

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 314



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**November 7th at the port of Veracruz Mexico seen GREENPEACE owned M/V ARCTIC SUNRISE alongside at T-berth
Photo : Capt. Carlos Fragoso ©**

IN MEMORIAM

Vanmorgen toen ik mijn mails controleerde zag ik het slechte bericht dat :

MANUS SNOEK

Afgelopen maandag, 8 November, op 54 jarige leeftijd is overleden.

Hij heeft de strijd tegen een slopende ziekte verloren

Manus is ruim 33 jaar in verschillende functies bij Smit in dienst geweest.

Wij kennen Manus vooral van de Zeesleepvaart, waar ik zelf diverse keren met hem heb gevaren, en waar hij, voordat hij naar de wal ging als bootsman afscheid nam. De laatste jaren is hij werkzaam geweest als SCC operator.

Namens alle lezers en mij persoonlijk wil ik zijn vrouw, kinderen, familie en vrienden veel sterkte toewensen met dit grote verlies.

*******MANUS RUST ZACHT*******

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EVENTS, INCIDENTS & OPERATIONS

BONFIRE AT THE RNLI HARTLEPOOL STATION



Photo : Jan Plug ©

Four hundred years ago, in 1605, a man called **Guy Fawkes** and a group of plotters attempted to blow up the Houses of Parliament in London with barrels of gunpowder placed in the basement. They wanted to kill **King James** and the king's leaders.

**"Remember, remember,
the fifth of November,
Gunpowder, treason and plot.
We see no reason why
Gunpowder treason
Should ever be forgot!"**

When **Queen Elizabeth 1st** took the throne of England she made some laws against the Roman Catholics. **Guy Fawkes** was one of a small group of Catholics who felt that the government was treating Roman Catholics unfairly. They hoped that King James 1st would change the laws, but he didn't. Catholics had to practise their religion in secret. There were even fines for people who didn't attend the Protestant church on Sunday or on holy days. James 1st passed more laws against the Catholics when he became king.

A group of men led by Robert Catesby, plotted to kill King James and blow up the Houses of Parliament, the place where the laws that governed England were made. The plot was simple - the next time Parliament was opened by

King James I, they would blow up everyone there with gunpowder. The men bought a house next door to the parliament building. The house had a cellar which went under the parliament building. They planned to put gunpowder under the house and blow up parliament and the king.



The RNLi Hartlepool lifeboat **BETTY HUNTBATCH** seen leaving her station for a trail trip - **Photo : Jan Plug ©**

Guy Fawkes was given the job to keep watch over the barrels of gunpowder and to light the fuse. On the morning of 5th November, soldiers discovered Guy hidden in the cellar and arrested him. The trail of gunpowder at his feet would never be lit. He was tortured and questioned about the other plotters. To start with he didn't tell the soldiers anything about the plot. But, eventually he started to tell the truth. In celebration of his survival, King James ordered that the people of England should have a great bonfire on the night on 5th November. The event is still commemorated annually in England on 5th November by fireworks and burning 'guys' (effigies) on bonfires.

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Dockwise to build new "Super Vessel"

SGM called to authorize USD 100m rights issue

Dockwise Ltd. announces that its Board of Directors has approved the commissioning of a newbuild vessel to serve the emerging demand for ocean transports of up to and above 100,000 metric tons. The decision is subject to approval by a Special General Meeting of shareholders to authorize the proposed USD 100 million rights issue to part-finance the investment.

As announced in relation to the Q2 results in August 2010, Dockwise has been studying the feasibility of investing in a new semi-submersible monohull vessel, bigger than its current largest vessel, the **Blue Marlin**. This so-called "Type 0" vessel, with capacity of more than 100,000 metric tons, and decksize of 275 x 70 meters will be a first for the maritime transport industry and is expected to require a total investment of approximately USD 200 million. Dockwise has applied for a patent on the design of the vessel.



The majority of Dockwise's revenues originate from the Oil & Gas industry. Current trends for projects and equipment in this industry are distinctly towards greater scale and size for premier projects:

- Exploration and production is shifting from shallow water in traditional areas to deep water and remote areas.
- Industry demand is for larger, heavier equipment, in single transportable modules.
- Plant and equipment is increasingly constructed in dedicated, low cost environments ahead of transportation.

Dockwise's close liaison with customers commissioning production platforms, sparbuoys and FPSOs, to be deployed in offshore projects in the coming decade, has given Dockwise a view of the scale and complexity of the transportation demands, it will be required to meet as the industry leader. The new vessel, which has already passed its tank tests, will exhibit a revolutionary bowless design for key operational advantage.

With Dockwise's existing backlog in combination with projects on the horizon it is expected that the vessel will be occupied when it will come out of the shipyard in the latter part of 2012. Dockwise is currently in the process of negotiating with selected first rate shipyards for construction of the new vessel.

The investment in the new Type 0 vessel is expected to require approximately USD 200 million. In order to cater for a prudent financing of the vessel, Dockwise intends to raise approximately USD 100 million through a fully committed rights issue (the "Rights Issue"). The proceeds of the Rights Issue will be used to pay down or otherwise reduce the senior credit facilities, thereby facilitating the financing of the acquisition of the Type 0 vessel. Dockwise intends to reduce the total amount outstanding under the senior credit facilities with approximately USD 110 million from the net proceeds of the Rights Issue and available cash on the balance sheet. The relevant waivers in respect of the existing debt syndicate, including covenant adjustments for 2011, 2012 and 2013, have been obtained. Furthermore, Dockwise intends to increase its current revolving facility by USD 110 million. For this, four banks (ABN AMRO Bank, Deutsche Bank, Rabobank, The Royal Bank of Scotland) have committed funds at an identical margin and also otherwise in line with the terms and conditions of Dockwise's existing revolving facilities.

André Goedée, Dockwise Chief Executive Officer, said: "The decision to invest in this unique new vessel once again underlines our view towards the future and the position of Dockwise at the premium end of the marine heavy transport industry. We have determined that there is a growing desire to develop larger structures for the deepwater development of hydrocarbons and we have determined this investment to be key to support our clients, oil companies, engineers and the yards, in this trend in the next decades." A Special General Meeting of shareholders (SGM) to authorize the Rights Issue will be called for 23 November 2010, which will also be the last day of trading of the Dockwise shares inclusive of subscription rights. As the ordinary settlement period in the VPS and Euroclear Nederland

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is T+3, subscription rights will be allocated on basis of the transcript of the company's shareholder register as of the end of 26 November 2010.

The Company will prepare a prospectus in relation to the Rights Issue, which will, subject to applicable securities laws, be published prior to the start of the subscription period. Subject to the approval of the SGM, Dockwise expects that the Rights Issue will be carried out pursuant to the following indicative timetable:

- SGM: 23 November 2010
- Last day of trading inclusive of subscription rights: 23 November 2010
- Record date for allocation of subscription rights: 26 November 2010
- Start of subscription period: 29 November 2010
- End of subscription period: 13 December 2010
- Payment date: 17 December 2010
- Delivery and listing of new shares: 17 December 2010

In the Rights Issue, it is proposed that existing shareholders of Dockwise who may lawfully subscribe for shares to be issued will be allocated subscription rights according to their shareholding at the date of record subject to applicable securities laws. The Company intends to allow for trading of subscription rights on Oslo Børs and NYSE Euronext Amsterdam. Over-subscription and subscription without rights will not be permitted.

Full subscription of the Rights Issue is committed by four large shareholders in Dockwise; HAL Investment B.V., Project Holland Deelnemingen B.V., Sankaty Advisors LLC and Skagen Vekst (together, the "Shareholders") Each of the Shareholders, together holding an aggregate of 40.9% of the total outstanding shares, has further committed to vote in favor of the Rights Issue at the SGM.

The subscription rights entitle the holders to subscribe for the shares in the Rights Issue at a subscription price of EUR 17 per share (or EUR 16 per share should the volume weighted average price of the ordinary shares listed and traded on NYSE Euronext Amsterdam ("VWAP") be below EUR 17.75 over the period from 9.00 CET on 15 November 17.30 CET on 22 November 2010 according to the proposed timetable). The Royal Bank of Scotland N.V. will act as sole global coordinator and sole bookrunner in the Rights Issue.



The new **Sea Shepherd** vessel **Ocean 7 Adventurer** spotted in the Fishing Boat Harbour in Fremantle
According to the crew of the Steve Irwin the ship will dock first to get the well known black **Sea Shepherd** colour.
Photo: Jan Gossen Roos ©



The **COSTA ROMANTICA** seen moored last Sunday late PM at the Singapore cruise terminal - Photo : Piet Sinke ©



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The **MARY ARCTICA** seen arriving in Zeebrugge - Photo : Tom Cocquyt ©

Yachtsman rescued from Somali pirates

A South African yachtsman reportedly murdered by Somali pirates is not dead, but has been rescued by Eu Navfor.

Illustrating the dubious reliability of stories from Somali sources, various media reports quoted eyewitnesses as saying that a South African had been shot and had died instantly when he refused to leave a hijacked yacht near the town of Barawe on the southern Somali coastline. The pirates then took two people, described by the witnesses as a woman and a boy, to a jungle hiding place. Some stories quoted a spokesman for Al Shabaab, which has been linked with Al Qaeda, as saying the man's body had been taken to a morgue.

The story was sufficiently plausible that South Africa's Department of International Relations and Cooperation issued a statement saying that it "would like to confirm that the deceased person in a Somali hospital who is alleged to have been killed by the Somali pirates, as the media reports purport, is not a South African citizen. We are, however, with our international partners in Somalia, investigating the identity of the other two kidnaped individuals who are thought to be South African citizens. We will communicate more information as soon as our investigations are concluded."

Here's what actually happened according to Eu Navfor. A South African yachtsman, who escaped capture by pirates when he refused to cooperate with them, was safely taken on board an Eu Navfor warship.

His yacht had been located by the Eu Navfor warship **FS Floreal** on November 6, when it was discovered to be sailing suspiciously close to shore. Despite numerous unsuccessful attempts to contact the yacht, including a flypast by the ship's helicopter, no answer was received and the French warship launched her boarding team to investigate further.

Upon approaching, the team came under fire from the yacht and a Mayday call was received making it clear that pirates were on board and that the crew of three were under their control. The **FS FLOREAL** remained in the vicinity of the pirated vessel. The yacht eventually ran aground near the shore during the early morning of November. As a result of the grounding, the pirates attempted to remove the three crew members ashore. The South African skipper of the yacht refused to leave his vessel and the pirates left with the remaining two crew members as hostages.

Once the pirates had left the yacht, the skipper was rescued by the Eu Navfor warship **FS Floreal**. He is confirmed as being safe and is currently on board another Eu Navfor warship. The whereabouts of the other crew members is currently unknown, despite a comprehensive search by an EU NAVFOR helicopter. **Source : MarineLog**

Shipping Faces Tough Year Despite Strong China Demand

China's expanding appetite for foreign iron ore, coal and grains will not be enough to lift the world's maritime industry out of its doldrums as it faces a flood of new vessels next year. The global fleet of dry bulk carriers is expected to outpace economic demand in 2011, a result of the industry's buying spree two years ago before the financial crisis severely slashed sea trade.

Low freight rates from an oversupplied market have allowed China to import an unprecedented amount of commodities, helping to fuel continued growth in the world's second largest economy. "I just don't see China slowing down. They will still be the main driver next year," said Peter O'Malley, senior analyst at HSBC. The strength of Chinese demand will be the main focus for shipowners gathering in Guangzhou this week who must decide whether to take delivery of their new vessels or delay them in hopes of a better economic environment in the future. China's coal consumption is expected to soar to 2.7 billion tonnes in 2015 from 1.8 billion tonnes last year, while steel output is seen climbing to 880 million tonnes from 568 million in the same period, according to Australia and Chinese government estimates. Coal and the steel-making ingredient, iron ore, are the two biggest commodities by volume for the world's dry bulk fleet, which transports about 40 percent of total seaborne products. Even with China importing record volumes, analysts still expect a difficult year for the freight industry. "There are simply too many vessels in the market," said Rahul Sharan, an analyst with consultants Drewry. "The big question is what will the number of

cancellations be next year." Dry bulk freight supplies were expected to increase to 616 million deadweight next year, a 15 percent rise from this year's 537 million, Sharan said. That would surpass a 5 percent rise in expected demand growth in seaborne trade to 413 million deadweight from 395 million.

DUTCH NAVY HELICOPTER OPENED FIRE AT PIRATE SKIFFS



The **Lynx helicopter** of **HNLMS Amsterdam** opened fire on several suspected pirate skiffs after the pirates ignored warning shots close to the Somali shore. The suspected pirates jumped overboard and were able to swim to the shore.



These same pirates managed to reach the shore with their vessels and were observed during the night by a marine boarding team. When they tried to take off again in the morning the Lynx helicopter intervened.

Photo's : Royal Dutch Navy





The **CARNIVAL MIRACLE** seen arriving in Willemstad – Curacao ©
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Yacht crew shaken after 'hit-and-run' out at sea

THREE crew members escaped death at sea after their yacht was smashed from behind by a massive cargo ship in a high-seas "hit-and-run" near Port Alfred. The crew, which included skipper Russell Furlong, Juanita Drewry and teenager Michael Glenister, had to battle for 90 minutes to save themselves after the impact broke their mast, which then fell into the water.

They frantically tried to pull the mast from the water, fearing that its wires would wrap around the ship's propeller and drag them under. The incident happened at around 6am lat Thursday after the yacht left East London for Port Elizabeth. They were on their way to deliver the vessel to its owner, Quinton Dosson, in PE. About 27 nautical miles (50km) north of Port Alfred, a ship which the South African Maritime Safety Authority (Samsa) told the Dispatch belonged to **Sanko Spring Corporation** in Japan but was registered in Liberia, smashed into the yacht from behind.

Skipper Furlong, speaking after they limped back into East London harbour, said he jumped from the cabin when he heard a loud bang. "The ship didn't stop. I had two concerns – that the mast was lying in the water banging the side of the yacht and could cause a hole that would let water in." His other concern was that wiring on the mast could be

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caught by the ship's propeller . He got into the water and he, Drewry and Glenister managed to get the mast back on board.

They made a U-turn back to East London after assessing the damage. "There was no doubt we were going to make it back to East London. I've had problems in the sea before but this was closest to dying," said Furlong. Drewry said she was still frightened when she arrived at shore. "You don't get to think about it at the time when such incidents happen, but it is really scary when you think about it when you've sat down."

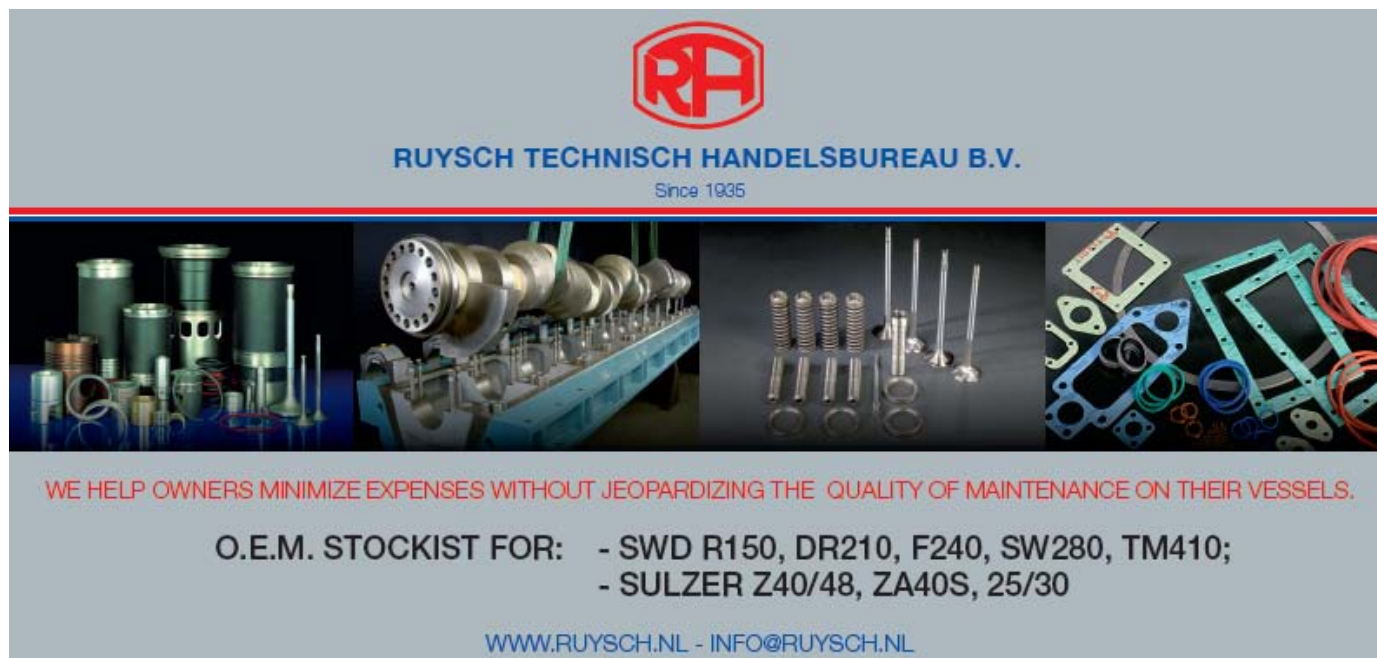
Glenister's parents, John and Janine, would not allow the Dispatch to talk to their son, saying he was still shocked.

However, they said they were ecstatic the crew had arrived back home safely. "I am very relieved that they are safe. I'd rather have been on board than my son but I was at work. It was Michael's maiden voyage," his dad said. Dosson said he tried to track down the cargo ship after he had heard about the incident. He contacted maritime authorities to get assistance and Samsa officials spotted the big ship passing Port Elizabeth.

"They contacted the ship and they (the ship crew) said they missed my boat by 10 metres. It was explained to them that they had hit the boat but (then they) lost contact." Dosson said the ship was on its way to Britain from Richard's Bay. He said his yacht also had a damaged hull, which was expensive to fix. "It will have to be taken out of the water for quotations to be done. I hope Samsa will be able to assist and get onto this company."

Samsa investigative officer Peter Kroon confirmed that the ship was registered in Liberia, but said its owners were in Japan. It was common practice for shipping companies to register in countries offering low registration fees, he added.

"We are going to conduct an investigation and contact the flag state (Liberia)." He said Liberia would then conduct its own inquiry and might impose penalties on the company. Kroon said the process could take months before it would be finalised. Source : dispatch.co.za



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Medals for Twenty Years Service

Recently two well known and respected volunteer **Bangor Lifeboat** helmsmen were awarded medals in recognition for their many years of devoted service to the Royal National Lifeboat Institution.



Ewan Scott and **Tommy Burns** have been awarded Long Service medals at recent RNLI ceremonies. During their 20 years of dedicated service, RNLI Bangor Lifeboat has undertaken a total of 845 rescues at sea resulting in the saving of 98 lives.

Both **Ewan** and **Tommy** are of one mind and agree that over the years there have been many improvements to the lifeboats, the equipment and training all of which has greatly enhanced the RNLI's ability to save life at sea.

Even after over 20 years of service Ewan and Tommy continue to freely give of their time and effort. They are considered by all to be the most experienced helmsmen at Bangor station and are actively involved in the training of crew and other volunteers.

Bangor's Lifeboat Operations Manager **Kevin Byers** paid tribute to **Ewan** and **Tommy** when he said 'Without the huge commitment and dedication of volunteers like Ewan and Tommy, the RNLI would be unable to carry out the increasingly demanding task of saving lives at sea.' Kevin went on to say 'I am delighted that Ewan and Tommy have been presented with these awards, they deserve a big thank you for all they have done for Bangor Lifeboat over the past 20 years.'

Rotterdamse zeemanshuizen vechten tegen sluiting

De vier zeemanshuizen in de Rotterdamse haven gaan samen met een tiental welzijnsorganisaties voor zeelieden een plan van aanpak schrijven om het hoofd boven water te houden. Dat besloten ze donderdag op een conferentie bij het Rotterdamse Havenbedrijf. Het zeemanshuis op Heyplaat (tussen de Waal- en Eemhaven) is sinds juli van dit jaar tijdelijk gesloten, en bij de andere drie staat het water ook tot aan de lippen.

In zeemanshuizen kunnen zeelieden goedkoop naar huis bellen, internetten en met collega's een drankje drinken. En van daaruit zijn ook havendomeinees, - pastors en - sociaal werkers actief. 'We hebben hier gehoord dat het niet alleen om zeevarenden gaat, maar ook om de binnenvaart en het beroepsgoederenvervoer over de weg. Ook daar zie je soms zorgwekkende situaties voor de betrokken werknemers', zegt conferentievoorzitter **Ed Sarton** in het wekelijkse radioprogramma 'Op zee' van de Wereldomroep. Hij denkt dat goed moet worden bekeken of de zeemanshuizen ook

voor die doelgroepen – net als veel zeelieden komen die tegenwoordig vaak uit Oost-Europa – een rol kan gaan spelen. De zeemanshuizen hopen dat ze met een gezamenlijk plan weer in aanmerking kunnen komen voor subsidie van het Havenbedrijf, gemeenten en het bedrijfsleven. Met 15 organisaties is dat nu erg versnipperd.

Van harte ging het donderdag nog niet echt. 'We komen ook van héél ver', zegt voorzitter **Antoine van Esch** van het zeemanshuis 'De Beer' in Europoort. 'Alle organisaties hebben ooit een eigen identiteit gekregen en gevormd. En het is heel moeilijk om een stukje van die identiteit in te leveren en dan – in positieve zin – de strijd aan te gaan. We moeten wel trouwens. Als we het niet doen, dan kunnen we echt de deuren sluiten, dan ben ik volgend jaar nummer twee.' Tot die tijd draait 'De Beer' op meer vrijwilligers en nog minder met beroepskrachten. **Bron: opzee.nl**

NAVY NEWS



The 2008 commissioned Brazilian corvette **V 34 BARROSO** seen in Rio Grande - **Photo : Marcelo Vieira ©**

Hr. Ms. Rotterdam slaagt voor examen

Het Landing Platform Dock (LPD) **Hr. Ms. Rotterdam** heeft in het Engelse Plymouth met succes examen afgelegd. Het schip slaagde voor de ANOST, wat staat voor Amphibious Netherlands Operational Sea Training. Het examen, met een ruime voldoende beoordeeld, vormt een belangrijk ijkpunt voor het volgend jaar als stationsschip naar Curacao vertrekt.

Wat de prestatie extra bijzonder maakt is dat het Nederlandse schip voor de opleiding slaagde met aan boord Zweedse mariniers en hun snelle Combat Boats en met Cougars van het Defensie Helikopter Commando. Het amfibische transportschip kreeg in het trainingsprogramma niet alleen te maken met aanvallen op zee, maar moest ook met een hulpactie en een evacuatieoefening laten zien wat de Nederlandse krijgsmacht kan betekenen.

Cougars op zee

In de opwerkings- en examenperiode zijn ook 5 volledige ploegen voor de Cougar-transporthelikopter gekwalificeerd om op de Rotterdam landingen uit te voeren. Cougars werden voorheen nooit ingezet voor maritieme operaties.

De Zweedse luitenant-kolonel Patrik Gardesten van het Eerste Marine Regiment sprak van een zeer goede samenwerking. 'We hebben dezelfde mentaliteit en dat maakt het gezamenlijk optreden heel gemakkelijk.' **Bron : Koninklijke Marine / ministerie van Defensie**

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The **RPA 11** (Port of Rotterdam) seen in Drydock at **Maaskant Stellendam**, after application of a new coat of paint, **Intersleek®900, Fluoropolymer Foul Release Coating**.

Photo : Boy Gijzenij ©

Jurong Shipyard Achieves Key Milestone with Singapore's Largest Harsh-environment Ultra-deepwater Semi-submersible SeaDragon I

Jurong Shipyard, a wholly owned subsidiary of Sembcorp Marine, has achieved a key milestone with the construction success of **SeaDragon I**, the largest ultra-deepwater semi-submersible drilling rig to be completed in Singapore..

SeaDragon I, the first of two identical Moss Maritime CS50 MK II design ultra-deepwater dynamic positioning (DP3) semi-submersible units ordered by SeaDragon and managed by Vantage, was christened in a ceremony in Jurong

Shipyard on Friday, November 5, 2010 by Lady Sponsor Mrs Karen Dawson-Smith, wife of Mr Guy Dawson-Smith, Project Manager of SeaDragon Project. One of the largest ultra-deepwater 6th generation semi-submersible rigs capable of working in harsh-environment conditions, **SeaDragon I** marks a landmark achievement for Jurong Shipyard being the yard's first harsh-environment semi-submersible project and the first of its class to be built up from a six-column bare-deck hull. Designed for versatility and flexibility, the rig has the ability to drill 35,000 feet and operate in up to 10,000 feet water depth, with an accommodation capacity for 192 persons..

Following the naming, the rig will complete final commissioning and acceptance testing before its scheduled delivery in early 2011..

Mr George Sutherland, Technical Director of SeaDragon, said: "We are very pleased with the progress made to date and are looking forward to taking delivery of **SeaDragon I** early next year. Jurong Shipyard's rig building capabilities and strong management expertise have played a vital role in the successful completion of this project and SeaDragon would like to congratulate everyone in the Jurong Shipyard team in the achievement of this significant milestone."

Mr Paul Bragg, CEO and Chairman of Vantage Drilling, said: "I would like to thank Jurong Shipyard's construction team for your outstanding work and cooperation. Your workmanship and professionalism are on display and you have distinguished yourselves as world-class builders."

Mr Wong Weng Sun, President and Chief Executive Officer of Sembcorp Marine and Managing Director of Jurong Shipyard, said: "We would like to thank SeaDragon for their vote of confidence in selecting Jurong Shipyard to outfit their two new semi-submersible rigs. Jurong Shipyard is proud that this Moss Maritime design ultra-deepwater rig will provide another industry solution to oil and gas companies when it comes to rigs selection. When delivered, SeaDragon I will add to Vantage's stable of high quality and modern rigs. We had previously completed and successfully delivered rigs of Friede & Goldman ExD and Bingo 9000 designs. We will continue to build competencies in this segment to prepare for future opportunities.". **Source: Sembcorp Marine.**

Oka Shipyard launches first Volga Shipping's river freighter in November

Okskaya (Oka) Shipyard JSC (Nizhniy Novgorod Region) will launch the first river-going bulk cargo carrier in November of a series being built for Volga Shipping Company, the VSC's press office reports. The project RSD-44 ship will be named after captain Peter Ruzmankin, who died in Stalingrad battle during WWII. Other vessels of the series will also be named after other shipmasters of the Volga Shipping Company, who died in the battle of Stalingrad.

Overall, Oka Shipyard plans to build 10 bulk cargo carriers of RSD-44 project for Volga Shipping Company.

JSC Volga Shipping Company is one of the oldest and largest shipping companies in Russia: in 2008, noted the 165-year anniversary. The company provides transportation of cargoes and passengers on rivers and lakes of the country. In 2009, the VSC carried 4.5 million tons of cargo and 359,000 passengers. The company owns and operates the fleet of 250 cargo and passenger vessels. Volga Shipping Company is part of the Universal Cargo Logistics Holding that also manages Sea Port of St. Petersburg, Tuapse, Taganrog Commercial Sea Port, the North-Western Shipping Company, as well as a number of other shipping and shipbuilding assets. **Source : PortNews**

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Tug **Mayfield** leaves her carbon footprint behind as she prepares to lash up to an inbound woodchip carrier at Newcastle, NSW Australia. **Photo : Alan Calvert ©**

Cargo turnover of Finland ports up 11.7% in Jan-Sept., to 64,35m tons

Nine-month freight flows through the ports in Finland increased by 11.7% from Jan-Sept, 2009 to 64,353,500 tons, the Association of Finnish ports reports.

In January-September inbound goods volume at the country's seaports rose 10.9% from the same period last year to 34,925,000 tons, outbound cargoes increased by 12.7% to 29,428,480 tons. The port Sköldvik handled 11,435,000 tons of cargo - the largest volume in January-September 2010, but 9.3% down from last year's figures.

Nine-month throughput of the port of Kotka, according to the Association's statistics, rose 25.2% compared with the same period last year, to 6,865,000 tons, trade flows via the port of Helsinki increased by 10.1%, to 8 million tons.

Freight traffic through the port of Hamina in Jan-Sept, surged by 35.1% to 2,766,700 tons. Port of Oulu also posted a 11.8-percent growth to 2,110,977 tons of cargo.

In 2009 cargo turnover of the seaports of Finland shrank by 17.9% year-over-year to 78,701,163 tons. **Source :** PortNews



Just before winter season starts in the Strait of Nevelsky (Sakhalin) van Oord daily crew changes (done by **DMS Globe**) come to an end. **Photo : Pieter C Holtes o/b PLB Fortuna ©**

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PRISCO posts nine-month net loss at 50,925m rubles

Net loss of JSC Primorsk Shipping Company (PMP, Corporation PRISCO) amounted to 50,925,000 rubles to Russian Accounting Standards in January-September 2010 versus a 100,025-million net income a year earlier, the PRISCO's press service said. Nine-month revenue of the company fell 5.3% to 84,795,000 rubles. The revenue decrease was due to reduced volumes of the proposed works and services.

Primorsk Shipping Company is engaged in transportation of liquid and bulk cargoes. The Corporation operates 19 tankers and 2 bulk carriers of total 1,892,221DWT, largely ice-class ships, including large-capacity vessels equipped for operation in freezing seas. PRISCO provides commercial and technical management, agency services and training

qualified specialists in sea transport and gas-and-oil producing industry. In 2009, cargo volume carried by the company's fleet rose 21% year-over-year to 16.5 million tons, thanks to participation in Sakhalin offshore projects, while the volume of maritime transport by PRISCO within the Sakhalin-2 project increased by 11 times as much.

Source : PortNews



The **AQUARIUS** seen arriving in Hartlepool – Photo : Jan Plug ©

Oaktree acquires Gulmar majority stake

US private equity firm Oaktree Capital Management has acquired a controlling stake in Gulmar Offshore Middle East LLC, thereby helping the Sharjah-based company pay for the latest sophisticated newbuilds about to join its fleet.

Two new Dive Support Vessels (DSVs) featuring advanced DP2 dynamic positioning and ROVs are being built at Hanjin Shipyard after having been ordered at the top of the market for a reported \$150m each - **Gulmar Atlantis** and **Gulmar DaVinci**. The vessels should now deliver over the coming few months with the new investment in place.

The acquisition by Oaktree, which manages \$75bn of global assets, involves the takeover of over 75% of Panama-registered Gulmar Energy SA, which owns Gulmar Offshore as well as Gulmar Offshore Asia PTE Ltd, a dormant subsidiary. Four existing DP2 DSV workboats are also included in the takeover.

Subsea contractor Gulmar employs 500 people and owns an 8,000 square metre yard at Hamriya Free Zone, Sharjah. It operates in 12 countries. "We are a Middle-East based company with the Middle East as a core region for us," says Neil Guthrie, Gulmar's cfo. "We own and time-charter vessels and are providers of sub-sea services, such as personnel, equipment, and engineering."

Gulmar's origins date back to the early 1950s and the J.Y. Cousteau Group of companies. In 1998, the parent group was created, and Gulmar Offshore in 2000. In 2006, GCC Energy Holdings Ltd. and Polux Investments Ltd. acquired two thirds of the company's capital. Source : **Seatrade Asia**



The **SMIT SULAWESI** arrived in Rotterdam-Waalhaven – Photo : Leo Varekamp ©

Ribbon-cutting ceremony celebrates Upper Newport Bay project

A ribbon-cutting ceremony has taken place to celebrate the completion of the Upper Newport Bay Ecosystem Restoration Project. The US\$38 million project was led by the US Army Corps of Engineers and brought the Upper Bay back to a more optimal ecosystem, according to the Newport Beach city website.

The project, which was completed on October 27th involved extensive dredging of sediment, "especially to maintain two major in-Bay sediment retention basins (near Jamboree Road and near the Salt Dike)." "These basins keep some sediment from reaching the remainder of the Upper Bay and from the Lower Bay. Much of the dredging will include expansion of existing channels that surround various islands in the Upper Bay, including Middle Island." The project and the ceremony were co-sponsored by the California Department of Fish and Game, the California Coastal Conservancy, Orange County, the Irvine Company, the US Army Corps of Engineers and the City of Newport Beach.

Source : Dredging News Online

Bigger tankers could be on the way to Port Metro Vancouver

The Province newspaper says Metro Vancouver residents "haven't heard the last about oil tanker traffic through Vancouver's harbour." More ships could be coming, said the report, and they could even be bigger. There could also be tanker traffic up the Fraser River one day, the chief of Port Metro Vancouver has told The Province. Chief operating officer Chris Badger would reveal few details, but said there are discussions under way about bigger ships in Vancouver, and tanker traffic on the Fraser River for the first time.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 314

Bigger ships in Vancouver would require dredging deeper channels through the waterway, especially at the First and Second Narrows. Most of Vancouver's oil currently goes south to California in vessels about one-third the size of super-tankers. If the oil was China-bound, bigger vessels would be required for economic reasons. **Source :** Dredging News Online



The **BOURBON HERMES** seen passing Heerema's **BALDER** – Photo : Fedde Visser ©

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Incat Crowther wins crewboat contract

Incat Crowther has secured a contract to design a 20m monohull crewboat to be built by VeeCraft Marine in South Africa.

The vessel is characterized by its large foredeck, which has 27sqm of cargo space. The bow features a passenger boarding area for safe and efficient transfers to offshore facilities. A dedicated passageway is located to the port side, directly accessing the main passenger cabin. This cabin has comfortable seating for 25 passengers, and a bathroom. There is a rescue zone situated over the large aft platform. Below decks, the vessel has 4 crew berths, a galley and mess and a bathroom.

The vessel will be powered by a pair of MAN 284 LE 413 main engines, each producing 1000hp @ 2100 rpm. The vessel will have a loaded service speed of 25 knots and a maximum speed in excess of 30 knots. In addition to this vessel, Incat Crowther has two 28m wave piercing catamarans and three 17.5m catamarans under construction. This vessel brings to 10 the number of offshore energy service vessels under construction to Incat Crowther's designs.

In total, Incat Crowther currently has over 30 vessels under construction across a wide range of uses. **Source :** [Offshore Shipping Online](#)

VSTEP opens North American office

Only months after opening its UK office, VSTEP is proud to announce the opening of its first North American office in New York. This new VSTEP office will facilitate support to VSTEP's simulation and training clients based in North America and lead the business development effort in the region.

The past year has seen a rapid growth for VSTEP's maritime and emergency response simulator products, resulting in a need to build a network of own offices and dedicated agents in different parts of the world to serve our customers. VSTEP's North American office will be headed by Capt Mark S. Woolley, US Navy (Ret). Capt Woolley joins VSTEP after serving over 30 years in the United States Navy, most recently as commanding officer of largest Naval Reserve Officers Training Corps (NROTC) in San Diego. Here he was responsible for training future naval officers in navigation, operations, engineering, and leadership, making extensive use of simulation programs. NROTC San Diego was the first NROTC unit to incorporate VSTEP ship simulation products the curriculum.

VSTEP CEO Cristijn Sarvaas: "We are extremely pleased to have Capt Mark Woolley leading our North American office. Mark brings to VSTEP many years of training and simulation experience and an in-depth knowledge of the US Navy. Our US office is an important milestone in the global expansion of our business and will serve as a beachhead to bringing affordable, high-end simulation to customers in North America."

Capt. Mark Woolley, US Navy (Ret): I am extremely happy to be part of the VSTEP team where I can use my past experience to help mariners and emergency first responders improve their professional skills. I am able to continue doing something I felt passionate about while on active duty...providing quality simulation products for students and instructors.

VSTEP will demonstrate its RescueSim and NAUTIS simulators at the I/ITSEC 2010 simulation exhibition from November 29th- December 2nd, 2010 in Orlando, Florida. Visit us at booth #2833.

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Above seen the bulk carrier **REDWING** arriving at Southampton on 7th November from Bremen to load a cargo of scrap for Alexandria. She was built in 2007 as the Hong Kong flagged **Golden Venture**, becoming the **REDWING** in 2008 and flagged in the Marshall Islands.

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

Zim ISS to sell its stake in Lagos container terminal

Zim Integrated Shipping Services plans to sell its stake in the Tin Can Island Container Terminal at the Port of Lagos to a new joint venture between China Merchants Holdings and the China-Africa Development Fund, the Journal of Commerce reports.

Zim said it agreed to sell its 47.5 percent stake for \$154 million, giving it a gross profit of \$120 million on the sale. The sale was moved forward from its originally planned date of completion in 2011. China Merchants will own 60 percent of the JV, with China-Africa Development Fund taking a 40% stake after obtaining approval from Chinese regulators, the Chinese port operator said in a statement.

The terminal is Nigeria's second largest container terminal. Zim will also sign an agreement to call at the terminal for the next 10 years and will sell additional rights in connection with the asset. Zim's partner in the container terminal is Bollore Logistics Africa, a unit of Paris-based Group Bollore.

The Tin Can Island Container Terminal has three berths, with an annual capacity of 360,000 20-foot equivalent container units. fourth berth is being upgraded, which will increase the terminal's capacity to 400,000 TEU per year. Zim has extensive commercial activities in Nigeria, and operates a number of shipping lines, connecting Asia, Europe and the United States, to Nigeria, as well as a fully owned shipping and logistics agency in Lagos.

Zim President and CEO Rafi Danieli said the proceeds from the sale would enable the company to develop and expand its shipping transportation activities in the international lines in Asia, North America and Europe. **Source: joc.com**



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Delivery of Second Supramax New-Build Bulk Carrier

Goldenport Holdings Inc. the international shipping company that owns and operates a fleet of container and dry bulk vessels announces that it took delivery of the second new build geared bulk carrier vessel with 57,000 DWT capacity from the COSCO (Zhousan) Shipyard Co Ltd., in China. The vessel was named '**Sifnos**' and commenced its agreed time charter following delivery.

For the period between the delivery of the vessel and January 2011 at the earliest or April 2011 at the latest, the vessel will be earning US\$18,250 per day.

Following this period the vessel will commence a three year time charter with a floor rate of US\$ 17,700 per day plus a profit sharing arrangement. Above US\$ 18,200 per day the Company and the charterer will split on a 50/50 basis the difference between US\$ 18,200 and 105% of the average monthly rate indicated by the Baltic Supramax Index (BSI). The 105% rate reflects the adjustment for the larger size of "**Sifnos**", compared to the base vessel described in the BSI.

Captain Paris Dragnis, Chief Executive Officer of Goldenport, commented: "We are pleased with the delivery of our second COSCO new build bulk carrier, sister ship to "**Milos**" which was added to our fleet last week. With the addition of these two vessels, we have significantly enhanced the operational versatility of our fleet and expanded our revenue and profit generation capacity. Both vessels are immediately accretive to net income and per share earnings.

Implementing prudent financing and fleet deployment strategies, we secured debt financing at attractive terms when the new-build order was placed, and we secured period employment with a profit sharing structure which enhances our forward cover and enables us to share in the market upside. We remain on track with our fleet renewal and expansion strategy and by year end we expect to take delivery of another new-build Supramax further expanding our fleet and our capacity to generate value for our shareholders." **Source: Goldenport Holdings.**

ADPC welcomes arrival of first ship at newly opened berth at Khalifa Port

Abu Dhabi Ports Company (ADPC) and Emirates Aluminium (EMAL) have welcomed the first shipment of alumina to the purpose-built wharf at Khalifa Port in Taweelah. The opening of the wharf means that EMAL will now be able to receive shipments of raw materials directly to the Taweelah-based smelter.

The milestone achievement was celebrated by the presence of ADPC Chairman HE Dr Sultan Al Jaber, EMAL President and CEO Saeed Al Mazrooei and ADPC CEO Tony Douglas and key guests that were involved in this major milestone.

The shipment of approximately 26,000 tonnes of smelting grade alumina arrived aboard LR Lily from Rocky Point, Jamaica which berthed safely and securely at EMAL berth in Khalifa port. The first phase of the port, scheduled to open in the fourth quarter of 2012 is operated by Abu Dhabi Ports Company (ADPC).

Once complete, Khalifa Port will be a state-of-the-art efficient gateway for import and export. The port will receive all ship sizes, including the largest container ships and bulk vessels. It will accommodate a wide range of cargo, including containers, break bulk, liquid and dry bulk cargos; it will also feature state-of-the-art unloading and storage facilities. It is mandated along a five stage phased development approach.

"Today is an important day for us all. For Abu Dhabi Ports Company, this is a major milestone in the construction of this fine port. For EMAL, it's an opportunity to shorten our supply line. And for the Emirate of Abu Dhabi it's another key step toward true economic diversification envisioned in Abu Dhabi's vision 2030" said Saeed Fadhel Al Mazrooei, EMAL President & CEO.

"We are truly grateful to the EMAL's Ports team and ADPC for their diligent work in completing this project. The port itself is a great asset for EMAL, but in the future it will also benefit other companies operating out of the planned aluminium cluster," Al Mazrooei added.

ADPC CEO, Tony Douglas commented: "This is a landmark occasion not only for EMAL but for Abu Dhabi. As the first ship carrying cargo to arrive through the port we have entered a new era in the development of the Khalifa Port and Industrial Zone which will form one of the major industrial hubs in the region. The presence of EMAL and our ambitions to develop a variety of industrial clusters around such anchor tenants across this site are a long term investment for future generations."

The 800m long EMAL Wharf is situated 3.5km offshore with berthing space for two 60,000 ton capacity ships. It contains a vacuum ship unloader that transfers coke and alumina (the primary raw materials for aluminium production) onto wharf belt conveyor system. Once on the conveyor, the material is transported 4.6 kilometres along the trestle bridge and causeway running from the wharf to the shore, before being delivered directly to the EMAL onsite silo storage facility. **Source : Dredging News Online**

Cargotec signs order for MacGregor anchor-handling systems

Cargotec has secured Euros 10 million order from the Sinopacific Group in China for the supply of a further 16 shipsets of anchor-handling systems for Bourbon's newbuildings.

The new shipsets will be delivered between April 2011 and February 2012. The contract follows an order placed in June this year for four ships in the same series, the first shipset is scheduled for delivery in the first quarter of 2011.

The equipment will be installed on anchor handling and tug supply (AHTS) vessels based on an SPA80 design and built by Zhejiang Shipyard. This design was jointly developed by Bourbon and its partner Shanghai Design Associates (SDA).

Source : Offshore News Online

OLDIE – FROM THE SHOEBOX



Some years ago seen in Rotterdam-Europoort several “NRS” tugs in formation special for the photo, in the middle seen the **INDUSBANK** and **SMITHBANK**, further the conventional powered **SCHOUWENBANK** and just in front of the **STEENBANK** is seen the **STROOMBANK**.

Hans Reints made the photo from the **STEENBANK** ©

Referring to the photo of the **BALONG** in yesterdays newscippings reader **Kees Schreuder** wrote :

The picture of the m.v. “**Balong**” in Amsterdam, is almost sure taken on 12-04-1973, I was on board and we left that day for Kopenhagen, 16-04 left for Aarhus and from 17-04 till 21-04 anchored on the roads of Lübeck.

From there I flew home for leave. I have no info regarding the whereabouts of the m.v. Balong after that.

Best regards, Kees Schreuder

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

.... PHOTO OF THE DAY



The **REBOMAR** (ex SMIT PORTUGAL) seen arriving in Malta.
Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©