



Number 268 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Saturday 25-09-2010

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

|                                       |                                |  |  |
|---------------------------------------|--------------------------------|--|--|
| <b>stevedoring &amp; warehousing</b>  |                                |  <p>INDUSTRIAL BREAK BULK<br/>PROJECT CARGO<br/>HEAVY LIFTS UP TO 1500 M/TONS</p> <p>ISPS CERTIFIED</p> |  |
| <b>SHORECRANES UP TO 208 M / TONS</b> |                                |  |  |
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The bulk carrier Tenor arriving at Lyttelton to discharge phosphate from Laayoune.  
Photo : Alan Calvert ©

## Nederlandse Kaap Hoorn-vaarders

De Jaarbijeenkomst van de [Stichting Nederlandse Kaap Hoorn-vaarders](http://www.kaaphoornvaarders.nl) vindt dit jaar plaats op 17 oktober a.s. in de Oosterkerk te Hoorn. Het programma staat in het teken van het 25-jarig bestaan van de Stichting en van de presentatie van het onderzoek 'Reizen rond Kaap Hoorn onder Nederlandse vlag'. Voor meer informatie hierover zie website [www.kaaphoornvaarders.nl](http://www.kaaphoornvaarders.nl) , rubriek evenementen.

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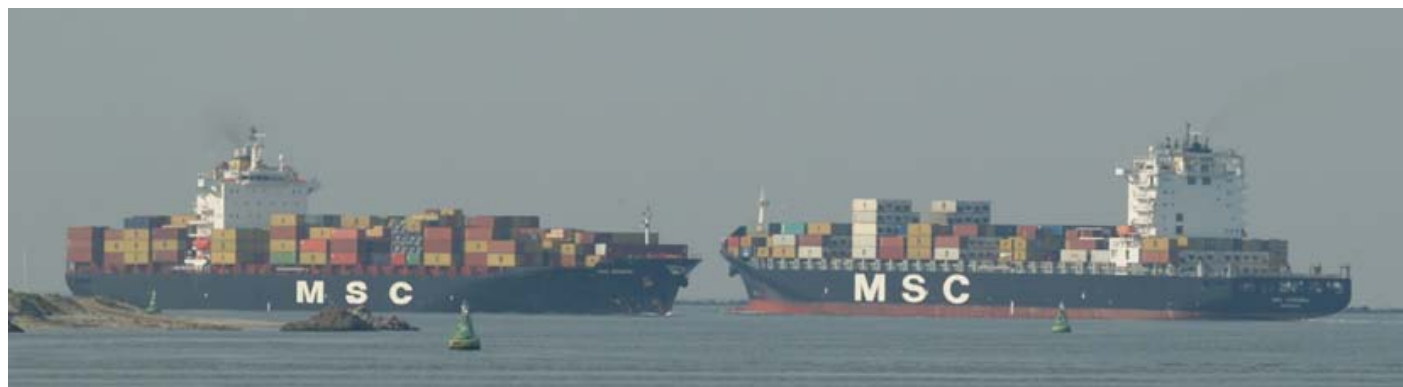
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## EVENTS, INCIDENTS & OPERATIONS



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Above seen the **MSC DONATE** arriving and the **MSC CORDOBA** departing from Rotterdam-Europoort Sept 22nd  
Photo : Rob van Deijk (c)

## Oil giant faces major battle to remove Greenpeace activists

**survival pod containing protesters attached to anchor chain of Chevron drill ship**

Chevron is facing a major battle to remove Greenpeace protesters from its drill ship off Shetland after the campaigners set up a "survival pod" which could allow them to live on the vessel. Environmentalists used boats to reach the 700ft **Stena Carron**, a mile east of Lerwick, and then climbed up its anchor chain on Tuesday.



The two men who launched the action have been replaced by three people inside the purpose-built pod, which has been attached to the chain. Last night the man who ended the famous Greenpeace occupation of the Brent Spar in 1995 said removing the protesters will now be "fraught with difficulties".

Chevron says it is talking to the group, but Northern Constabulary has said that it will not remove the pod – which was transported from Aberdeen on the **Esperanza** vessel yesterday. Campaigners launched small boats from the **Esperanza** before towing the half-tonne survival pod to the ship, where it was attached to the anchor chain and lifted into place.

Leila Deen – who once threw green custard at Labour politician Peter Mandelson – is in the pod, with two unnamed climbers, one from Finland and one from Italy. The Press and Journal understands that the environmental group has enough supplies on the **Esperanza** to keep the protest up until December if need be.

Former Lothian and Borders Police chief constable George Esson, who led the Shell operation to remove Greenpeace from the disused Brent Spar, said there were no easy options available to Chevron. The company has the right to remove people from its property using a level of force deemed reasonable – but the location of the protesters makes this too dangerous.

"Occupations like this are difficult enough to deal with in a building on land, but the sea makes it even more difficult to deal with," Mr Esson said. "Police have to decide what jurisdiction the situation falls under. If there is no criminal behaviour then it is a civil matter. "They can go to court to get an interdict to remove the people from their property – but they need to know the names of the people involved. "Even if they get an interdict, how do they enforce it? I am not saying that it can't be done, but it won't be easy.

"Critics looking on from the sidelines have to understand how difficult this is. There is no simple remedy – if there was, it would have been used." The latest protest by Greenpeace against deep water drilling comes as ministers from countries bordering the North East Atlantic meet in Norway to discuss a proposal to ban new deep sea oil and gas wells.

Since the BP **Deepwater Horizon** disaster in the Gulf of Mexico, environmental campaigners have joined forces with politicians across the world to demand a ban on new deep water drilling – but the UK Government has resisted calls to do so here. The **Stena Carron**, owned by Aberdeen's Stena Drilling but operated by Chevron, was due to sail for a site in the Lagavulin oil field before drilling an exploratory well in 1,600ft of water. **Source : [pressandjournal.co.uk](http://pressandjournal.co.uk)**



**Due to travelling abroad this week the  
newsclippings may reach you irregularly**





Above seen the 1979 built **Red Baroness** (ex Harna) owned by Taylor & Taylor, Troon – Scotland, loading round timber 19/9/2010 at Ardrishaig, Loch Gilp, Scotland.

Photo : Iain Forsyth ©

## Loodswezen doopt drie milieuvriendelijke schepen

Op 29 september neemt het Loodswezen drie nieuwe schepen in gebruik. Voorafgaand worden de schepen gedoopt door drie dames. Een van de doopvrouwen is mevrouw Erahoutan, echtgenote van de burgemeester van Rotterdam Ahmed Aboutaleb. De jetgedreven tenders maken gebruik van nageschakelde technieken waardoor de uitstoot van schadelijke stoffen geminimaliseerd wordt. Het Loodswezen vernieuwt de komende jaren zijn vloot en heeft als doelstelling dat op een duurzame en milieuvriendelijke manier te doen.

De nieuwe tenders zijn gebouwd in Seattle door Kvichak Marine Industries. Ze zijn 23 meter lang en kunnen een topsnelheid bereiken van 28 knopen. De schepen hebben drie bemanningsleden en kunnen twaalf loodsers vervoeren. Ze worden gebruikt om loodsers naar zeeschepen te brengen die de Nederlandse zeehavens en de havens van Antwerpen aanlopen. De nieuwe schepen zijn ten aanzien van techniek en vaareigenschappen aanzienlijk verbeterd ten opzichte van de huidige schepen waardoor de schepen operationeel nog beter inzetbaar zijn.

## New Tamar-Class Lifeboat: A First for RNLI in Ireland Featured

Next month sees the introduction of the first RNLI Tamar-class lifeboat to enter service at an Irish lifeboat station, writes Jehan Ashmore.

Costing €3m, the RNLB Killarney is to be stationed in Kilmore Quay. The new vessel is expected to make her delivery voyage on 13 October. She is to replace the existing Tyne-class lifeboat, RNLB The Famous Grouse at the Co. Wexford station which was established in 1847. The Tamar-class is the latest high-tech craft within the RNLI lifeboat fleet in use throughout the UK. Around 17 craft of the class, named after

the River Tamar, Cornwall have entered service. Some of the class are constructed exclusively for the purposes of providing relief duties across the extensive network of 235 lifeboat stations throughout the UK and Ireland.

One of these relief lifeboats, RNLB Frank and Ann Wilkinson (16-06) arrived in Dun Laoghaire in July from Poole, Dorset, the headquarters of the RNLI. The lifeboat carried out crew training exercises, not just for the local lifeboat crew but other station crews as part of the Irish divisional staff training programme. The fleet is divided into two categories: inshore and all-weather class lifeboats (ALB). Of the ALB's there are currently five classes: Tyne, Mersey, Trent, Severn and Tamar. These boats can be operated safely in all weathers and are designed to self-right in the event of a capsize.

The lifeboats are fitted with navigation, location and communication equipment with the RNLI policy of operating each craft for around 25 years. The introduction of the RNLB Killarney at Kilmore Quay will enhance the organisation's vital services off the south-east coast. **Source : afloat**



The **MSC OPERA** seen moored in Venice – **Photo : Nico Ouwehand ©**

## Japanese company invents 'submarine' to stop typhoons

A Japanese company has invented a submarine that can purportedly stop a typhoon in its tracks, by diving in its path, and pumping cold water to the surface. Ise Kogyo Co., a hydraulic engineering company based in Mie, central Japan, has obtained a patent for the submarine, which drops 30 metres below the surface and then pumps cold water to the top.

Typhoons need surface temperatures of 25 or 26 degrees centigrade to form and increase in destructive power, but by cooling the surface water the company believes the typhoon will peter out. "The idea is to have a series of 20-metre long water pumps, each with a diameter of 70cm, attached to both sides of a submarine to pump cold water to the surface," the Telegraph quoted Tomotsu Omori as saying.

Devised by company President Koichi Kitamura, each submarine would be able to pump around 480 metric tons of water per minute and would work in coordinated groups of up to 20 underwater vehicles. In one hour, Kitamura estimates, the submarines would be able to reduce the surface temperature of the ocean by 3 degrees over an area of 57,000 square metres and take the punch out of the storm. The company is now looking for partners to develop a prototype system to test. **Source : Sify**

## **Newbuilding activity still on a roll, although at a reduced order pace**

With dry bulk rates posting yet more losses this week, on weak market activity for iron ore, ship owners appear to refrain from making any decisions on placing more newbuilding orders for dry bulk vessels. Still, this shouldn't be the way to go, as the volatility of the dry bulk market is so fierce, that no real strategic decisions should be based on it. Instead, owners should focus on getting more for their money, looking at newbuilding price patterns and the overall prospects of the market, in terms of cargo demand, in comparison with the current flurry of newbuilding vessels delivered.

According to a latest report from Fearnley's 20 ships were ordered during the past week. "A relatively large share comes from French owner, Jaccar Holding, who ordered 8 ethylene carriers at Sinopacific in China. On the tanker side, Frontline, reported to have added one more VLCC at Jinhaiwan. Frontline have now 5 ships on order at the same yard. The total order intake remains stable, hence prices remain at last week levels" said Fearnley's. Just for reasons of comparison, last week proved to be rather active in the newbuilding front, with shipbroker Golden Destiny reporting 50 vessels ordered, equalling a total deadweight around 1,868,755 tons, while at similar week of 2009 only 2 orders have been reported in the offshore sector. In terms of reported number of transactions, the bulk carrier sector domains in the newbuilding business holding around a 52% share of the market with kamsarmax being the most popular vessel type. "The Greek presence has calmed down significantly this week in the secondhand market as only 1 transaction reported in the bulk carrier sector equalling a total amount invested around US\$ 22,000,000 while the investments of Greeks in the newbuilding sector continue with a remarkable post panamax order in the container sector. In total, 7 units have been ordered by Greeks equalling a total invested capital around US\$ 304,978,000, two new building transactions reported on private terms" the report mentioned.

In a separate analysis Clarkson mentioned that "with the Japanese Government finally making its move into the foreign exchange markets for the first time since 2004, it will be interesting to note whether or not this intervention will have the desired effect of stemming the appreciation of the Yen against US Dollar going forward. This will certainly offer a glimmer of encouragement to the Japanese yards, who in spite of having a healthy forward cushion of orders, are now increasingly under pressure to re - enter the market; however remain very much constricted due to currency driven price gap that they are forced to maintain against market competition. On the demand side, the market continues to tick along with a steady, though admittedly reduced, volume of enquiry. The container sector however continues to show promise - and with many of the major Korean yards now approaching meeting their sales targets for the year - containers will come as a welcome alternative to the more conventional sectors, where demand is slowly becoming saturated. The Chinese however continue to push forward - and with some of the credible state owned facilities still under pressure to fill remaining 2012 capacity - there are still deals to be done" said Clarkson.

In terms of reported business - In Wet, SPP have reportedly signed a deal for 2 option 2 x 50,000dwt MR tankers with Ardmore Shipping to be delivered from End 2012 onwards. European buyers are believed to have signed 6 option 2 x 74,500dwt LR1 Tankers at STX Shipbuilding at a reported price of USD45 Mill per vessel and set for deliveries in 2H 2012 and 2013. In Dry, Nova Shipping are reported to have 4 option 2 x 70,000dwt Wood chip carriers at Nantong Mingde and a further 4 option 2 of the same at Jiangsu Yangzijiang with deliveries at both yards due throughout 2013 and into 2014. Clients of Freeseas Inc have ordered 2 x 33,600dwt Handysize bulkers at Yangzijiang at a reported price of USD 24.4 Mill per vessel with deliveries slated for May/Aug 2011. Finally, Jiangsu Huayuan Logistics have also signed a deal at Yangzijiang for 4 x 47,500dwt Bulk carriers with deliveries set for End 2011 and throughout 2012.

**Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**





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The **Aegean Odyssey** trying to dock in Kepez, a port close to Canakkale in the Dardanelles. This port is notorious for its strong and unpredictable currents. Many times the port has to be abandoned despite the use of two tugs!

**Photo : Ch.Officer – Wind Spirit (c)**

## RNLI lifeboat naming event

HUNDREDS gathered on a blustery Appledore Quay to watch their £2.7 million new RNLI lifeboat be named. Flags flew, Appledore Town Band played and hymns were sung by 500 people at the hour long service welcoming the Mollie Hunt to the River Torridge.

Former and current crew members and their families joined those related to the beneficiaries of the Mollie Hunt and watched the traditional bottle of champagne smashed on the lifeboat. The Mollie Hunt was named after the late Mrs Evelyn Mary Hunt of Budleigh Salterton, known as Mollie to friends, who left more than £1.3 million to Devon's RNLI in 1998.

Her cousin Sheila Russell spoke at the naming ceremony and said Mrs Hunt was a Devonian born and bred who was fun loving, great company and pretty outspoken. She said she had a strong and forceful personality and was still horse riding on her 70th birthday. She said: "It is fitting and touching her name now rests forever on your lifeboat — both are firm believers that life was precious." Appledore Lifeboat Station chairman, Richard Stone said it was in 1988 the village last welcomed a new lifeboat and in 1962 before that. Rupert Gibson, speaking on behalf of station president Bill Gibson said: "We wish her good fortune and hope she is not too busy." Wendy Dale, RNLI lifeboat operations manager at Appledore, said she was proud to accept Mollie Hunt into the care of the station and its crew.

She said: "This has been a tremendously busy year for our crew, training for the arrival of their new lifeboat and I say thank you for the extraordinary dedication of them and their families." The Mollie Hunt was first seen across the Bideford Bar at the end of March after carrying out two rescue operations while on sea trials.

She has a top speed of 25 knots and is described as safer, faster and better equipped than the Appledore RNLI's former Tyne class lifeboat. She is 16m long, weighs 31.5 tonnes, can carry a seven-man crew, including a doctor and can travel at 25 knots for 10 hours.

## **Shipping rates started to fall**

Containerised shipping rates have started to fall, according to the Shanghai Containerised Freight Index and other monitoring agencies, since new capacity makes vessel space easier to find. After rising to a five-year high of \$ 2,980 in July, spot rates from Shanghai to the US west Coast were down by \$ 68 to \$ 2,567 per TEU for the week ended September 10, compared to the previous week.

Rates were \$36 lower per TEU, or \$4,027, to the US east Coast. The Shanghai index showed that rates to Europe, the Mediterranean, Dubai, West Africa and South America were also down, though rates to Australia had improved after falling by 50 per cent or more since January. **Source: Transport Weekly**



The **MAERSK PROMOTER** seen anchored off Singapore – **Photo : Piet Sinke (c)**

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## NAVY NEWS



The **SAS AMATOLA** seen arriving in Cape Town – Photo : Ian Shiffman ©

## Bangladesh Chief of Naval Staff leaves for UK, Lebanon, S Arabia

Chief of Naval Staff Vice- Admiral ZU Ahmed left Dhaka for UK last Tuesday to attend the handing-taking over ceremony of newly purchased Navy ship '**BNS Bijoy**' and '**BNS Dhaleshwari**' at Newcastle, UK on September 24, reports UNB.

He is accompanied by a two member naval delegation. During his stay in UK, navy chief will inspect the overall re-generation activities of **BNS Bijoy** and **BNS Dhaleshwari** performed by A & P group.

He will first call on Sea Lord of Royal British Navy, including Assistant Chief of Naval Staff of UK Navy, and high-level military and civil personnel. The navy chief will later inspect the UN peacekeeping operation participated by **BNS Osman** and **BNS Modhumoti** in Lebanon. Source : The Financial Express-Bangladesh



The newly built inshore patrol vessel for the NZ Navy , **HMNZS Rotoiti** making its maiden voyage into the Otago Harbour 24/9/10.

Photo : Ross Walker (c)

## China launches new conventional submarine

Regional anxieties about China's naval expansion are likely to be fuelled by confirmation that it's launched a new type of conventional submarine.

Already, several Asian nations are buying their own submarines in response to China's build-up. The Chinese purchase has been confirmed by the publication Janes Navy International. Aerial surveillance images from August also show a new pier under construction at China's naval base on Hainan island in the highly contested South China Sea possibly to accommodate new submarines, according to experts. The news comes as vessels from China's PLA-Navy are touring the Pacific currently visiting Australia. Russell Smith is a former Australian defence attache in China, who's now director of Asia defence and security for the research firm I-H-S, which includes Janes. **Source : ABC Radio Australia**

## Royal Australian Navy joins China in live fire exercise

The Royal Australian Navy Frigate **HMAS Warramunga** has successfully completed the first live firing exercise of its kind with the Chinese Navy off the coast of China. **HMAS Warramunga's** Commanding Officer, Commander Bruce Legge said the shoot at set targets provided his crew with the opportunity to hone their skills with a regional partner.

"We have recently come from another major regional exercise Kakadu off the northern Australian coast," Commander Legge said. "While we are used to operating with other nations from our region, this is the first time we have undertaken such a complex exercise with the Chinese and we are looking forward to building on this experience."

**HMAS Warramunga** will continue exercising with the PLA-N over the next week. The evolutions will include joint helicopter operations, search and rescue drills and personnel exchanges.

The Chief of Navy Vice Admiral Russ Crane AO, CSM, RAN says this is one of the most complex exercises the RAN has ever held with the People's Liberation Army (Navy). "The RAN welcomes the constructive contributions that the

People's Liberation Army (Navy) has made to regional security to date," said Vice Admiral Crane. "Australia is committed to developing strong and positive defence relations with China that help contribute to regional stability."

"This is diplomacy at its best," Commander Legge said. "There is nothing more effective than working closely together in a military exercise to build trust and friendship between Navies and nations." **Source : Garry Luxton**



Above seen the **HMNZS Endeavour** arriving at Dunedin, NZ on 23/9/10.

**Photo : Ross Walker (c)**

## Navy's new ship Wellington welcomed home

Wellington's new namesake navy ship made barely a ripple as she glided into her home port in the capital for the first time this morning. The **HMNZS Wellington** is the last of the navy's seven new ships, an 85 metre long, 1900 tonne patrol vessel designed to go further offshore and stay out for long periods of time. It replaces the aged frigate Wellington that was sunk off Island Bay last year as the region's flagship navy vessel.

The **Wellington's** historic first visit to the capital was marked with a trip around Somes Island with the vice chief of defence on board, along with New Zealand's maritime commander and the city's mayor Kerry Prendergast.

The ship's commanding officer, Lieutenant Commander Simon Griffiths, who trained on the former Wellington, said he felt very excited to bring the ship into her home port for the first time. "I'm very lucky because it's not often the navy gets a new ship. And it's not often you get to be the first commanding officer of the new ship," he said.

"It's pretty exciting for us in that we've taken this brand new ship, taken it to sea, got it ready for sea and now we're here in Wellington to show it off to the new adopted province." The patrol vessel was built in Australia and accepted into the navy in May. It travels at a maximum speed of 22 knots, needs 35 crew and carries two .50 calibre machine guns and a 25mm Bushmaster naval gun.

It will be used for a range of purposes, including border patrol, fisheries protection and search and rescue. Vice chief of the defence force, Rear Admiral Jack Steer - who captained the previous **Wellington** - called the new ship "fantastic." "It will be able to go all around New Zealand. The old frigates were wonderful, but this isn't a frigate, it's a patrol vessel and it has enormous capability."

The admiral said he had gone onboard the ship because he didn't want to miss such an important occasion. "To get the ship **Wellington** coming into the port Wellington for the first time is a big deal for the navy and the defence force," Admiral Steer said. The ship docked for the first time at 9am this morning in near-perfect conditions with a minimal amount of fuss.



The crew and ship will now be welcomed with a powhiri. The public are invited onto the ship tomorrow, and there will be a charter parade at Civic Square at 10.30am on Saturday. The ship will leave port on Tuesday.

Source : Stuff.co.nz

## SHIPYARD NEWS

A photograph of an offshore oil rig in the ocean, with a red and white structure and a large crane.

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**TOS** 

### LAUNCH OF FORTH 10.300 TDW MULTI PURPOSE DRY CARGO VESSEL "EBROBORG"

FOR WAGENBORG SHIPPING IN DELFZIJL



Thursday, September 23rd. at the shipyard of the Koninklijke Niestern Sander in Delfzijl the last in a series of four 10.300 tdw multi purpose ice class 1A dry cargo vessels (yard number 841) has been launched. Delivery to the **Scheepvaartonderneming "EBROBORG" B.V.** in Delfzijl will take place in December of this year. Management will be performed by Wagenborg Shipping, Delfzijl. Sisterships are the **"EEMSBORG"** (delivered 16-6-2009), the **"ERIEBORG"** (delivered 26-11-2009) and the **"EDENBORG"** (delivered 4-6-2010).



|                               |                             |
|-------------------------------|-----------------------------|
| General information:          |                             |
| Length over all               | 137,90 m                    |
| Length between perpendiculars | 131,50 m                    |
| Breadth                       | 15,87 m                     |
| Depth                         | 11,00 m                     |
| Draft summer                  | 7,98 m                      |
| GT                            | 7.250                       |
| NT                            | 3.650                       |
| Deadweight                    | 10.300 t                    |
| Holdcapacity                  | 482.000 cuft                |
| Total container capacity      | 432 TEU (incl. 176 on deck) |
| Hold dimensions (lxbxh)       | 41,44 m x 13,20 m x 11,23 m |
|                               | 54,76 m x 13,20 m x 11,23 m |
| Main engine Wärtsilä 9L32C    | 4.500 kW                    |
| Port of registry              | Delfzijl                    |
| Flag                          | The Netherlands             |
| IMO number                    | 9463451                     |
| Photo 's : Marius Esman ©     |                             |

## Gibdock completes OSV upgrade and overhaul

Gibraltar's Gibdock shipyard has completed a challenging maintenance and upgrade program on the 6430 bhp DP2 class ROV/Subsea Service and Platform Support vessel, **Toisa Vigilant**. The 2005-built, 3,426dwt vessel spent over three weeks at the yard in July and August this year for a diverse package of works.



File photo of the **TOISA VIGILANT** – Photo : A.Kadir Okay ©

As John Taylor, the ship repair yard's production director, explains, "This project was essentially two contracts in one as we carried out separate jobs for the owner, Sealion and charterer, WesternGeco, in parallel." For Sealion, Gibdock undertook a series of conventional docking works, including the extensive overhaul of the MAK 8L26 main engines, the two bow thrusters and two stern thrusters. In addition the yard refurbished and repaired other parts of the vessel, including the sea valves, cranes and lifeboats, while also painting the underwater areas of the hull.

Main engine and thruster components were removed from the **Toisa Vigilant** and taken to Gibdock's workshops, where an inspection, calibration and full overhaul was carried out, before being returned to the vessel. According to Mr Taylor, "This was the most challenging part of the project as we only had a limited time in which to complete work to

the main engines and thrusters. We worked two shifts in parallel to make sure we got the job done in the time frame specified by the owner." Charterer WesternGeco contracted Gibdock to replace equipment onboard used as part of experimental seabed scanning systems. A section of deck was cropped, a transformer unit weighing around 20 tonnes was removed and a new unit installed in its place. Deck areas were reinstated, a protective cage installed around the transformer unit and additional ladders and rails fitted.

In addition Gibdock and WesternGeco worked together to develop a solution to a problem with the antenna cable, which had a tendency to get caught up when being deployed. Mr. Taylor says "WesternGeco had some ideas which we were able to develop further. As a result we manufactured and installed a new roller-based system to prevent the antenna cable from snagging in future." Both WesternGeco and Sealion expressed their satisfaction with the works carried out and WesternGeco has since booked in a vessel on its own account. The seismic survey ship Western Trident entered Gibdock for an extensive package of works, August 21st - September 8th. Gibdock Managing Director Joe Corvelli says the offshore vessel segment is a key target market for the yard. "The **Toisa Vigilant** contract shows we can carry out work to complex offshore vessels on time and on budget," he says. "Over the next few years the offshore vessel market is going to be an increasingly important one for the yard, given ongoing developments in the Mediterranean region, and this project shows we have the capabilities to meet very demanding client requirements in this sector." **Source : MarineLog**



The "**Seabourn Sojourn**" marked last Thursday the end of the 2010 cruise season in Stavanger on a grey day.

**Photo : Anders Bohn Hansen ©**

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## Black Sea roro service suspended

With the arrival in Burgas last week of the ro-ro vessel **SREDETZ**, the Silklink (Intershipping) service to Poti and Novorossiysk is suspended until the vessel is substituted with another ferry. **SREDETZ** is due in the renowned Turkish scrapping centre in Aliaga September 22. 17 trips have been performed on the Bulgaria-Russian-Georgian service within 2010. Source: Shippax



Above seen the arrival of the tug **MTS VENGEANCE** with in tow the trawler **Z 96 JAN VAN GENT** in the port of Ijmuiden, the trawler is purchased by **van Laar Maritime**

Photo : Marcel Coster (c)

## Antoinette brengt YE 3 binnen.

Woensdag 22 september om 21.38 uur werd de bemanning van de reddingboot **Antoinette** van KNRM station Stellendam buiten, door het Kustwacht Centrum gealarmeerd voor een bootje met motorstoring in de omgeving van de 2e Maasvlakte op de Noordzee.



Foto : Jaap van Erkelens (c)

Er werd uitgevaren en ter plaatse gekomen bij de **YE 3** bleek de man motorproblemen te hebben. Het starten lukte niet. Ook de brandstoffilters werden nagekeken maar verder was er niets te vinden. Besloten werd het bootje op sleep te nemen en naar Stellendam te brengen. Het werd hierna afgemeerd in de buitenhaven van Stellendam.

## Maasvlakte 2 Project Organisation signs co-operation agreement with NGInfra

The Maasvlakte 2 Project Organisation in The Netherlands and the Next Generation Infrastructures Foundation (NGInfra) have announced that they recently signed a co-operation agreement for a period of five years under the title: Next Generation Port Infrastructure, powered by Maasvlakte 2.

The agreement is intended to help combine knowledge and expertise in order to optimise infrastructure in the port of Rotterdam. Ronald Paul, Managing Director Project Organization Maasvlakte 2, and Margot Weijnen, NGInfra scientific director, signed the agreement on September 1.

Research activity facilitated by the collaboration between the two organisations has already got under way. More information about the partnership can be found at Next Generation Infrastructures Foundation.

Source : [nextgenerationinfrastructures](http://nextgenerationinfrastructures)

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## Oman to double fleet size

Oman will double its fleet size over the next two years from 23 to 42 vessels. The country is building 19 new vessels at shipyards in Korea, Japan and China. The newbuild programme includes 13 VLCCs, four ultra-large ore carriers of 400,000dwt each and two Supramax bulk carriers of 55,000dwt.

The ships, scheduled for delivery between 2010 and 2012, will increase Oman's tonnage capacity to eight million dwt by 2012, according to [zawya.com](http://zawya.com). Source: [ship-technology](http://ship-technology)

## Managing Director of Sea Port of St. Petersburg steps down

Vitaly Mishin, Managing Director of the SE Sea Port of St. Petersburg left his office and moved to another job, the Sea Port of St. Petersburg press office reported. Valery Fyodorov, Executive Director of the management company T.A. Management (Transport Assets Management), was appointed on September 22nd the Acting Managing Director of Sea Port of St. Petersburg.

At this office Valery Fyodorov, who has been in charge of the project for merger of four joint stock companies managed by T.A Management by joining First Stevedore Company CJSC, Second Stevedoring Company CJSC and Third Stevedoring Company CJSC to Sea Port of St. Petersburg JSC, will have to accomplish this merger. That would be a logical step in optimizing the management of assets carried out by the Universal Cargo Logistics Holding (UCL Holding), the state-owned company press service said.

Sergei Kozlov, who is Managing Director of First and Second Stevedore companies, was also appointed operations director of Sea Port of St. Petersburg JSC.

The merger of the companies controlled by a single stockholder, operating at the first, second and third cargo areas of the seaport, and the creation of a single operator under the brand name Sea Port of St. Petersburg will improve the manageability of business, as well as reduce management and administrative costs, the company authorities said.

On August 30 this year, the Board of Directors of JSC Sea Port of St. Petersburg has decided to hold an extraordinary general meeting of stockholders to focus on the reorganization of the company by joining of the three stevedores to the state-owned joint stock company. The procedure of absentee vote of stockholders is reported to end on Oct. 11, 2010.

Transport Group Universal Cargo Logistics Holding owns a majority stake (97.01% of shares) in JSC Sea Port St. Petersburg, and 100% of shares in the mentioned above stevedoring companies. Universal Cargo Logistics Holding ("UCLH"), an international transport holding of Russian stevedore companies of the group Sea Port St. Petersburg and Universal Transshipment Complex of Russia's North-West, Taganrog and Tuapse sea ports, Volga, North-West and Western shipping companies, and a number of shipbuilding and shipping assets.

T.A. Management is the managing company of UCL Holding, established for optimization of the management of the Group's Russian assets, and for running a coordinated investment policy in transport companies of the holding.

Valery Fyodorov was born in 1960. A Leningrad State University graduate (1982). Since 1988 - a provost of the Tver State University. In 1993 Valery Fyodorov was appointed deputy head of the Tver Region administration, the chairman of the regional committee on management of property. In 1998 he became a member of the Legislative Assembly and Chairman of the Control and Audit Chamber of Tver Region.

In 2001, Valery Fyodorov was appointed a senior manager at Novolipetsk Steel OJSC. In 2004 he was appointed first deputy head of administration of Lipetsk. Since 2009 Mr. Fyodorov has been executive director of T.A. Management.

Sergey Kozlov was born in 1963. In 1983 he graduated from the Leningrad Maritime School, and in 1993 – a graduate of Odessa Naval Academy.

In 1984-2001 he promoted from a stevedore to the General Director of Taganrog Commercial Seaport JSC. In 2003 he was appointed Director of Strategic Development, then General Director of Tuapse Commercial Sea Port.

Since March 1, 2009 he held office of Director of First Stevedoring Company CJSC. From July 1, 2009 – the office of Managing Director of First Stevedoring Company. Since October 22, 2009 Mr. Kozlov has also held the office of Managing Director of Second Stevedoring Company. **Source : PortNews**

## Russia to Send Venezuela 10 Oil Tankers Worth \$700 Million

Russia will send Venezuela 10 Aframax crude oil tankers valued at \$700 million, state-owned United Shipbuilding Company said. "The agreement foresees delivery of 10 tankers to Venezuela through 2016," USC official spokesman Igor Riabov said, referring to the document signed Wednesday with Venezuela's state shipping company.

He added that three of the vessels will be built at Daewoo Shipbuilding & Marine Engineering's shipyards in South Korea, while three others will be built in Russia with help from experts from the South Korean firm and the other four are to be built in Russia without assistance.

The USC-Daewoo joint venture Zvezda DSME will erect a special wharf to produce the tankers between 2012 and 2015 in Russia's Primorsky Krai territory, which borders China. Aframax oil tankers, which can transport more than 100,000



tons of cargo, measure more than 250 meters (820 feet) in length and more than 45 meters in width and have a maximum draught of 15 meters (50 feet). **Source: Latin American Herald Tribune.**



The TSHD **CORNELIA** seen laid up at the Boskalis premises in Papendrecht  
**Photo : F.Hoogvorst (c)**

## **Dredging well under way at Cape Town container terminal**

i.Africa reports that a R5.4-billion, five-year expansion programme at Cape Town container terminal continues to transform South Africa's second largest container facility into a modern facility that will be capable of handling nearly double its existing cargo capacity by 2012.

Major dredging, deepening and refurbishment work on the second of four berths is well underway and will be completed by May 2011. The first 100m of Berth 602 has been handed over recently to terminal operations.

Coupled with the already refurbished Berth 601, this affords the terminal 420m of berth space to accommodate one large 305m vessel along its long quay. Transnet Port Terminal's (TPT) Western Province Terminal Executive, Velile Dube told iAfrica: "There have been some challenges. Most significant of these is the complexity of maintaining uninterrupted operations at the container terminal while it is effectively a construction site."

"However we are well on our way towards transforming the container terminal into a modern four berth facility that will assist in meeting the demands of the rapid growth in the container sector." The upgrades to all four berths and the Ben Schoeman Basin will enable larger new generation vessels to enter and 'park' safely at the container facility.

Mr Dube said the five year expansion project is one of several Transnet projects taking place within South Africa's container sector, with the aim of creating additional capacity ahead of demand. By 2012, the capacity of the terminal will be 1.4 million TEUs, nearly double its existing 740 000 TEU capability. **Source : Dredging News Online**



Above and below seen the workbarges **VITTORIO II** and **D.MANIN** operating in the port of Venice (Italy)  
Photo's : Jeroen van den Berg ©



## Bilbao becomes first Spanish port with direct Russia link.

In only six days, Spanish handlers using the Port of Bilbao can have their goods in Russia thanks to the commitment of Finnlines who belong to the Grimaldi group, and are represented in Bilbao by Consignaciones Toro y Betolaza. The company has extended its Bilbao-Antwerp-Helsinki route to the Port of St Petersburg, which makes Bilbao the first port in Spain to have a direct shipping line with Russia. Three modern Ro-Ro vessels carry out this service, which is mainly aimed at the automotive industry and container and lorry/trailer traffic. The ships sail from Bilbao on Mondays, call at Antwerp (Grimaldi Group hub) on Fridays, reach Helsinki on Mondays before docking at St Petersburg on Tuesdays.

This new service confirms the strong Finnlines commitment both with the Port of Bilbao and with the Russian market.

## Norfolkline lost £10m in rough Irish Sea

NORFOLKLINE Irish Sea Ferries was hit with £10m losses after it traded in very choppy seas. The ferry operator saw sales plummet by more than £15m to £88.3m, but only reduced its costs by 3%. This resulted in a pre-tax loss of £10.5m in 2009, compared with a £32.2m profit a year earlier – although this had been boosted by £28.8m received through a sale and leaseback agreement on two vessels.

It also missed out on £3m received in interest in 2008. The company blamed “adverse trading conditions” for the poor figures, after the UK followed Ireland into a prolonged recession. Norfolkline Irish Sea Ferries has 2,500 sailings a year on its Belfast- Birkenhead and Dublin-Birkenhead routes, which take passengers and freight.

Another 1,800 sailings a year go from the two Irish capital cities to Heysham, which are freight-only routes directors said they “believe that the company is well-placed to manage its business risks successfully, despite the current economic climate”. The Birkenhead-based company employs more than 300 people, and is part of Dutch group Norfolkline, which operates in 15 European countries. Earlier this summer, DFDS acquired Norfolkline from Danish giant AP Moller Maersk in a move that it hopes will save £20m-£25m a year. Under the deal, Maersk – which took over the business in 2005 after the previous owner NorseMerchant folded – received a 31% stake in DFDS and £140m cash. The purchase was recently cleared by European competition authorities and the integration process began on July 12.

The acquisition makes DFDS Seaways one of Europe's largest ferry companies, with a fleet of more than 60 ships and an extensive route network. The rebranding process is under way and Norfolkline Irish Sea Ferries now operates as DFDS Seaways, which also includes existing routes across the English Channel, North Sea and Baltic Sea. DFDS chief executive Niels Smedegaard has said the integration of Norfolkline is “running according to plan”.

The changes include the combination of North Sea freight routes, which involved moving trade from the North East Lincolnshire terminals in Killingholme to DFDS's base at Immingham. The ferry **Maersk Exporter** on the Belfast–Heysham service has been renamed **Scotia Seaways** and reliveried. The rest of the Norfolkline Irish Sea fleet of six ferries will be reliveried in new colours of blue and white, with the DFDS Seaways logo on their funnels in the coming months. **Source : [liverpooldailypost.co.uk](http://liverpooldailypost.co.uk)**



The **HANNA** seen passing Spijkenisse – **Photo : Lia Mets (c)**





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## Navios Maritime Holdings Inc. Announces Delivery of Capesize New Building Vessel

Navios Maritime Holdings Inc., a global, vertically integrated seaborne shipping and logistics company, announced that the Capesize vessel Navios Melodia of 179,132 dwt was delivered from a South Korean shipyard to Navios Holdings' owned fleet on September 21, 2010. The vessel is chartered-out for 12 years at a net charter out rate of \$29,356 per day with 50/50 profit sharing in excess of \$37,500.

Navios Maritime Holdings Inc. is a global, vertically integrated seaborne shipping and logistics company focused on the transport and transshipment of drybulk commodities including iron ore, coal and grain. Navios Holdings may, from time to time, be required to offer certain owned Capesize and Panamax vessels to Navios Maritime Partners L.P. for purchase at fair market value according to the terms of the Omnibus Agreement. **Source: Navios Maritime Holdings Inc.**



The **MALAVIYA NINE** seen anchored off Singapore – **Photo : Piet Sinke (c)**

## NEW ROLL-ON ROLL-OFF BETWEEN LIVORNO AND MALTA

A new roll-on roll-off freight service to Livorno is to start being operated by Grimaldi on Saturday in the latest expansion since the Italian company took over from Sea Malta five years ago. The route will be operated by two vessels, which the company also inaugurated this morning. The ships, one which was christened **Eurocargo Malta**, have a length of 200 metres and can carry around 280 trailers each.

The new service will operate twice weekly with departures from Malta on Monday and Saturday and from Livorno on Monday and Thursday. Grimaldi Group commercial manager Guido Grimaldi said the service will be integrated into the regular service currently operated between Malta, Catania and Genoa. Mr Grimaldi said the new route was a sign of the company's commitment to strengthen its operations in Malta.





Above seen the 2010 built ro/ro ship **EURO CARGO MALTA** entering Grand Harbour, Malta Thursday 23rd September  
**Photo : Darren Scicluna - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)**

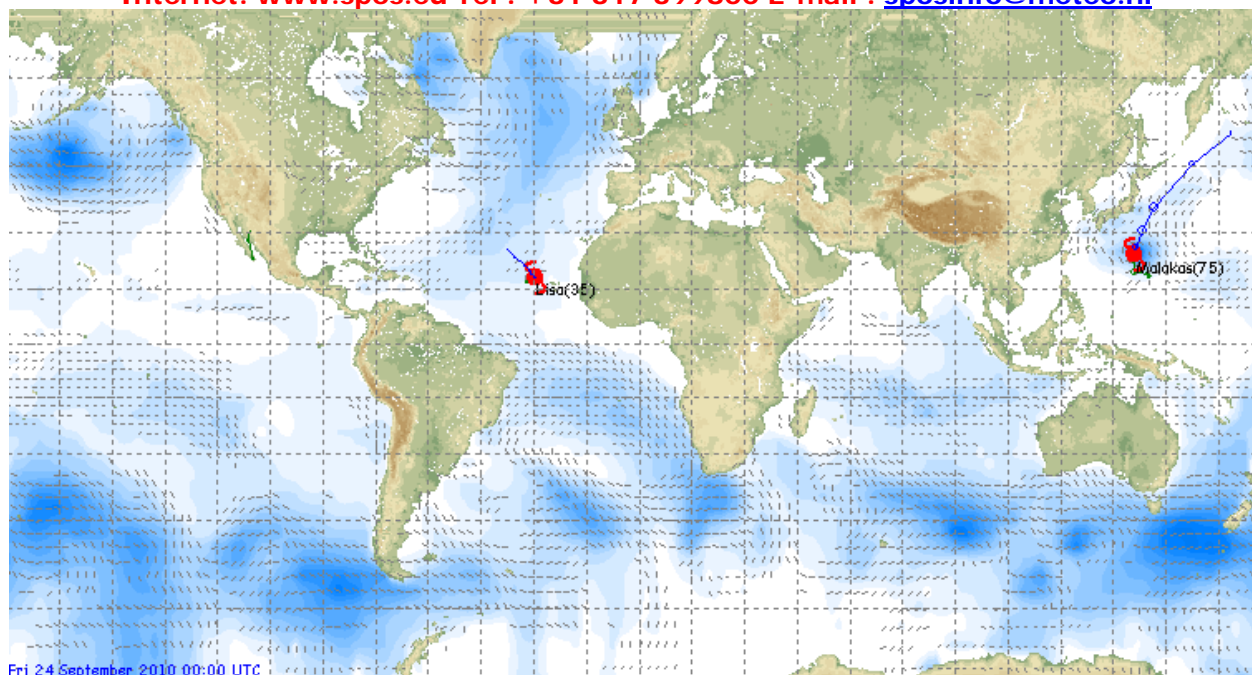
Transport Minister Austin Gatt said that Grimaldi's success five years after the Sea Malta saga showed the government's decision had been the right one. Trade links between Malta and mainland Europe had been strengthened and Grimaldi had run a profitable operation which had benefitted industry. This could also be seen through its forthcoming expansion project. The minister said that the number of trailers carried between Malta and Italy since Grimaldi embarked on operations from Malta increased from around 10,000 in 2005 to some 23,000 today.

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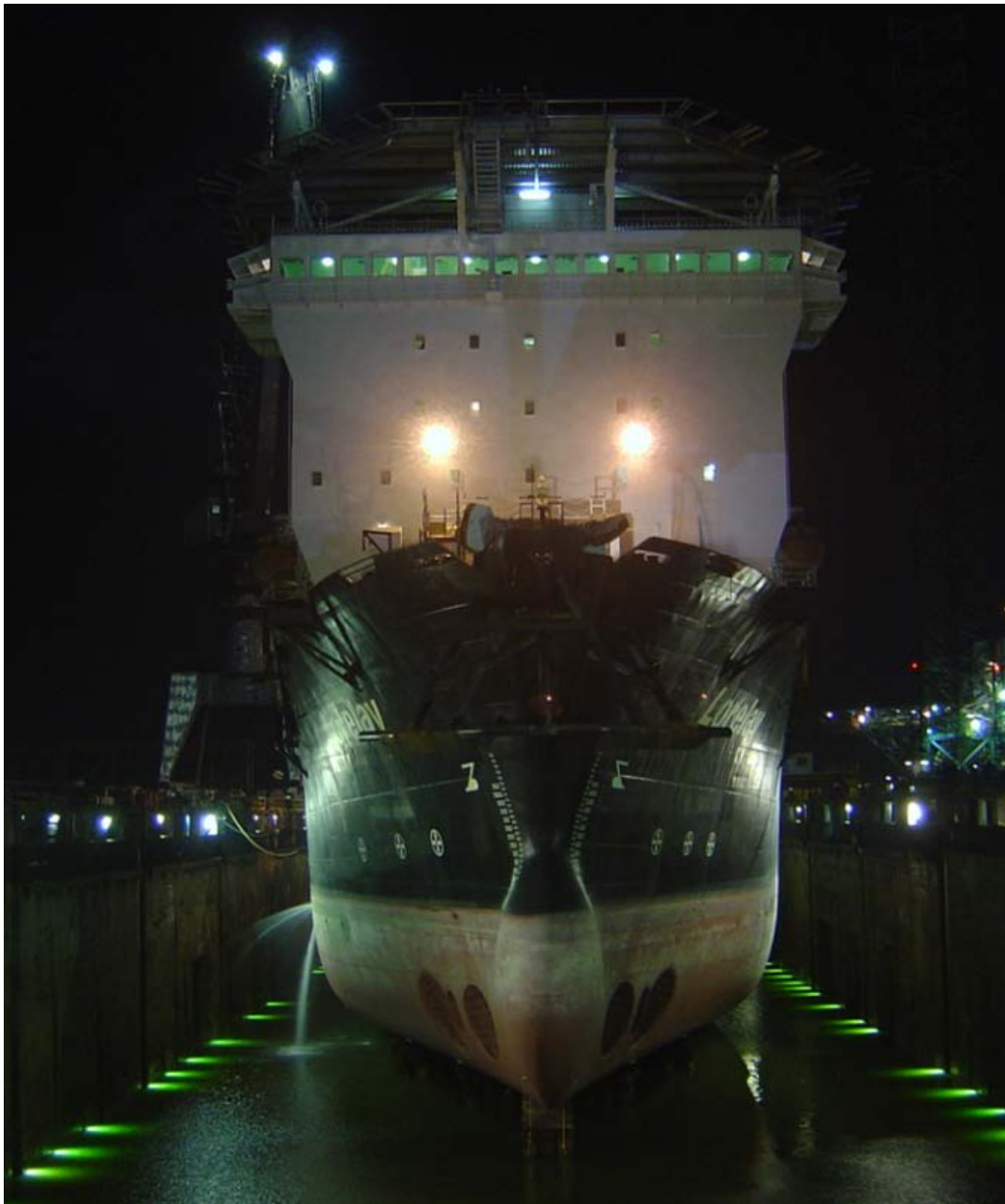


Fri 24 September 2010 00:00 UTC

Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.



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



The **LORELAY** seen in drydock at Keppel-Verolme in Rotterdam-Botlek – Photo : Daan Akerboom ©

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