany and run ashore in Vesterålen, Northern Norway. The 68 meter long steel hull of the oceanic mega-yacht was being tugged from Northern Russia to Hamburg, Germany, where it was supposed to be completed, when it broke free from the Polish tug and ended up in the rocks outside Stø in Vesterålen, NRK reports.

Photo Nssr.no

The weather in the area is bad, and all attempts to pull the boat away from the rocks, have so far failed. Construction of hulls for luxury yachts is one of the fields where Sevmash is trying to get a foothold besides the comprehensive military production the shipyard is known

for. The hull was launched at Sevmash only last week, the company's web site reads. The yacht would probably be worth about NOK 300 million (€36.7 million) after completion, NRK writes. Source : Barents Observer

BP's Scheme to Dump Toxic Ship on South Asian Scrapping Beach Under Scrutiny by US Officials

According to the toxic watchdog organization Basel Action Network (BAN), a U.S. flagged oil tanker named **Prince William Sound**, one that is part owned by BP and formerly was used to haul BP oil, is about to be sold for scrapping on the notorious shipbreaking beaches in South Asia. The ship, built in 1975 and whose namesake and owner are all too familiar reminders of recent environmental disasters, is likely to contain toxic wastes such as asbestos, polychlorinated biphenyls (PCBs) and other hazardous substances, and as such poses a threat to workers and the

environment should it be exported to a developing country.



The vessel is reportedly moored now in a BP shipping depot in Malaysia, and its transfer is imminent. If the U.S. government fails to quickly intervene, the ship could be run up on the beaches of India, Bangladesh or Pakistan within days, where impoverished laborers break down ships by hand, subjecting them to explosions, accidents and

occupational disease from exposure to toxic substances. This "beaching" method of scrapping ships is also devastating to local environments due to pollution and mangrove forest destruction undertaken to make room for the ships.

According to officials at the United States Maritime Administration (MARAD), the sale must first be approved by them based in part by a determination by the U.S. Environmental Protection Agency (EPA) that the export will not violate the Toxic Substances Control Act (TSCA) or other environmental laws. They have been notified by the ship's owners (it is 25% owned by BP) of their intent to sell the vessel for scrap to a cash-buyer, a middleman who allows companies like BP to both sidestep controversy and avoid direct sales to Asian shipbreaking yards and also make a large profit by

avoiding responsible and more expensive ship recycling in the U.S. or another developed country. "BP is proving once again a callous disregard for people and the environment," said BAN's Green Ship Recycling Campaign Director, Colby Self. "The EPA and MARAD must step in now and prevent what could be another BP-sponsored environmental disaster."

Unlike BP, Chevron opted this year to recycle two of its tankers in Brownsville, Texas, in accordance with strict U.S. environmental and labor protection laws. Chevron's environmentally responsible ship disposal decisions in 2010 generated U.S. green recycling jobs at a time when U.S. jobs are much needed. Due to the year of construction, the **Prince William Sound** likely contains PCBs, asbestos or other hazardous materials within its construction. The EPA has noted, "Although no longer commercially produced in the United States, PCBs are most likely to be present in vessels deployed before the 1979 PCB ban." [1] The Toxic Substances Control Act (TSCA), in force since 1979, prohibits the export of PCB contaminated material for disposal purposes. However, the U.S. EPA has long struggled to enforce TSCA against shipping industry violators, particularly when vessels operate outside U.S. waters and beyond EPA jurisdiction.

MARAD is required by law to authorize the foreign scrapping and reflagging to foreign registry of all U.S. flagged vessels; but in past years, BAN's protests have revealed that MARAD's review neglected to consider the potential violation of laws that were enforceable by agencies outside MARAD's jurisdiction. As a result, many U.S. vessels were reflagged and sold or scrapped abroad in violation of TSCA. Now, MARAD and EPA have established a new process of review in which MARAD seeks EPA judgment to ensure compliance with TSCA prior to any reflagging or foreign scrapping authorization. "The new Maritime Administration should be applauded for promising to more carefully monitor ship sales to prevent violations of U.S. environmental laws," said Mr. Self. "But this is the test case. It's time to take a stand and uphold environmental and labor protection laws for everyone, everywhere. We urge MARAD and EPA to halt this sale as a matter of urgency." BAN is the world's only organization focused on confronting the global environmental injustice and economic inefficiency of toxic trade (toxic wastes, products and technologies) and its devastating impacts. Working at the nexus of human rights and environment, we confront the issues of environmental justice at a macro level, preventing disproportionate and unsustainable dumping of the world's toxic waste and pollution on our global village's poorest residents. At the same time we actively promote the sustainable and just solutions to our consumption and waste crises -- banning waste trade, while promoting green, toxic free and democratic design of consumer products. **Source : Global Research.ca**

NAVY NEWS



Shipyard on uneven keel after all hull breaks loose in navy order

UP to \$75 million of naval hull construction work could be stripped from Victoria. The threat follows the bungling of the construction of the central keel block of the navy's first air warfare destroyer by workers at Melbourne's Williamstown shipyard. But the prime contractor for the \$8 billion AWD project, the AWD Alliance, would try to cushion any blow to the shipyard by giving it extra "fit-out" work on the new warships to maintain the overall volume of work and prevent possible job losses. The shipyard's manager, BAE Systems, which last year won a \$300m contract to build

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 308

one-third of the hull blocks for the navy's three new AWDs, is in damage control after it constructed a keel block to the wrong dimensions, triggering an estimated six-month delay in the nation's largest defence project.

The AWD contract was lauded by the Victorian government at the time as a boost for the local economy that would secure work for up to 500 shipyard employees. However, the prime contractor, the Adelaide-based AWD Alliance, is understood to be considering an option to strip some hull construction work from BAE in Williamstown and give it to the other two shipyards that are also building AWD hull blocks: the Australian Submarine Corporation in Adelaide and Forgacs in Newcastle.

Under the plan, which is yet to be formally approved, nine of the 36 AWD hull blocks that were due to be built by BAE in Williamstown would now be constructed in Adelaide and Newcastle, effectively stripping BAE of 25 per cent of its hull construction work. AWD Alliance told The Australian yesterday that it was considering "reallocating" block work between the three shipyards while also "increasing the levels of advanced fit-out work done by the shipyards". The alliance claimed that under this plan, "the volume of work allocated to each shipyard would not be reduced". AWD Alliance -- a group comprising ASC, the Defence Materiel Organisation and Raytheon Australia -- is urgently looking at options to get the massive project back on schedule, with the first ship due to enter service from 2014. The alliance is also examining putting on shifts for workers at Williamstown to help make up for lost time.

It blamed BAE for the keel bungle, saying a lack of know-how was a contributing factor. Sources say faulty welding and inadequate quality control led to the miscalculation in the keel block dimensions. BAE says the faulty keel has now been fixed. Under the original contract, ASC, Forgacs and BAE would each build about one-third of the 96 hull blocks for the three warships and then the warships would be constructed at ASC in Adelaide. The three new 6500-tonne AWDs, based on the Spanish F100 boats, will be the most capable warships in the nation's history when they enter service from 2014. Opposition defence spokesman David Johnston has said he believes the keel bungle has put the AWD project at least 12 months behind schedule. **Source : The Australian**

SHIPYARD NEWS



Above seen the **MINDORO** enroute Damen Shiprepair in Schiedam for repairs - **Photo : Kees Schaap ©**

ABG Shipyard reports jack-up rig order

India's ABG Shipyard has won a contract to build two Friede & Goldman JU2000A-01 jack-up rigs for Drilling & Offshore Pte. Ltd., a Singapore-registered company formerly known as ABG Offshore Pte. Ltd. Back in August, Drilling & Offshore Pte. raised INR 20 million (about \$450,000) in a private placement with ABG Shipyard Ltd.

Be that as it may, a Bombay Stock Exchange announcement from ABG Shipyard says the orders are worth \$220 million apiece for a total of \$440 million, but does not disclose the delivery date. **Source : MarineLog**



Global Ship Delivery & Crewing Solutions

www.tos.nl



The **TTB SALVOR** seen moored in Batam yesterday – **Photo : Piet Sinke ©**

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

Taiwanese and Chinese yards sign agreement

Taiwan's China Shipbuilding Corp (CSBC) and China's Yangzijiang Shipbuilding Holding Ltd agreed to build cargo ships together. Under the agreement, the companies would jointly build freighters for Taiwan, Chinese and international clients with CSBC supplying the designs and Yangzijiang providing the manpower and shipyards.

CSBC is Taiwan's largest shipbuilder with two shipyards. It has received enough orders from domestic and foreign shipping lines to keep it busy until 2013. Yangzijiang, based in Jiangsu province, is China's second-largest private shipbuilder. **Source : The Motor Ship**

Daewoo Shipbuilding wins \$510 mln order from Chevron

Daewoo Shipbuilding and Marine Engineering, the world's second-largest shipbuilder, said on Tuesday it had won a \$510 million order to build one offshore platform for Chevron Corp. The platform is for oil and natural gas production, the company said in a statement, and it plans to deliver the platform to Angola by the fourth quarter of 2013.

Source: reuters.com

ROUTE, PORTS & SERVICES



Seamanship

**Whatever the ship.
Wherever delivered.**

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered.

Redwise
GLOBAL SHIP DELIVERY & CREWING

www.redwise.com info@redwise.nl

New RAstar Tug for Svitzer of Denmark

Svitzer Marine Ltd., a division of Svitzer AS of Copenhagen, Denmark, has taken delivery of their latest high-performance tug from Astilleros Zamakona SA. The **Svitzer Pembroke** is the latest of the RAstar Class true escort tug designs from Robert Allan Ltd., Naval Architects of Vancouver, BC.

The RAstar 3600 class Svitzer Pembroke falls in size between its five 111.5-ft (RAstar 3400) and one 128-ft (RAstar 3900) cousins all working at the Milford Haven terminals, and all built to Robert Allan Ltd. designs. This latest vessel was designed to perform a wide range of tasks, including ship-handling, LNG carrier escort, ocean towing, salvage and anchor handling duties. The RAstar class hull form ensures the highest standards of both escort towing capability and superior sea-keeping in the heavy sea conditions encountered in these operations.

The **Svitzer Pembroke** is classed for unrestricted duty and accordingly was built to Lloyd's Register of Shipping Class: X100A1 Escort Tug, Fire Fighting Ship I with water spray, X LMC, UMS, IWS, and in full compliance with SOLAS and International Loadline regulations.

The particulars of the new tug are as follows:

Length, o.a. 117.5 ft
Beam, moulded 47.5 ft
Depth, moulded 20 ft
Operating draft, max 21.8 ft

GRT 734
Tank Capacities are:
Fuel oil 320 m3
Potable water 31 m3
Fi-Fi foam capacity 16 m3

Propulsion comprises a pair of General Electric 16V228 diesel engines, each rated 3052 kW at 1050 rpm, and each driving a Schottel model SRP 3030 controllable pitch Z-drive unit. With this propulsion system, the vessel performance satisfied all expectations, with a recorded Bollard Pull of 105 tonnes, a Bollard Pull astern of 97.5 tonnes and a free-running speed of 13.5 knots. The indirect steering and braking forces are estimated at 115 tonnes steering and 150 tonnes braking at 10 knots.

The **Svitzer Pembroke** is well-equipped for its various towing and escort duties: the fore deck is fitted for typical ship-handling and escort work, with a Rolls-Royce model TW 2250/850/AW 26U2 H combination hawser winch and anchor windlass. The winch features a topline render / recover system for escort operations and has capacity for 250 metres of 76 mm diameter high strength topline. The aft working deck is dominated by a double drum, hydraulic-driven Rolls-Royce towing/anchor-handling winch which has a 200m wire capacity of 64 mm (dia.) synthetic rope on seven layers, a stalling load of 100 tonnes. 1st speed step 86 tonnes at 0 – 7 m/min, 2nd speed step 32 tonne at 0 – 18 m/min, 3rd speed step 9 tonnes at 0 – 45 m/min and brake holding load 250 tonnes. Also fitted are tow pins and shark jaws, a 1500mm diameter x 3 metre long stern roller, a 10 tonne tugger winch at 0 - 10 m/min with a brake holding load of 12 tonnes, and a hydraulic knuckle-boom type deck crane of 17 tonne-metre capacity.

Electrical power is derived from a pair of Cummins model K19-CP380DM/5 diesel gen-sets, each rated 390 kW at 1500 rpm. Also installed is a Cummins model 6B-CS74DM/5 harbour gen-set rated 74 kW @ 1500 RPM. The fire pumps are rated 1430 m3/hour each, both driven from main engine front PTO's.

Like its counterparts in the Milford Haven fleet, **Svitzer Pembroke** is outfitted to the highest standards for an operating crew of up to eight (8) persons. Facilities on board include spacious crew rooms for the full complement in four (4) single, each with individual en-suite toilet and shower facilities and two spacious double cabins. Public spaces include a generous combined lounge/mess area and a fully equipped and modern galley.

In common with the majority of Robert Allan Ltd. designed tugs, a great deal of attention was paid throughout the design process to mitigate the propagation of noise and vibration. This includes the essential resilient mounting of the main engines, isolation of all exhaust system components, and the extensive use of visco-elastic floating floor systems throughout. The shipyard executed all these requirements exceptionally well, and the reward was an extremely quiet ship throughout

Concordia Maritime finances Suezmax

Concordia Maritime has now secured financing for the newly ordered Suezmax tanker **Stena Supreme**. The vessel, which will be built by the South Korean shipyard Samsung, is set for delivery in Q2, 2012. The financing, which will be jointly provided by the banks SEB and DnB NOR, amounts to approx. 70% of the investment and has a currency of seven years.

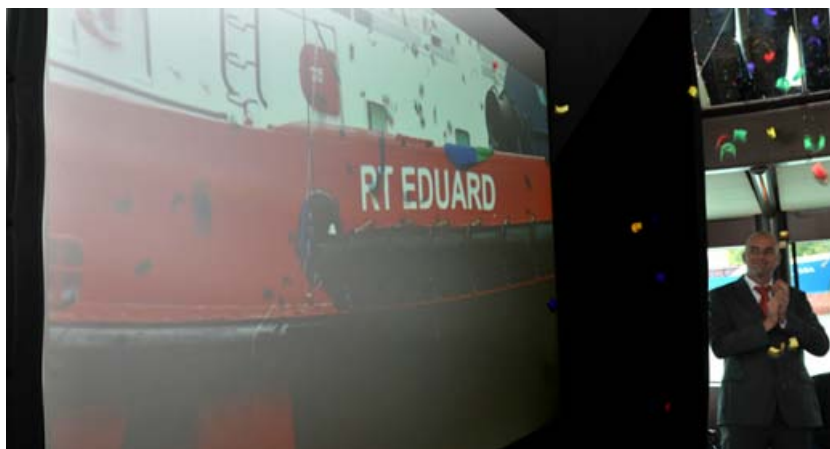
"In our view, the timing of the financing of this vessel is right. It is also gratifying that we have been able to secure financing with two of the good banks with which we have excellent relations", says Göran Hermansson, CFO. The vessel is part of a series of seven tankers designed by Stena Bulk and ordered in March 2010. The intention is to employ the tankers on the open market via the Stena Sonangol Suezmax Pool. "Concordia Maritime is in good financial shape. This means that we are well prepared and have the capacity to invest in both new projects and interesting business opportunities that may emerge as a result of the challenging shipping markets", says Hans Norén, President.

Source: Concordia Maritime

Kotug - Christening Newbuilding RotorTugs „RT Adriaan” and “RT Eduard” in Rotterdam



On Saturday, 30 October Kotug performed the Christening ceremony on two of their latest generation of Rotor Tug's "RT Adriaan" and "RT Eduard" in Rotterdam. These tugs have a length of 32 m, a width of 12 m, 3 Schottel propulsion units with total 7.200 BHP and a bollard pull of 85 tons.



RT Adriaan and RT Eduard are the 3rd & 4th tugs respectively of a series of 6 sister vessels, all built at Niigata Shipbuilders, Japan, part of Kotug's comprehensive fleet extension and renewal program. RT Adriaan and RT Eduard left Niigata shipyard on 11 March 2010. Thanks to the crew of Redwise, RT Adriaan sailed under its own power to Rotterdam and arrived on 11 June 2010. The day after her arrival in the port of Rotterdam, the RT Adriaan was fit to do her first towage activity. Kotug's president Ard-Jan Kooren emphasized that despite the present shipping market, also affecting the tug business, his company continues to invest into a modern and strong tug-fleet to keep the high quality of their service.



Cape Lambert, Rio Tinto's tug seen from front to back – Kotugs RT Eduard, Rio Tinto's own Robert Allan tugboat Oita built earlier this year in New Zealand and Lambert and Pannawonica built 25 years ago in Japan, but still in perfect condition. Photo : Carl Jernert (c)

RT Eduard, chartered out to Rio Tinto, sailed to Cape Lambert in Australia, where she arrived on April 3rd. Rio Tinto is one of the world's leading mining and exploration companies. The port at Cape Lambert is situated at open sea and mainly in winter period this causes for a rather long and high waves.



Sponsor lady **Rietje Kooren** christened the tug **RT Adriaan** in the name of her husband, **Aad (Adrianus) Kooren**, who sadly passed away in 1992. Aad was the Director Operations of Kotug in Rotterdam. Sponsor lady **Tine Kooren** christened the tug **RT Eduard** in the name of her husband, **Eduard Kooren**, who sadly passed away in 2007. Eduard was responsible for Operations & Projects of Kotug in Rotterdam. Because of the distance between Rotterdam and Australia, the christening of **RT Eduard** took place by 'virtual' ceremony.



Aad and Eduard Kooren were brothers of Ton Kooren, who was - after his retirement in 2002 - appointed Supervisory Board member of Kotug International B.V. Kotug is proud to honor Aad's and Eduard's contribution to the company since their start up.

Philadelphia port authority awards contract to build new container terminal

The Philadelphia regional port authority has authorised its partners Hyundai Merchant Marine Shipping Agency Inc and the Delaware River Stevedoring entity to build and operate a new container terminal in Philadelphia. The lease for the new Southport container terminal will run for 50 years. Delaware River Stevedoring is a subsidiary of SSA Marine and

of the Ports America group. Construction is expected to commence in three years, when the deepening of the Delaware River to 45 ft is expected to be completed. **Source: transportjournal**



Cruise industry to create 190 jobs

The burgeoning cruise-ship industry will create almost 200 additional jobs for Dunedin by next season - but future growth could be curtailed unless the industry is better catered for, a report finds. The New Zealand Regional Cruise Industry Study, released yesterday by Cruise New Zealand, shows established cruise-ship regions such as Otago, Canterbury, Wellington and Auckland are forecast to grow significantly.



The cruiseship **Volendam** seen alongside the wharf in Lyttelton, New Zealand on a warm summers day

Photo : Alan Calvert (c)

More than 175,000 cruise-ship passengers and crew movements were recorded at Port Chalmers in 2009-10, and this was expected to increase to 306,000 next season. The value-added impact of the cruise industry for the region was

predicted to grow from \$16.5 million in 2009-10 to \$28 million in 2011-12, creating an additional 190 jobs - mostly in the retail, exchange activity, tourism and transport sectors.

However, the report warns local government and businesses should plan how to cater for growth, such as additional coaches, guides, excursion capacity and port handling facilities. "Each port needs to be careful to provide sufficient services as capacity issues may cause cruise ships to switch to other ports and stops," the report notes.

Port Otago commercial manager Peter Brown said the industry was a small but important contributor to Port Chalmers' overall revenue, while recognising it was a working container port. Port Otago had improved facilities during the past two years, including covered areas to access shuttles, a new walkway, improved signs and upgraded toilet facilities.

The port was fortunate the majority of cruise activity was on the Beach St wharf, enabling container terminal operations to continue unaffected, he said. The port had been working with other stakeholders, such as Tourism Dunedin and tourism operators, to develop a "road map" for the growing cruise-ship industry. "We all recognise that we need to maintain a pro-active approach to this industry and not rest on our laurels.

"We are all committed to raising service delivery to cruise ships and passengers." Tourism Dunedin chief executive Hamish Saxton said the challenge for Dunedin would centre on the efficient transportation of passengers and catering for larger ships. The forecasts contained in the regional report would help Dunedin prepare for the influx of visitors. "This is good news and a significant growth area. "The cruise industry is where Dunedin can, and does, excel."

Source : Otago Daily Times



The **MAJESTIC** (the former **Majestic Maersk**) seen entering the Berendrecht lock the liner is currently trading for MSC.

Photo : Adri de Schipper (c)

Trafigura hires newly built VLCC for possible gasoil storage: sources

European trading house Trafigura has provisionally hired a newly built VLCC for possibly storing gasoil, shipping sources said Tuesday. Trafigura has placed the 2010-built Saham, which is owned by Oman Shipping Company and is under the commercial control of shipping pool operator Navig8, on subjects for a three-month storage period at \$32,000/day, according to sources. The brand new double-hull, built at Japan's Universal Shipbuilding Corporation, was delivered last month. The trading house is expected to store gasoil possibly off the coast of West Africa, although the contango structure in the European markets does not cover the cost of storage at the moment, sources said. At

Asian trading close Monday, the ICE contango between November and December contracts was at minus \$3.50/mt, which might not be enough to cover storage costs, traders said. "Unless the ICE contango goes to minus \$5/mt, I don't think it makes sense to store really," a Singapore-based trader said, adding that the economics vary between different traders. A source within Trafigura declined to comment on the company hiring the Saham saying, "I prefer not to comment on that operational aspect of our business." If the vessel heads to Africa, it is likely to store 500 ppm sulfur gasoil, which is the more commonly used grade in that region, trading sources said. Trafigura is a regular supplier of gasoil to West Africa, including Nigeria, and usually has floating storage off the coast of West Africa. With the waiting time usually at between two to three months causing demurrage costs to escalate, it makes more economical sense to do floating storage in the region, a Singapore-based trader said. Trafigura has had the 2008-built Desh Viraat storing gasoil since January 2009 off the West African coast and shortly thereafter it was joined by its sister ship, the 2009-built Desh Vishaal. Both these supertankers were redelivered to its owners this September. A VLCC can typically store between 280,000 mt to 290,000 mt or around two million barrels of oil. **Source: Platts**

Tangguh gas field



The **TANGGUH** gasfield pilot tender **TANGGUH TUTURUGA** seen under maintenance in Batam

Photo : Piet Sinke ©



The **Tangguh gas** field lies in Bintuni Bay, in the province of West Papua, Indonesia. The natural gas field contains over 500 billion m³ (17 Tcf) of proven natural gas reserves, with estimates of potential reserves reaching over 800 billion m³ (28 Tcf).

The **Tangguh field** is developed by a consortium of international companies, led by BP (37% stake), CNOOC (17%), and Mitsubishi Corporation (16.3%). Smaller partners include the Japanese companies Nippon Energy, Kanematsu, Sumitomo, and Nissho Iwai.

Production began in June 2009, Natural gas extracted from the field will be liquefied and the resulting LNG transported to Asian customers, mostly in China, South Korea, Japan. The project is expected to allow

Indonesia to keep a significant share of world LNG market, compensating the progressive phase-out of the Arun terminal in Sumatra, whose reserves are largely depleted.

CSAV zaps loss as quarterly sales soar 133pc to US\$921 million

CHILE's CSAV (Compania Sud Americana de Vapores), the biggest shipping line in Latin America, has reported its best quarter in history, with net profit coming in at US\$149 million for three months ending September 30, drawing on revenues of \$921 million, up 133 per cent over last year.

Vastly improved results were credited to a 74 per cent increase in volumes and a 24 per cent increase in freight rates.



The **CSAV TOTORAL** seen enroute Rotterdam – Photo : Frits Janse (c)

The shipping line has doubled its vessel capacity from 280,000 TEU to 560,000 TEU over the last 12 months, placing it in seventh place in the global rankings, up from 16th last year, reports Alphaliner. CSAV has also doubled its market share in 18 months and will enter the top five container lines if it expands at its present rate.

In the same quarter last year, the Chilean carrier had posted a net loss of \$147 million. Net profit for the first nine months of this year reached hit \$180 million against a \$550 million loss last year with last year's full year loss totalling \$656 million.

But company warned that fourth quarter volume will be lower and growth slower than experienced in the third quarter. Said CSAV: "It is possible to expect that the [quarterly] volume will not grow at the same pace of the previous one, or may even show some decrease compared to recent months. This will likely result in lower prices and reduced margins for the fourth quarter when compared to the previous quarter."

CSAV plans to re-enter the West Africa trades in December as it continues to further penetrate markets where it only had limited presence. Paris-based Alphaliner attributes CSAV's success mainly to the change in the carrier's trade mix as its recent expansion has focused on the Far East-Latin America and Far East-US trades, where average freight rates are higher.

Ten-month throughput of Ukraine's ports at 88.37m tons, last year's level

Freight traffic passing through Ukrainian sea ports in January-October 2010 exceeded 88,373,000 tons, which corresponds to last year's figures, the Ministry of Transport of Ukraine reports with reference to operational data of Ukrmorrchflot. According to October results port of Izmail became a leader among other Ukrainian ports posting a 34-percent growth (1,395m tons) month-over-month. Feodosia port handled 2.042 million tons (+28%), the Belgorod-

Dniester port – 151,000 tons (+20%). Port of Feodosia handled 1.791 million tons in October, showing a 41-percent surge vs Oct.,2009, Kherson port – 225,700 tons (+36%); specialized port of Oktyabrsk - 28,400 tons (+35%).

The country's seaports specialize in transshipment of ore, grain, metals, coal, petroleum and petroleum products.

"The situation with handling of cargo at ports is now stable. Now we are taking measures that will enable us to regain next year lost performance figures and today's dynamics allows us to hope for a quick result ", said Minister of Transport and Communications of Ukraine Konstantin Efimenko.

In October, the Ministry continued to take steps to keep the stable pace. In particular, the country's Transport Minister has initiated forming a working group for facilitating control procedures of goods at the ports. The Ministry resumed construction and renovation works, which had been suspended due to the global financial and economic crisis. The Transport Ministry is aimed at new discounts on handling operations charges that have not changed since 2008.

Source : PortNews

Tug Mary Ann Moran enters service

Now in service with Moran Towing Corporation, the **Mary Ann Moran** is a 121 ft x 36 ft x 18 ft Intercon Tug designed by Ocean Tug & Barge Engineering Corp. She is the the fourth vessel of this design to be delivered to Moran by shipbuilder Washburn & Doughty Associates, Inc. of East Boothbay, Maine. "I can say that this boat is by far one of the best vessels I have ever had the pleasure of working on in over 30 years in the industry," says the vessel's captain, Mr. Jake Jarrell. "I was very impressed with the professionalism and quality of the workforce at Washburn & Doughty and the end result of their product."

The vessel has been built to ABS classes + A1 Towing Service and +AMS, with an international load line. The vessel complies with all applicable SOLAS regulations. The **Mary Ann Moran** admeasures 264 gross tons (U.S. regulatory tonnage) and 689 gross tons (International tonnage). Both U.S. and Panama Canal tonnage certificates were provided.

The tug has an Intercon C series coupler outfitted with 34 inch diameter rams; hydraulic tensioning; port and starboard hydraulic power units; motor control center; logic/control panel; and two touch screen station remote controls.



Her two electronically controlled EMD 12-710G7C-T2 main engines meet Tier 2 emission standards. Each is rated at 2,550 HP at 800 RPM and outfitted with Lufkin model RHS2500HG reverse reduction gears. Nominal gear ratio is 4:1. Mary Ann Moran has ABS grade 2, 10 in steel shafts, and Rolls Royce New Generation Workwheel, 5-blade, 115 in diameter, stainless steel propellers.

EMI supplied the electro-hydraulic steering system, which interfaces with the vessel's gyrocompass and autopilot.

The electrical system is a 480 V AC, 3-phase, 4-wire system, designed for non-paralleling operation. The two ship service generators are John Deere Tier 2 emissions certified 1800-rpm marine engines with Marathon generators, each providing 125 kW, 480VAC, 3-phase power.

The main switchboard, manufactured by Industrial Power Systems, is located in the engine room and fitted with a 480 V, 3-phase distribution section. It is non-paralleling with a split bus. In accordance with SOLAS requirements, an emergency generator is installed above the main deck. The emergency generator is a keel cooled John Deere Tier 2

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 308

emissions certified 1800-rpm diesel engine with a Marathon generator providing 65 kW. It is supplied with a 24 V starter, 24 V controls and block heater. It is arranged to start automatically (electric start) upon loss of the ship service generators.

The emergency switchboard, also manufactured by Industrial Power Systems, will sense a loss of power from the main switchboard and automatically start the emergency generator and transfer energy loads. Markey capstans are located on the fore and aft decks. A CEWP-90, 27 in diameter, 40 hp electric capstan is located aft. It has a rated pull of about 60,000 lb at 40 ft/minute and is capable of withstanding 300,000 lb static pull. A CEW-60, 15 hp electric capstan is located forward. It has a rated pull of about 30,000 lb at 30 ft/min.

Accommodations for 12 crew members are provided. Joiner work was completed by Marine Interior Systems of Covington, Louisiana and Oakledge Carpentry of Harpswell, Maine. Washburn & Doughty is currently building two Z-Tech 7500 Class Terminal/Escort Tugs, one 92 ft Z-Drive Tug and one 93 ft Z-Drive Tug that is Washburn & Doughty's newest in-house design. Construction at the shipyard takes place in a new, state-of-the-art building that can accommodate vessels up to 200 ft x 50 ft. **Source : MarineLog**



The Vroon tanker **IVER EXACT** at the entrance of the 3rd Pet harbour, on the left the outgoing **Bow Fortune** and the **Hellespont Commander**.

Photo : Jacco van Nieuwenhuyzen (c)

MSC hikes fuel surcharge on Southeast Asia to Australia service



The **MSC BRAZILIA** seen sailing from the Port Chalmers container terminal 14/10/2010.

Photo : Ross Walker (c)

Mediterranean Shipping Co. will start charging a higher bunker adjustment factor next month on all cargo it carries on its Capricorn Service from Southeast Asia to Australia and New Zealand. Starting Dec. 1 MSC's BAF will be \$555 per 20-foot equivalent container unit. Bunker fuel prices have been rising generally since the start of October and Bunker World, which tracks bunker rates around the world, says its index of pricing has increased 4.9 percent in since late September. **Source:** joc.com



M3 Marine Pte Ltd

Professionals who add Technical and Commercial Competence to your Offshore Marine vessel needs

One of Asia's largest independent offshore ship broking and marine consultancy firms



- Brokerage — S&P, Charter, Newbuild
- DP Consultancy
- Market Research
- Due Diligence
- Technical Editing
- Legal & Insurance Claims Support
- Vessel Valuation
- Project Analysis
- Vessel Suitability
- Newbuild Specification
- Shipyard Selection
- Contract Drafting & Negotiation

www.m3marine.com.sg

Cosco, China Merchants bid for 40pc of Taiwan terminal

Taiwan's Yang Ming Marine Transport recently received separate offers from China Cosco and China Merchants to acquire a total of 40 per cent shares of Taiwan largest harbour Kaohsiung's container terminal six, according to a Yang Ming executive who declined to be named, reported Wall Street Journal. The two Chinese companies each proposed to buy a 20 per cent of the Terminal 6, which is jointly financed by Yang Ming and Taiwan government and scheduled to be completed in 2014. The terminal's first two berths are expected to operate in January 2011. Yang Ming needs to submit the proposal to Taiwan's Ministry of Transport and Communications and the Kaohsiung Port Authority for approval. If the acquisition is granted, this will be mainland China's first investment in a Taiwan port.

Source: schednet.com

China Dredging Group Company Ltd. Announces Merger With U.S.-Public-Reporting Shell Company

China Dredging Group Company Ltd., a leading private dredging contractor domiciled in the BVI with operations in the P.R.C., has announced today that it has merged with CAC, a U.S.-public-reporting shell company on October 27th, also domiciled in the BVI. Following the merger, China Dredging is the surviving corporation and its management continues

in place without change following the transaction. China Dredging will continue as a public reporting company in the United States but currently has no registered or trading securities and does not yet maintain a listing on any stock exchange.

Mr. Zhuo Xinrong, Chairman and CEO of China Dredging stated, "This merger is an important and exciting step for China Dredging. We expect that it will quickly lead to increased access to capital, recognition and stature for the Company in both Chinese and international markets. These factors are all critical to meeting the objectives of rapidly growing our dredging fleet and capability to provide key services essential to the development and maintenance of marine infrastructure."

Chardan Capital Markets served as sole financial advisor to China Dredging in the merger. Mark Xue, Head of the Beijing office of Chardan Capital Markets remarked that "The transaction with an existing SEC registrant gives China Dredging immediate standing as public-reporting company and is expected to greatly accelerate the Company's IPO process." **Source : Tradershuddle**

Navios Maritime Acquisition Corporation Announces Delivery of one Chemical Tanker

Navios Maritime Acquisition Corporation an owner and operator of tanker vessels, announced that the chemical tanker **Nave Cosmos** of 25,130 mt was delivered on October 27, 2010 from a South Korean shipyard to Navios Acquisitions' owned fleet..

The vessel is chartered out for three months with option for three additional months at a net daily charter rate of \$10,238 for the first three months and at \$12,188 for the optional months..

Currently Navios Acquisition has contracted 95.6%, 81.3%, and 59.3% of its available days on a charter-out basis for 2010, 2011 and 2012, respectively. **Source : Navios**



TURBONED
WORLDWIDE TURBOCHARGER SERVICE AND PARTS

TEL: +31 78 620 52 52
SERVICE@TURBONED.NL

OLDIE – FROM THE SHOEBOX



Seen in the port of Antwerp in May 1978 the 1971 built **MONARCH**, the 12.299 dwt vessel was built in 1971 by Chernomorskiy Shipyard for **CMB S.A.**, Antwerp
Photo : Iain Forsyth (c)

RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

CAROLINE MAERSK	-	Containerliner	CHALLENGE PEGASUS	-	Tanker
HE YANG O HO	-	AHTS	JET RAIDER	-	Fast Ferry
SAGREZ	-	Sail Trainer	STAR RUBY	-	Harbour tug
SURF MANDIRI	-	AHTS	VIBEKE	-	Car carrier
PU 2416	-	Tug	EMIRATES KANAKO	-	Container Liner
WILMA	-	Special cargo vessel	SVENDBORG MAERSK	-	Container Liner
TTB SALVOR	-	Salvage Support vsl	AMSTERDAM	-	Passenger liner
TANGGUH TUTURUGA	-	Pilot Tender			

Click at the photo album via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>

.... PHOTO OF THE DAY



Above seen the tugs **MAGNUS** and **JANUS** towing the semi-submersible oil rig **ZAGREB 1** in position of 35 nautical miles west off Malta on Monday 1st November 2010.

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