




Number 285 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 12-10-2011**


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

Perfection in Inspection



Ned Marine
services B.V.
WWW.NEDMARINE.COM

Perfection for Protection




USAF
ULTRASONIC ANTI FOULING

No growth, such as barnacals, mussels, etc. and last but not least a big reduce of fuel consumption.
This system contributes to a cleaner environment

That for you need our USAF systems
WWW.USAF-NEDMARINE.COM

Perfection for Environment



USAF ST
ULTRASONIC ANTI FOULING

USAF DT
ULTRASONIC ANTI FOULING

Marine Surveyors | P&S Surveys | New Building Inspections | Hull Condition Monitoring | Dry-Dock Supervision | Ultrasonic Thickness Measurements | NDT Inspections | Pré Conditional Survey
Superintendence | Coating Inspections Reporting | Hatch Tightness Testing-Leak Detection | Sacrificial Anodes | ICCP Systems | MGPS Systems | Magnetic Core Drilling | Technology and Products
Work Shop Equipment | USAF System | Ladders | Magnets | Safety & Protection Tapes | Hoisting Equipment | Anti-Piracy | Turbo Spares Repair & Services | Scaffolds | Many More



The HARBOUR FOUNTAIN seen outbound from Rotterdam – Photo : Ria Maat (c)

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>

EVENTS, INCIDENTS & OPERATIONS

BCD travel

Your Marine Transport travel expert. Our travel consultants will offer you the best solutions and deals. The expert that goes further for you than just an airplane ticket.

EUROPORT 2011

connecting the maritime world

November 8 - 11, Ahoy Rotterdam

FOR A FREE VISIT

register at www.bcdtravel.nl/marine
we welcome you at stand 7102 - hall 7



The **MAERSK KALMAR** seen arriving in Rotterdam-Europoort - Photo : Peter Andriessen (c)

Fairmount Glacier positioned FPSO Usan offshore Nigeria



Fairmount Marine's powerful tug Fairmount Glacier has successfully assisted in the installation of the floating production storage and offloading unit (**FPSO**) **Usan**, offshore Nigeria. For this operation Fairmount was contracted by Saipem Energies, which needed a 200 ton bollard pull tug for this job.

FPSO Usan is one of the largest of its kind: 320 metres long and 61 metres wide. The unit is built by Hyundai Heavy Industries in Korea. The Usan oilfield is discovered about ten years ago.

The field is situated 100 kilometres south of Port Harcourt, with water depths up to 850 metres. The tug **Fairmount**

Glacier just has had a successful docking in Durban (South Africa) when it was contracted by Saipem Energies. During mobilization towards Nigeria, Fairmount Glacier called at Pointe Noir for preparation works. Directly hereafter the tug proceeded towards the Usan field, offshore Nigeria. On August 4th **Fairmount Glacier** connected to the **FPSO Usan** as requested by Saipem Energies. After almost nine weeks of continuous heading control and other general assistance to the **Usan**, the FPSO was successfully installed and **Fairmount Glacier** was ordered to commence demobilization. **Fairmount Marine** is a marine contractor for ocean towage and heavy lift transportation, headquartered in Rotterdam, the Netherlands. Fairmount's fleet of tugs consists of five modern super tugs of 205 tons bollard pull each, especially designed for long distance towing.



The **QUEEN MARY 2** seen moored in New York – Photo : Lex Keasberry (c)

The advertisement features a collage of images related to towing and lifting equipment. On the left, there are yellow lifting hooks and cables. In the center, there is a blue and white logo with an anchor and the text 'DNV 2.7-1'. On the right, there is a blue and white ship with a crane. Below the collage, there is a blue banner with white text that reads 'Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting' and 'Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000'. At the bottom, there is a white banner with black text that reads 'VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl' and a small blue logo on the right.

Oily water on ship stranded off Cape Breton now removed

The Canadian Coast Guard says the remaining oily waste water has been removed from a badly damaged bulk carrier stranded off Cape Breton. The coast guard declined a request for an interview but sent an email Monday saying that all tanks on the **MV Miner** have been examined and emptied. Joe LeClair, superintendent of environmental response for the coast guard, said in an emailed statement that there are some oily sheens inside the engine room, but they are

being contained by booms. LeClair's statement said about 10,000 litres of marine diesel fuel, lubricants and oily waste water have been removed from the vessel. The ship, which once carried coal, ore and grain on the Great Lakes, was on its way from Montreal to Turkey to be scrapped when it ran into trouble. The **MV Miner** broke free while being towed last month and ran aground off Scatarie Island, a provincially designated wilderness management area. There have been repeated attempts to free the 230-metre aging bulk carrier, but the vessel won't budge. The emailed statement from the Coast Guard said the vessel remains largely intact, but there are several large openings on the starboard side.

It also said that a shoreline assessment done on Saturday found no evidence of oil pollution, and that Transport Canada will fly an oil pollution detection aircraft over the site on Tuesday. In an affidavit filed with the Federal Court, the Nova Scotia government says the salvage and cleanup costs associated with removing the vessel could hit \$24 million if the ship breaks up. The Nova Scotia government has also filed a statement of claim against the tug owners for \$15 million, or the amount it would cost to remove the ship from the rocks and clean up the area. The claims have not been proven in court and the owners have 30 days to file a statement of defence. **Source : Toronto Star**



The **Skandi Santos** seen working in the Jubarte field, with in the background the flareboom of **FPSO Petrobras 34**.
Photo : Mick Edses – Normand Seven ©



A CSS FOR ALL REASONS
Builder – Owners - operators



MARINE ASSETS CORPORATION

One Raffles Quay – 35-01 North Tower – Singapore - www.macoffshore.net - robin.reeves@macoffshore.net

China urges protective steps after 13 killed on Mekong

Thirteen Chinese nationals were killed in an attack on the Mekong River near the Thai-Myanmar border, a Thai official said according to Chinese media, in an assault that prompted Beijing to urge stronger protection in the area used by drug runners. The victims were crew members on two cargo ships attacked on Oct. 5 in the "Golden Triangle", where

the borders of Myanmar, Thailand and Laos meet, a region notorious for drug smuggling, the Chinese Foreign Ministry said on its website (www.mfa.gov.cn) late on Sunday. Earlier reports said 11 or 12 sailors were confirmed as dead. But the Xinhua news agency cited a Thai official who said all 13 crew members of the two boats died. The bodies were retrieved near Chiang Saen, a river port in north Thailand, with hands bound and eyes covered with adhesive tape, the China Daily reported. They had been shot. China's growing presence in Asia, Africa and other parts of the world has prompted attacks, kidnappings and hijackings, and the issue has become a sensitive one for Chinese officials, who do not want to appear weak in protecting nationals. Chinese officials "will continue to pay close attention to developments and we urge the countries concerned to quickly establish the truth about the incident, capture the criminals, and protect the safety of the Mekong River", Chinese Foreign Ministry spokesman Liu Weimin told a daily news briefing. Crew on another boat who saw the attack said eight or so armed men stormed the ships, the China News Service reported. The attackers appeared to be smugglers seeking to use the seized ships to traffic drugs, said the report, citing Thai media. The owner of one of the boats attacked said robberies were common on the river, said the China Daily. Thai river police recovered the two boats after a gunfight with the men onboard and found five sacks holding a total of about 900,000 pills of methamphetamine, or "speed", an illegal stimulant, said the China Daily, citing Thai news reports. The Mekong snakes from China into Southeast Asia, where it forms the border between Myanmar and Laos, and then Thailand and Laos. In 2001, the four countries signed an agreement to regularize shipping on the river. The 4,900-km (3,050 mile) river also flows through Cambodia and Vietnam before reaching the sea. China has ordered Chinese passenger and cargo vessels to suspend trips along the Mekong, said Foreign Ministry spokesman Liu.

Source: Reuters

VLOOT verkoopt ook MRB 12 openbaar.

Zie www.patrimoniumdiensten.be/interfpatrnl/Green/RoerendeKopen.htm , onder 25 oktober / Brugge.

De redeboot is te bezichtigen te Nieuwpoort.



The **STAR FLYER** seen anchored off Canes – Photo : Martin Lochte-Holtgreven ©

Fresh oil spills in N.Z's worst sea pollution disaster

New Zealand on Tuesday declared its worst maritime pollution disaster, as oil gushed into a pristine bay from a stranded container ship which was being pounded in heavy seas. The crippled container vessel **Rena**, which hit a reef off the North Island coast last Wednesday, leaked up to 350 tonnes of heavy fuel after being further damaged in the storm, dwarfing an initial spill, maritime authorities said. "I'd like to acknowledge this event has come to a stage where

it is New Zealand's most significant maritime environmental disaster," Environment Minister Nick Smith told reporters at Tauranga.



Smith said there was little authorities could have done to prevent the disaster in the environmentally sensitive Bay of Plenty, where beaches have already been fouled with oil and some wildlife found dead or contaminated. "It is my view that the tragic events we are seeing unfolding were absolutely inevitable from the point that the Rena ran onto the reef in the early hours of Wednesday morning," he said. The latest spill was much larger than an initial leak of 20 tonnes after the Liberian-flagged vessel ploughed into the reef, 22 kilometres (13.6 miles) offshore. Earlier Tuesday, the stricken ship issued a mayday and nearby boats,

including six navy vessels, scrambled to evacuate a salvage crew when the **Rena** shifted position on the reef it had hit after being pounded by huge waves. One sailor received minor injuries when a Rena salvage crew member fell on him while transferring to a navy vessel. Maritime New Zealand said one of the Rena's four fuel tanks had ruptured but was unable to say whether it was in the stern, where most of the oil is stored, or the largely empty tanks in the front, which has sustained the most damage. Officials have warned that New Zealand faces a major disaster if the **Rena** breaks up on the reef, releasing all 1,700 tonnes of fuel oil that are on board. MNZ director Catherine Taylor said the vessel appeared stable but "the weather forecast is not good" and that further shoreline pollution was inevitable. The ship sustained further damage to the front of its hull in the rough seas and additional flooding in its forward holds, MNZ said, but added this might help to stabilise the ship, preventing it moving around on the reef. "They're not thinking that the vessel is going to break up at this time. They're aware it's resettling into a new equilibrium," MNZ salvage unit manager Bruce Anderson told reporters.

The drama at the accident site came as clean-up efforts were underway on Bay of Plenty beaches where blobs of tar-like oil that locals said resembled "black jellyfish" began to wash up on Monday. Compared to some of the world's worst oil spills, the **Rena** disaster remains small -- the **Exxon Valdez** running aground in 1989 in Alaska dumped 37,000 tonnes of oil into Prince William Sound. But it is significant due to the pristine nature of New Zealand's Bay of Plenty, which teems with wildlife including whales, dolphins, penguins, seals and rare sea birds.

Authorities say the spill has already killed some sea birds, and that small numbers of Little Blue penguins have been treated after being found covered in oil. But local residents said they had collected large numbers of dead birds and fish on beaches and a wildlife rescue centre said it expected to reach its capacity of 500 birds in coming days. "The next 24-48 hours are pivotal if an environmental catastrophe is to be averted," World Wildlife Fund NZ marine programme manager Rebecca Bird said. Authorities have warned residents to stay away from the viscous sludge, describing it as toxic, but many have ignored the advice and formed their own clean-up teams. Some 250 people, including specialists from Australia, Britain, Holland and Singapore, have joined the oil slick response team, with 300 defence personnel on standby to help with the shoreline clean-up. **Source : The Himalayan Times**



Due to working abroad the newsclippings may reach you irregularly



The **ARELIA** seen outbound from Amsterdam – Photo : Marcel Coster ©

Tanker ship, crew seized off Nigeria's coast

Pirates off Nigeria's coast seized a chemical tanker and kidnapped the vessel's crew, a watchdog group said Tuesday, the latest attack to target shipping in West African waters. The attack happened Saturday night on a Marshall Islands-flagged vessel about 90 nautical miles south of Lagos, Nigeria's commercial capital, said Cyrus Mody of the International Maritime Bureau. The pirates took control of the vessel and its unknown number of sailors, Mody said. Mody said he had no other information about the ship or its current status, but said he assumed it remained under pirate control. 'We believe all the crew members are OK at this point in time,' Mody said. Commodore Kabir Aliyu, a spokesman for the Nigerian Navy, declined to immediately comment Tuesday. The attack is just the latest to target West Africa's Gulf of Guinea, which follows the continent's southward curve from Liberia to Gabon. Over the last eight months, piracy there has escalated from low-level armed robberies to hijackings and cargo thefts, according to the Denmark-based security firm Risk Intelligence. In August, London-based Lloyd's Market Association, an umbrella group of insurers, listed Nigeria, neighboring Benin and nearby waters in the same risk category as Somalia, where two decades of war and anarchy have allowed piracy to flourish. West African pirates also have been more willing to use violence — beating crew members and shooting and stabbing those who get in the way. Analysts believe many of the pirates come from Nigeria, where corrupt law enforcement allows criminality to thrive. On Sept. 14, armed pirates raided an oil tanker kidnapped 23 sailors off the coast of Benin. The Filipino crew with Spanish, Peruvian and Ukrainian officers ultimately were safely released. Analysts believe some of the oil tankers targeted carry crude stolen from Nigeria's oil-rich southern delta, where thefts run into the hundred of thousands of barrels of oil a day. Mody said Tuesday that the ship was carrying some sort of chemical or oil cargo at the time it was seized. 'It's definitely the same sort of pattern,' Mody said. 'It's probably again to do with the stealing of cargo.' Source : Khaleej Times



The **CSAV ROTTERDAM** seen inbound Sao Francisco do Sul Port - Brazil – Photo : Rodrigo João Mélo (c)



Minimize expenses without jeopardizing the quality of maintenance on diesel engines.

OEM stockist for:

- SWD: R150, DRO210, F240, SW280, TM410
- Sulzer: Z40/48, ZA40(S), 25/30
- ABC: MDX
- Other European-built four-stroke engines

info@ruysch.nl www.ruysch.nl



Above HAL's **Ryndam's** deck department are seen celebrating the culmination of a successful European season, and get ready to return soon to the Caribbean.

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

CASUALTY REPORTING

COLLISION BETWEEN CMA CGM ALASKA AND PANTONIO OFF HOEK VAN HOLLAND



The 2007 built 7574 gt) Fully cellular containership **Pantonio** experienced a blackout and came in contact with the 2011 built fully cellular containership **CMA CGM Alaska** (140259 gt) at the entrance of the Maas River at around 0325 hrs, yesterday morning. Both vessel returned to port, **Pantonio** was berthed at Caland Canal Jetty No.2 and **CMA CGM Alaska** is at present moored at berth Jetty P 80.

Source : Lloyds Casualty reporting

Photo's : Jan Oosterboer ©



Barge with Navy munitions 'hard aground' near Anacortes

A container barge carrying thousands of pounds of Navy munitions and other cargo ran "hard aground" early Monday morning near Anacortes, according to the U.S. Coast Guard. The mishap occurred about 5:20 a.m. when the 322-foot barge **St. Elias**, being towed by the 101-foot tugboat **Henry Brusco**, ran aground on Belle Rock. Navy explosives experts have gone aboard the barge and determined that the explosives, bound for a Navy ammunition depot at Indian Island, were stable and secure. The exact amount of explosives was unknown; early estimates put it at about 9,000 pounds. Late Monday afternoon, the barge was still in place on Belle Rock as salvage divers inspected its hull to help determine how and where it can safely be moved.

Garnalenkotter gestrand op Schiermonnikoog

Gisterenavond rond 19.45 uur ontving het Kustwachtcentrum te Den Helder de melding dat de garnalen kotter **Orka** motor storing en een tros in de schroef had. Hierdoor is de **Orka** korte tijd later bij het Plaatgat aan de Noordzee kant van Schiermonnikoog aan de grond gelopen. De KNRM reddingboten van Schiermonnikoog en Lauwersoog hebben geprobeerd de **Orka** vlot te trekken maar dit is niet gelukt. De twee koppige bemanning is vannacht aan boord gebleven en vanmorgen zal worden geprobeerd de **Orka** los te trekken **Bron : Kustwachtcentrum Den Helder**

NAVY NEWS



The US Navy Avenger class MCM 2 **DEFENDER** seen arriving in Singapore Sembawang

Photo : Robin van Singerwood (c)

In the early 1980s, the U.S. Navy began development of a new mine countermeasures (MCM) force, which included two new classes of ships and minesweeping helicopters. The vital importance of a state-of-the-art mine

countermeasures force was strongly underscored in the Persian Gulf during the eight years of the Iran-Iraq war, and in Operations Desert Shield and Desert Storm in 1990 and 1991 when the Avenger and Guardian ships conducted MCM operations. Avenger-class ships are designed as mine hunter-killers capable of finding, classifying, and destroying moored and bottom mines. The last three MCM ships were purchased in 1990, bringing the total to 14 fully deployable, oceangoing Avenger-class ships. These ships use sonar and video systems, cable cutters and a mine-detonating device that can be released and detonated by remote control. They are also capable of conventional sweeping measures.

New Helicopter Carrier for Japanese Navy



Details of the propulsion system for the new Helicopter Carrier of the Japanese Navy / Maritime Self-Defence Force (JMSDF) have been announced. To be built by IHI of Tokyo, the LOA 814 ft (248 m) and beam of 124 ft (38 m) vessel will have a fully loaded

displacement of around 27,500 tons. The official Japanese **22DDH** designation of the ship is of a “destroyer” but in reality it is a helicopter carrier. The reason for the diplomatic designation lies in the post World War 2 constitution which prohibits Japan to own aircraft carriers. Japan already has two smaller **Hyuga Class** helicopter carriers of 18,000 tons full displacement and the new ship will become the largest vessels in the Japanese Navy. The propulsion system comprises four GE LM2500 gas turbines of 33,600 hp (25 MW) each giving a total power of around 135,000 hp (100 MW) in a COGAG arrangement giving a speed of 30 kt. The ships will also be using GE’s smaller turbine, the LM500 with an output of approximately 6,000 hp (4.5MW) in a turbo-electric configuration for on board power generation. The turbines will be built by GE licensee IHI with a delivery date of late 2012 for the LM500s and early 2013 for the LM2500 engines. The LM2500 and LM500 gas turbines have been in service on a number of other ships of the JMSDF. LM2500s presently power the Hyuga helicopter carrier class, the destroyer classes Atago, Takanami, Murasame and Kongou; LM500 are in service on the **Hayabusa class** patrol boats and Sparviero fast attack class hydrofoils.



The 2010 delivered Norwegian Navy vessel “**SKUDD**” seen leaving Copenhagen port. The vessel is powered by two Gasoil turbine driving two water jet for a maximum speed of 60 Knots - **photo : Lossie M (c)**

SHIPYARD NEWS



Ready for a new career challenge?

Our consultants Division Select are always interested in meeting **high maritime professionals**.

(+31)10 - 243 67 04 | select@tos.nl | [in](#) [f](#) [t](#) Follow us on Twitter

TOS 

www.tos.nl



The TSHD **BREUGHEL** seen passing Rotterdam outbound from the builder **IHC-Merwede** for yard trials

Photo : Michel Kodde ©

Eversafe Marine Launches 5000 CBM LPG Carrier for Sinopacific Shipbuilding

Eversafe marine engineering company successfully launched a 5000 CBM LPG Carrier with 26 pieces ship launching airbags for Sinopacific Shipbuilding Company. The Sinopacific Shipbuilding Group is a fast-paced, joint venture in China's shipbuilding industry. They contracted with Jaccar Holdings for six LPG carriers building. That vessel is SINOPACIFIC's first LPG Carrier which measures 92.5 meters by length and 17.4 meters by width.

The LPG Carrier was built on a concrete ramp with two slopes 1.3/100 and 2.5/100. The elevation of ramp end is 3.635 meters. Due to vessel's narrow shape and deficiency of launching water the launching calculation result showed "Abrupt Drop" would happen during the launch. It is estimated the vessel would drop 2 or more meters when its gravity center passed by end of slipway. That is not acceptable because the LPG carrier will be only launched with open deck. Eversafe technical team tried hard to destroy the launch safety trouble by adjusting launch plans. At the same time Eversafe discussed with shipyards to find solutions of launch ramp alteration. Then the launch was postponed for one month.

The light vessel has 3.87 m draft at stern and only 0.7 m at bow. To ensure launch safety people have to wait enough water since slipway alteration is not allowed by time. According to tide table at Sep. 28 there will be the high enough

water. So launch date was set on Sep 28. Eversafe team arrived at shipyard at Sep 26. By two days hard working the LPG carrier was lifted and moved forward 30 meters by airbags. The water depth was measured every 30 minutes in two days high tide time by Eversafe engineers. At Sep 28 all preparation work was finished and all people were waiting for water coming up. At 12 o'clock the launch ceremony started: when a bottle of champagne was smashed at bow people began to cut off the pulling steel wires. When the vessel was free it started to move slowly then accelerated moved into water smoothly until total floated.

To verify the launch calculation people set up an instrument to measure the inclination angle of vessel during the launch. The result comes out to be same with calculation: the vessel's maximum inclination during launch is 3.2 degree. People can learn from this launch project that airbags ship launching is not always applicable. If there was not enough launch water this launch would be dangerous at least for the vessel structure safety. To avoid the limitation of launch water people should design the good slipway with reasonable elevation. It says if the slipway can be elongated then people can launch ship in lower water level.

Airbag ship launching technology is coming up to be popular around the world. But the calculation has not been treated as deserved importance. Airbag ship launching has much more tolerance than traditional sledge launching but it still has limitations. That is natural. The Sinopacific Shipbuilding Group is a fast-paced, joint venture in China's shipbuilding industry. The company's core business includes ship design, shipbuilding and international trade. With strong forward-looking strategy, state-of-the-art facilities, flexible management concept and advanced technologies, the Sinopacific Shipbuilding Group offers a high quality service and products to its customers. The Group's product line includes Bulk Carriers, Container Ships, Gas Carriers/ Liquid Cargo Vessels and Offshore Support Vessels. Eversafe Marine Engineering Company is a pioneer in maritime industry. Our activities include providing superior products and services through innovative, fit-for-purpose and competitive solutions for the marine industry. Our main products include ship launching airbags ,pneumatic fenders,foam filled fenders and pipe floats.As the first international airbag engineering company we offer airbag ship launching and landing, heavy lifting and transportation, marine salvage and refloatation and fender system design and installation in domestic and oversea market. Over the years, the collected skills and experience of our personnel,past and present,have added to the cumulative knowledge base that informs everything we do.Eversafe Marine Engineering has a track record of developing innovative, cost-effective solutions for the needs of its clients. **Source: Eversafe-Marine**

ASL Shipyard books orders for five vessels

Singapore headquartered **ASL Marine Holdings Ltd.** reports that its wholly-owned subsidiary ASL Shipyard Pte Ltd has secured new shipbuilding contracts worth approximately S\$267 million (about US\$208 million) for the construction of five vessels:

- Two platform supply vessels
- One dredger
- Two barges

The two barges are scheduled for delivery in 2012. The two platform supply vessels and the dredge are expected to be completed in 2013 and 2014 respectively. **Source : MarineLog**



ISO 9001:2008



MARINT
(OFFSHORE SERVICES) LTD

**Independent Consultants and Brokers in the International Tug and Supply Vessel market
(offices in London and Singapore)**

Telephone : +44 (0) 20 8398 9833

Facsimile : + 44 (0) 20 8398 1618

E-mail : tugs@marint.co.uk

Internet : www.marint.co.uk

Gibdock drydocks survey vessel bound for Brazil



This past September, Gibraltar-based shiprepair yard Gibdock drydocked the 3,000 grt offshore survey vessel **Boa Galatea** for Norway's Boa Offshore. This is the first time that the family-owned Boa Offshore business, which operates a fleet of over 40 offshore vessels, has used Gibdock, and comes hard on the heels of other offshore vessel contracts handled this year by the yard for Solstad, DOF and others.


Richard Beards, Gibdock commercial director, says, "Boa Offshore is a significant new customer and shows the yard is continuing to strengthen its position as an important partner for offshore vessel operators in the Mediterranean and Atlantic

Basin markets. Our strategic location makes us particularly attractive for companies repositioning vessels via the Suez Canal to new assignments offshore Brazil and West Africa, both areas of very strong demand, as there is zero deviation."

During **Boa Galatea's** 10-day stay in the yard Gibdock carried out a range of standard drydocking works, including environmentally friendly wet blasting, painting and service work to the azimuth thrusters. The latter was carried out together with specialist technicians from the manufacturer, Brunvoll. "The azimuth thruster part of this project especially benefitted from our ability to change the height of the dock using special "dock blocks." These facilitated access to the thrusters, making the necessary maintenance tasks easier than they would otherwise have been," Beards points out.

Boa Galatea is one of two specialized seabed logging vessels owned by Boa Offshore and is on a long-term charter with another Norwegian firm, EMGS. EMGS has recently been contracted to perform survey work offshore Brazil by Petrobras and Boa Galatea has been assigned to carry out the necessary data acquisition. **Source : Marinelog**

ROUTE, PORTS & SERVICES

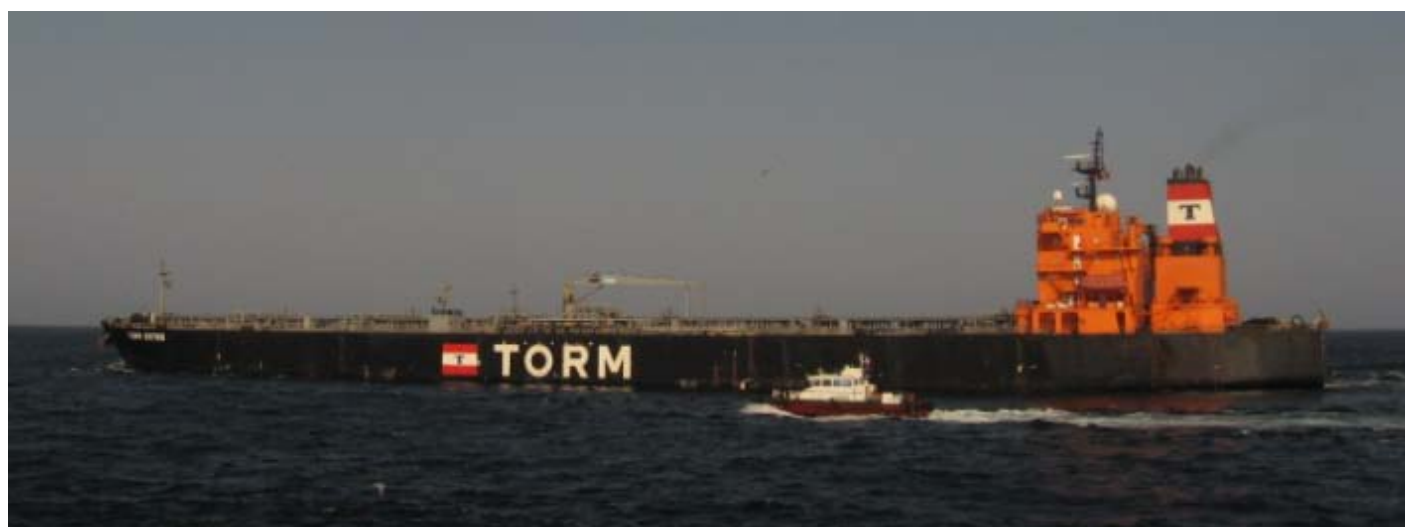
 <p>Seamanship</p>	<p>Whatever the ship. Wherever delivered.</p> <p>The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered.</p> <p>Redwise GLOBAL SHIP DELIVERY & CREWING</p> <p>www.redwise.com info@redwise.nl</p>
--	---

India Port Privatization Plan Suffers Setback

India's port privatization program suffered a serious setback when all major shortlisted bidders pulled out of a tender to build and operate the third container terminal at Chennai, the country's second-largest box gateway. Port sources said Mundra Port & Special Economic Zone, a domestic port developer, was the lone bidder for the 30-year contract as

the tender process ended Sept. 30. The developer, owned by Ahmedabad-based Adani Group and operator of the Port of Mundra, offered a mere 1.5 percent revenue share as annual royalty to the landlord port. Plans were approved by the central government in October last year and the new terminal was scheduled for completion in 2018. Now the project is likely to be seriously delayed if port management decides to turn down the sole bid and re-tender the contract.

Initial shortlisted bidders included DP World, Lanco Infratech, GVK-Leighton Consortium, L&T Transco, IL&FS Maritime and Vadinar Oil Terminal. PSA International, which operates a terminal at Chennai, was barred from participating in the tender under government guidelines for public-private-partnerships. The lack of interest reflected the growing concern among prospective bidders over the financial viability of the project given its high cost, currently estimated at \$800 million, according to industry analysts. Besides, the concession required the private operator to invest on construction of a 2.6 mile breakwater, land reclamation and other landside infrastructure. The project calls for the construction of 6,562 feet of quay, draft of 59 meters with a provision to increase to 72 meters, and backup area of 247 hectares, with annual capacity of 4 million 20-foot equivalent container units. Chennai Port, rattled by severe congestion since mid-July, currently has two terminals, including the Chennai Container Terminal operated by DP World, with a combined capacity of 2.2 million TEUs. **Source: Journal of Commerce**



The **TORM ESTRID** seen outbound from Port Sohar (Oman) - **Photo : Ard de Jong (c)**

New scrap shipyards near Sundarbans

Although the Sitakunda ship breaking yards in Chittagong continue to wreak havoc on the environment, the government nonetheless plans to allow new yards on the bank of the Baleshwar river in Patharghata upazila of Barguna district.

A team of top officials from different departments, led by the additional secretary of the industries ministry, recently visited the area and initially earmarked 52 acres of land for setting up new ship breaking yards --- an industry categorised red by the Department of Environment, implying its highly hazardous nature. "It is the prime minister's wish to set up the industry there and we have started the groundwork," said ABM Khorshed, additional secretary of the Ministry of Industries. "We have found the area suitable for ship breaking, and we are preparing a report which will be sent to the Prime Minister's Office within a week or two," he added.

Khorshed said the team would need to collect local maps and check the depth of the Baleshwar river at its confluence with the Bay of Bengal. The five-member team that visited the area included the chief engineer of the Directorate of Shipping, managing director of Chittagong Dry Dock, director, technical, of Steel & Engineering Corporation, and a representative of Bangladesh Ship Breakers Association. Ship breaking yards in Sitakunda continue to operate in unregulated fashion, and in the most rudimentary ways. Every end-of-life ship is 25 to 30 years old, and contains highly hazardous substances such as asbestos, PCB, PVC and lubricants. The Sitakunda ship breaking yards have heavily polluted the land and air, as well as the bay, where fish species have been wiped out. Hundreds of people working in the yards, almost totally unprotected owing to an absence of safety gear, are exposed to toxins and fatal accidents.

Rizwana Hasan of the Bangladesh Environmental Lawyers Association has come down hard on the plan. As she says, "When the government has failed to regulate the existing ship breaking industries in Sitakunda, the expansion of this industry in another ecologically sensitive coastal area by the Sundarbans is totally unacceptable." "Does the

government want to pollute the coastal eco-system and destroy the coastal forests? Has it not learnt from the polluted beaches, disappearing mangroves and heavily contaminated land and water of Sitakunda?" she asked. Ronald Halder, a bird specialist and nature conservationist, said the Baleshwar river is the primary fishing zone for thousands of people in the area, and the largest in the country, and jeopardising the river will be a disaster for millions. "Moreover, the Sundarbans is near. Such a hazardous industry will threaten the entire eco-system there," he added. Bangladesh, India, Pakistan and China are the top scrap ship importers of the world. Due to a lack of regulations, Bangladesh has become an international scrap ship dumping ground. If scrap ships continue to arrive at the current rate, the country within the next 20 years will be left with 79,000 tons of asbestos and 2,70,000 tons of polychlorinated bi-phenyl, both of which are non-recyclable hazardous wastes. **Source: The Daily Star**



The **KARIN SCHEPERS** seen outbound from Rotterdam – **Photo : Mark de Bruin (c)**

FRANKLIN OFFSHORE EUROPE
Your provider of integrated mooring and rigging services!




FRANKLIN OFFSHORE
tel. +31(0)78 - 618 78 77
www.franklin.com.sg

VLCCs given new access to Port of Long Beach

IHS Fairplay reports that VLCCs can now steam directly to berth at Long Beach rather than first lightering offshore.

Long Beach officials said that major dredging at the port is complete, so it now provides at least 23.2m (76ft) of depth, all the way from 3.2km (2 miles) outside the harbour entrance at Queens Gate to its Middle Harbour and East Basin. The latter serve the crude terminal at Pier T. Before dredging, the turning basin was not deep enough to allow large tankers to enter the port fully loaded.

Vessel security and environmental safety have also been improved, said port officials, with the deeper, wider channel and turning basin provides easier and safer access for large box ships as well. "It greatly enhances the port's capabilities and navigational safety," the port's engineering chief Doug Thiessen said. The work was part of a 17-month, US\$40 million scheme, with dredging performed by Manson Construction. The whole project is expected to be completed before the end of 2011. About US\$35 million of its cost was provided by the port, US\$2.6 million from the

US Army Corps of Engineers and US\$2.4 million in federal economic stimulus money. Source : Dredging News Online



The **VANTAGE** seen outbound from IJmuiden – Photo : Erwin Willemse (c)

ALPHATRON MARINE AT EUROPORT

ALPHATRON
Alphatron Marine BV

With its head office and R&D centre based in Rotterdam, Europort is THE event for **Alphatron Marine** to showcase the latest novelties regarding products and partnerships.

Inland Shipping

Although the number of new builds is declining, Alphatron Marine remains on top of her game within this specialized mark segment. Using the extremely successful JMA 610 Alphatron/JRC river radar as the backbone of a complete product line, new products are going to be introduced. One of these new products, the fully approved Alphaline MFC, offers unique displaying combination possibilities like rate of turn, rudder angle, depth and meteo and is to be exhibited at Europort. (MFC= Multi Function Color) Also at the show: the new Alphaline Closed Circuit Television (CCTV) range of camera's starting with the cost effective mini CCD camera, up to the full pan & tilt Dome camera.



Inland VHF

The well respected Danish supplier Sailor, unfortunately decided to withdraw their communication icon Sailor RT 2048. It was impossible to maintain production simply because required parts no longer were available.

The new RT 6248, exhibited at the show replaces the RT 2048. Due to its design, this unit is unsuitable for integration into the modern wheelhouse desks of today. To meet the demand for an easily integrated river VHF, Alphatron Marine introduces their own river VHF named Alphacom. This Japanese product is adapted to the design requirements of today without compromising.

Automation

Alphatechnique, Alphatron's automation division, reports on their latest developments in the Offshore field. With over 200 installed cargo handling systems, this division is an important player in the Offshore business. With assigning a new Division manager, Robert Schenk, the market can rely on the levels of service and customer care their used to.

Deepsea

Alphabridge Tugboat

Alphatron Marine introduces their latest addition to the Alphabridge concept. Since its introduction 5 years ago more than 100 vessels have been fitted with this successful modular bridge concept. The Alphabridge tugboat concept is an ergonomically integrated way of operating an ASD (Arm with Stern Drive) Tug, but it is also suitable for Rotor Tugs, Voith and Tractor Tugs.

The development in Tugology has been tremendous over the last 10 years, but up to now the wheelhouse design has not changed significantly since the 1970's.

With the Alphabridge Tugboat Bridge, any owner can be sure to comply with the latest rules and regulations with respect to Safety and Health & Welfare Service. With standardizing their fleet, unnecessary mistakes and even accidents can be avoided.

The Alphabridge Tugboat undoubtedly will add to this and with great looks too!



The new Alphaline MFC display product is the backbone of the Alphabridge Tugboat concept. This Alphaline is available in three versions: the Instrument line, the Control line and Multifunction Line. The Alphaline MFC is also available to our partners needing a powerful touch screen workhouse to integrate with their own applications.

Broadband communication IT and television on board

A specific field of technology made available by dedicated experts within Alphatron Marine. We have combined specialized know-how in IT technology and offer several solutions through our one stop shipping concept.

- V-SAT, including airtime for as low as € 485,- per month
- Inmarsat
- Iridium
- Satellite television
- IP television
- Video on demand
- Cabin entertainment and private e-mail
- IT network and firewall
- Onboard passenger seat entertainment

Full demonstrations can be visited in the center of the Alphatron booth.

Mini DP Alphamulticourse

Being a product of excellence developed with the support of the Dutch government in order to reduce fuel consumption, the Alphamulticourse is rapidly finding its way to a variety of applications on as well coastal as inland vessels. Over 20 orders were received meanwhile and the demand for this mini DP system is still growing. The Alphamulticourse combines a Seapilot, Riverpilot, Joystick system and Position Hold function in one unit.

ECDIS

Ecdis is a much discussed product nowadays. Mandatory fitting of ECDIS systems and certification of navigators is required on more and more vessels. Alphatron partners Transas and JRC are offering fully approved systems worldwide. We offer service and training on this sophisticated navigation system for the best possible price.

Myanmar Port to Open Up North East India Trade

A \$120 million port and multimodal transport project in Myanmar will open up international trade with India's isolated North East provinces. As part of a recent bilateral trade deal signed by Myanmar and India, the two countries pledged to complete the scheme linking the provinces to Sittwe port in Myanmar overland via India's Mizoram by 2013.

The port requires extensive dredging and the construction of new terminals but once operational will offer direct sailings to enable shippers to pick up mainline services Kolkata. The two countries also pledged to double bilateral trade to \$3 billion by 2015 by reducing trade tariffs. The North Eastern states, commonly known as the Seven Sisters, have failed to benefit from India's rapid economic growth, not least because they are only linked to the rest of the country and its ports via the Siliguri corridor, which skirts around northern Bangladesh through the Himalaya mountains. The 932-mile journey to the nearest major Indian port – Kolkata – can take a week overland.

India has also been rebuilding its fractured relationship with Bangladesh, where the latter's port of Chittagong also offers efficient access to the Seven Sisters. **Source : The Journal of Commerce Online**



The **ADAMAS** seen approaching the Ijmuiden locks enroute Amsterdam – **Photo : Simon Wolf (c)**

Mercator Plans to Add More Dredgers as India Expands Ports

Mercator Lines Ltd., India's second- largest shipping company, plans to buy more dredgers as it seeks to benefit from the nation's push to expand ports. The shipping line is in talks to purchase "a couple of more" dredgers to add to its fleet of five. Atul Agarwal, managing director and chief financial officer, said in an e-mail reply to Bloomberg News questions on Oct. 7. He didn't say how much money the company would spend on the acquisition. State-controlled Dredging Corp. of India has also said it will add four more vessels as the nation's ports work to deepen shipping channels to attract larger vessels amid a surge in trade. Mumbai-based Mercator has diversified into coal mining and offshore services to shield itself from cyclical downturns in the traditional cargo business.

"It is a good strategy," said Chetan Kapoor, an analyst at IDBI Capital Market Services Ltd., who has a 'buy' rating on Mercator. "There should be a good opportunity as there aren't many players active in dredging work in India." India plans to spend as much as 2.87 trillion rupees (\$58 billion) on its harbors in the 10 years ending 2020 as it aims to boost the annual capacity at major ports to 1.6 billion tons from 616 million tons, according to the shipping ministry. Mercator gained 4.3 percent, the most in three weeks, to 24.05 rupees at close of trading in Mumbai. The stock has dropped 59 percent this year, compared with a 20 percent fall in the BSE-500 index.

The nation may need to spend about 100 billion rupees for dredging in the next five years, IDBI Capital's Kapoor said. Mercator's dredging business has more than 4 billion rupees of orders, and all its dredgers are contracted for the next one to two years, according to Agarwal. Mercator earns as much as 8 percent of revenue from dredging. The shipping line's profit gained 77 percent to 940 million rupees in the year ended in March 31, according to data compiled by

Bloomberg. Sales rose 56 percent to 28.2 billion rupees. The company also operates eight tankers and 18 dry bulk carriers, according to its website. "While existing major ports are going for expansion, new private ports are also coming up," Agarwal said. The Indian government is "encouraging coastal shipping, which gives many opportunities for dredging in the years to come." **Source: Bloomberg**

MARITIME ARTIST CORNER



Watercolor made by Hans Breeman for **Jan Derk Kampinga**, working for Feederlines and sailed on both ships "**MAASDIEP**" and "**SHELL SPECTRUM**" seen here against the impressive background of Hong Kong.
www.hansbreeman.nl

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](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.

.... PHOTO OF THE DAY



The **MAERSK EVORA** seen in Rotterdam – Europoort – Photo : Dave van Spronsen (c)