

# DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 188



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## Review ordered of dumping of dredged material at Whitsand

BBC News reports that an independent investigation has been ordered by the UK government into the dumping of dredged waste at Whitsand Bay in Cornwall.

Millions of tonnes of silt from the nearby River Tamar have been dumped in Whitsand Bay over the years. Local environmentalists are concerned about the damage it is causing. The Marine Management Organisation (MMO) is leading the investigation "in order to address local concerns about the disposal of dredged material".

The MMO said someone should be appointed to lead the review "very soon". Much of the silt comes from dredging channels in the River Tamar for warships coming in and out of Devonport docks.

Whitsand Bay, which is also used as a silt dumping ground by the Ministry of Defence, is about 1,000m from the Scylla wreck which is a popular diving spot. The frigate was scuttled in Whitsand Bay in 2004 to create an artificial reef for divers and sea life. Two divers were said to have died after becoming disorientated by silt on the Scylla, an inquest in 2009 was told.

About 49,000 tonnes of waste dredged from Millbay Dock in Plymouth is also to be dumped at Whitsand Bay. Lead developer English Cities Fund (ECF) has a licence to dredge and dispose of marine sediment from Millbay until 16 August. **Source : Dredging News Online**

## Ms Nieuw Amsterdam gedoopt door prinses Máxima



**Prinses Máxima** heeft het nieuwe cruiseschip ms **Nieuw Amsterdam** van Holland America Line gedoopt. Dat is gebeurd tijdens een galaceremonie in Venetië. De **Nieuw Amsterdam** is het vijftiende schip in de vloot van Holland America Line en het tweede schip in de zogeheten Signature-klasse.

*Left : 15 flags for 15 Holland America line ship at naming ceremony for ms **Nieuw Amsterdam** in Venice*

**Photo : Alexander Bakker**



„Wij zijn buitengewoon vereerd dat Hare Koninklijke Hoogheid **prinses Máxima** heeft willen optreden als doopvrouwe van dit prachtige schip,” zegt Stein Kruse, president and ceo van Holland America Line. „Hiermee zet de prinses een traditie voort. Het is



de elfde keer dat een lid van de koninklijke familie een schip van Holland America Line heeft gedoopt. Dit tweede schip uit de Signature klasse is net als zusterschip **Eurodam** een elegant schip en het is het grootste passagiersschip in de Nederlandse vloot. Prinses Maxima werd gisteren in Venetië verwelkomd door vijftien kapiteins van Holland America Line. Na de zegening van het schip volgde de doop door de prinses door volgens traditie een fles champagne op de boeg van de **Nieuw Amsterdam** te breken. De **Nieuw Amsterdam**, die is gebouwd op de Marghera-werf van scheepsbouwer Fincantieri bij Venetië, is zondag na de doop door **prinses Máxima** begonnen aan haar eerste reis. De **Nieuw Amsterdam** maakt tot aan het najaar verschillende cruises op de Middellandse Zee, waarna de eerste Transatlantische overstek wordt gemaakt. In het winterseizoen vaart het schip in de Caribbean.

## Greek shipowners wait for price fall to buy

### Major lender RBS says vessel prices more likely to go down than up

Most Greek shipowners, who account for more vessel orders than any other nation, are waiting for prices to drop before expanding their fleets, according to Royal Bank of Scotland Group, their largest lender.

The cost of a new 2 million-barrel carrying supertanker has climbed 5 per cent this year to US\$104 million following a 33 per cent slide in 2009, according to Clarkson Research Services Ltd, a unit of the world's largest shipbroker.

Prices for iron ore-carrying capesizes, too big to navigate the Panama Canal, advanced 6.3 per cent to US\$59.5 million a vessel, Clarkson said. 'Prices are more likely to go down than go up,' Lambros Varnavides, the bank's head of credit to the shipping industry, said in an interview in London on July 1. 'Yards still have large order books which they are working their way through. Once they work their way through that, they will be more desperate for new orders.'

Greek owners and operators have the largest order book of any nation as measured by compensated gross tons, with contracts for 19.2 million tons of new carriers, more than Germany or China, according to Clarkson.

Oil tanker and commodity transporter prices advanced this year as economic growth boosted demand for seaborne trade, it said. Compensated gross tons take account of the work that goes into constructing different types of vessels. On that basis, Greece has orders for 19.2 million tons, Germany 16.8 million, and China 15.2 million, according to Clarkson.

By number of vessels, German owners have the greatest order book at 933 vessels, compared with 857 for Greece and 710 for China, according to Clarkson. Mr Varnavides predicted in January 2009 that as many as half of publicly traded commodity shipping lines may breach their loan covenants after a record collapse in hire rates in 2008.

Any breaches would have enabled banks to strengthen loan terms or to get cash from borrowers who wanted to maintain their original financing terms, he said. The ratio of losses on RBS's shipping loans has averaged 2 basis points, or 0.02 per cent, in the past 20 years, according to Mr Varnavides, who joined the bank's shipping department in August 1974.

He said he expects that trend to continue for the next several years. The bank's shipping department is expanding lending, while the unit's so-called non-core shipping lending has dropped, he said. RBS has provided about US\$23 billion of credit to shippers, of which US\$20 billion has actually been borrowed, he said. In January last year, it had provided US\$25 billion of credit. **Source : Bloomberg**



In a beautiful sunset, the 'MSC DANIELA' seen passing Flushing Roads enroute Antwerp. **Photo : Ralf Kroon ©**

# BP doesn't need any strategic investor, say shareholders

**Its expenses related to oil leak crosses US\$3b mark**

Shareholders in British oil company BP balked at reports it would seek urgent investment from a wealthy Middle East or Asian country as clean-up costs for its US oil spill topped US\$3 billion. Over the weekend media reports said BP was looking for a strategic investor among the sovereign wealth funds of the Middle East and Asia. An investor would help ward off a takeover and raise funds for the liabilities racking up behind the worst oil spill in US history, the reports said. 'We don't think a strategic partner is at all necessary,' said one top-10 BP shareholder who did not want to be named. 'We think this is just people trying to panic the company and stampede into doing something to earn huge fees from selling new shares in BP. Shareholders will be saying 'No, thank you' to this and we have communicated this to the company.' Another top-10 investor agreed that BP 'probably did not' need a strategic investor at the moment. Britain's Sunday Times said BP's advisers were trying to drum up interest among rival oil groups and sovereign wealth funds to take a stake of between 5 and 10 per cent in the company at a cost of up to £6 billion (\$12.7 billion). BP declined to comment.

Separately, several newspapers reported interest among sovereign wealth funds in buying some of BP's assets in the Middle East and Asia. BP has said it hopes to raise US\$10 billion from asset sales this year as part of its plan to fund a US\$20 billion clean-up fund set up under pressure from US authorities. Arabic language daily al-Jarida was most specific, saying state-run Kuwait Foreign Petroleum Exploration Co (Kufpec) is reviewing investing in oil fields in Egypt, Yemen and east Asia. BP shares have lost more than half their market value since the worst US oil spill in history struck on April 20, the result of an explosion on a drilling rig that caused a well to rupture and spew millions of gallons of crude into the sea. Attempts to stop the flow have been unsuccessful, with BP now pinning hopes on a relief well that should be complete in August. Some oil is being captured through a pipe, while some is being burned off. BP said it collected or burned 25,195 barrels on Saturday but estimates of the total amount flowing go as high as 100,000 barrels. BP said yesterday it had so far spent US\$3.12 billion on the response effort, including US\$147 million paid out in claims to those affected by the disaster. Plans are being developed for additional containment capacity, it said. Skimmer vessels have been out in force - a fleet of 89 was watched returning from their efforts through Biloxi Bay channel on Sunday - but the hurricane season has hampered efforts and high seas were preventing most of them from operating. **Source : Reuters**



The **TSAVLIRIS HELLAS** seen moored in Ponta Delgada – **Photo : Ton Grootenboer ©**

## Baltic Dry Index extends longest drop since 2005

The Baltic Dry Index, a measure of commodity-shipping costs, extended its longest slump in five years on speculation Chinese steel mills are cutting imports of iron ore. The index dropped for a 26th day, falling 3 per cent to 2,280 points, data from the Baltic Exchange here showed. The last time the gauge had a longer unbroken run of losses was the 27 trading sessions to Aug 3, 2005, during which it fell 33 per cent. Since starting its current slide, the measure has fallen 46 per cent, according to exchange prices. Chinese steel mills may be cutting iron ore purchases after imports of the steelmaking ingredient rose to an implied record in June, said Steve Rodley, co-managing director of M2M Management Ltd, a shipping hedge fund manager that trades freight derivatives and operates vessels. 'They can afford to take their foot off the gas a bit,' Mr Rodley said by phone last week. 'They might be producing a little bit less and using their stockpiles' of iron ore, he said, adding he believes their underlying demand remains 'strong'.

Chinese ports handled 340 million metric tons of iron ore between January and June 25, the Ministry of Transportation said on its website, citing China Communications News. Chinese ports handled 340 million tonnes of iron ore between January and June 25. Imports in the first five months by China were 262.2 million tonnes, according to customs data, indicating June shipments may be a record 78 million tonnes. Imports in the first five months by China, the biggest iron ore buyer, were 262.2 million tons, according to customs data, indicating June shipments may be a record 78 million tons. Figures from customs and the transportation ministry have differed previously. Iron ore creates the single-biggest source of demand for dry-bulk shipping, according to Clarkson Research Services Ltd, a unit of the world's largest shipbroker.

Prices for the steelmaking ingredient switched to quarterly contracts rather than annual ones this year. Charter rates declined for all routes and all ship types published by the exchange. Panamax vessels, the biggest to navigate the Panama Canal, fell 6.8 per cent to US\$19,719 a day. Larger capesizes, which have to sail around South America or South Africa instead, lost 1.4 per cent to US\$23,469. Profit at Chinese steel mills, accounting for the largest slice of demand for iron ore, 'is zero now, we think' Andreas Vergottis, research director at Tufton Oceanic Ltd, which manages the world's largest shipping hedge fund, said on June 30. In the second half of 2008, the Baltic Dry Index fell by a record 94 per cent as steel mills globally cut output because of the global recession. **Source:** [business-times.com.sg](http://business-times.com.sg)



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The Belgian flagged **ATLANTIS** is used for rock / stone dumping at the Maasvlakte II project  
Photo : Rik van Marle ©

## Dozen foreign sailors kidnapped in Nigeria freed

A dozen foreign seafarers seized two days ago in Nigeria's restive oil rich Niger Delta were freed on Sunday, the military said, while three sailors taken hostage in May were also reportedly released. Gunmen stormed a cargo vessel off the coast of the Delta late Friday, wounding one of the crew in a shoot-out and capturing 12 including Germans and Russians. "I can confirm to you they have indeed been released," Lieutenant Colonel Timothy Antigha, spokesman for a special security force deployed in the area, told AFP. No one claimed responsibility for the capture of the **BBC Polonia**, registered in the Caribbean nation of Antigua and Barbuda, and its multinational crew, including its 71-year-old German captain. The main armed group in the area, the Movement for the Emancipation of the Niger Delta (MEND), told AFP it was "not involved in this attack but we are aware of the group that carried out the abduction".

Security officials said they did not know who was responsible. Navy spokesman David Nabaida said the men were dropped off on a fishing trawler and the navy went to collect them. "I don't know who is behind them, but I think it's one of the factions of the ex-militants," he said. They were brought ashore at 1515 GMT, said Rita Abbey, a police spokeswoman for Rivers State, the main oil producing state in the Niger Delta. The injured seaman was reportedly a Ukrainian. Hundreds of locals and foreigners have been abducted in the Niger Delta in recent years, against the backdrop of conflict in the oil-producing region where a government amnesty has failed to totally eliminate militancy. Most hostages end up being freed after a few days or weeks, very often after a ransom is paid. Two Russian sailors and a Lithuanian skipper captured in May in an attack on a Greek-owned ship off neighbouring Cameroon have meanwhile been freed in Nigeria, a Russian sailors' union and a Lithuanian shipping firm told media.

Lithuania's foreign ministry confirmed that its citizen had been released and would soon return home. Germany also confirmed that two of its citizens were among the 12 seafarers freed on Sunday. Others on board the vessel included a number of Russians and a Latvian. "Kidnapped Lithuanian citizen Alexei Sysoi has been released and is in the care of Nigerian security forces," a Lithuanian foreign ministry official told AFP. German officials refuted a suggestion by the Nigerian navy on Saturday that the ship was German-flagged, saying that it was not registered in that country. MarineTraffic.com, a website that tracks ships' movements, reported that the **BBC Polonia** was en route to the Nigerian port of Onne, which is situated on the Bonny estuary in the Niger Delta. Abbey of Rivers State police said the ship was on lease to a German freight company and was enroute to Onne port to deliver 4,000 tonnes of construction

equipment. She also said security forces suspect Friday's attack was the work of a group led by Farah Dagogo, a former MEND commander who had surrendered under a 2009 government amnesty.



The **RAMFORM VALIANT** seen moored in Rotterdam – Photo : Ruud Meuldijk ©

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## **FREQUENTLY ASKED QUESTIONS ABOUT THE JONES ACT AND THE GULF OIL SPILL**

### **WHAT IS THE JONES ACT?**

The "Jones Act" refers to several provisions of federal law that reserve certain maritime services within American domestic waters for U.S.-built, U.S.-owned, and U.S.-crewed vessels. Almost every nation has similar laws, which are known as cabotage laws. The primary purpose of a cabotage law is to draw a distinction between international trade



(between countries) and domestic trade (within a country). Ships (and airplanes and trucks) that operate in U.S. domestic trade must obey American laws, including immigration, employment, safety, environmental, tax, labor and other laws. American laws in almost every category are stricter than the laws that govern shipping in international trade. Pertinent to the Gulf oil spill, the law already includes well-established provisions that allow the use of foreign vessels when no American vessel is available. American law is particularly flexible in allowing the use of foreign oil spill response vessels such as skimmers.

**HAS THE JONES ACT RESULTED IN FOREIGN VESSELS, PARTICULARLY FOREIGN SKIMMING VESSELS, BEING TURNED AWAY?**

The National Incident Command (NIC) says there has been “no case” where an offer of foreign assistance has been declined because of the Jones Act. In fact, the U.S. State Department has said that “[a] number of offers of assistance have been accepted,” including Mexican skimmers, Norwegian skimming systems and other assets from Canada, Germany, and the Netherlands. The Jones Act does not even apply to skimming operations outside of 3 miles from shore. Oil skimming outside 3 miles, including near the well 50 miles from shore that is the source of the leak, is completely open to foreign oil spill response vessels. That is where the vast majority of skimming has occurred so far. The Jones Act also can be waived on a case-by-case basis if there is a need but no American vessel is available to meet that need. That waiver process is always quick but it has been streamlined even further by Admiral Thad Allen and the NIC since the spill to deal with any waiver requests. Additionally, on June 16, 2010, the Coast Guard Federal On-Scene Coordinator for the oil spill determined that there is an insufficient number of specialized oil skimming vessels in the U.S. to respond to this spill. This determination allows foreign specialized skimming vessels to be deployed within 3 miles of the shore if the foreign country provides the same privileges to American skimming vessels in that country’s waters.

**ARE THESE CASE-BY-CASE WAIVERS BEING GRANTED?**

The NIC says “no waivers of the Jones Act ... have been required because none of the foreign vessels currently operating as part of the BP Deepwater Horizon response has required such a waiver.” As discussed above, the deployment of specialized foreign skimming vessels that is now taking place does not require a waiver of the Jones Act. If the use of foreign vessels is necessary, the American maritime industry has stated publicly that it will not oppose the use of these well-established waiver procedures.

**THE CONSUL GENERAL OF THE NETHERLANDS WAS QUOTED AS SAYING THAT HIS COUNTRY OFFERED VESSELS BUT THE U.S. AND BP DECLINED. WHY?**

We do not know why those particular Dutch vessels were declined (or even if they were) but we do know it wasn’t because of the Jones Act. As mentioned earlier, foreign vessels can skim oil or perform most other maritime services freely in the area where most of the oil can be found – out beyond 3 miles from our shoreline – plus the streamlined provisions in the law to allow foreign skimmers to operate within 3 miles have been activated. Many foreign (and U.S.-flag) vessels and assets, including from the Netherlands, are actively involved in the Gulf cleanup.

**IF THE PROBLEM ISN’T THE JONES ACT, WHY ISN’T EVERY AVAILABLE SKIMMING VESSEL IN THE WORLD AT WORK IN THE GULF?**

The problem isn’t the Jones Act – even state-of-the-art American vessels are standing by in the Gulf, ready and willing to participate in the cleanup. Also, oil spill response equipment offered by foreign nations, such as Norwegian skimming systems, can be deployed on U.S. vessels. In some cases, according to the NIC, offers of international assistance have been turned down because the offer did not fit the needs of the response. The Gulf oil spill is an unprecedented disaster. Finding, evaluating, procuring, and directing oil spill response vessels or skimming, booms or other response equipment does not happen overnight, and both BP and the federal government have acknowledged that the procurement of skimmers has not occurred as quickly as people would like. The most recent count is that about 500 vessels are skimming as part of BP’s so-called Vessels of Opportunity Program.

**WHY NOT JUST WAIVE THE WHOLE JONES ACT LIKE PRESIDENT BUSH DID AFTER HURRICANES KATRINA AND RITA?**

As noted, the problem is not the Jones Act but possibly one of the overwhelming task of vetting resources necessary to meet this unprecedented disaster. As the needs and available resources are sorted out, every available and useful vessel should be used. However, American vessels and American workers should be given first priority. A blanket waiver of the Jones Act, as opposed to a vessel-specific waiver (where no American vessel is available), would do away with that basic, common sense approach. It would effectively outsource to foreigners work that Americans legally should get and very much need, especially in this region and economy. A broad waiver eliminating any employment

opportunities for American workers would be an odd and even cruel approach considering the economic devastation of the oil spill and related fishing and drilling restrictions on American fishermen, offshore supply vessel operators and others in the Gulf.

**ARE THERE ENOUGH AMERICAN VESSELS TO DEAL WITH THIS CATASTROPHE?**

Hundreds of American vessels are already involved in the Gulf cleanup but there are many more American vessels standing by waiting to be called. The American fleet is one of the largest in the world and is deeply committed to helping with the cleanup. And when you add in fishing vessels in the Gulf of Mexico that sit idle because of the oil spill, the numbers of American vessels available to assist in the clean-up increases significantly. In fact, foreign vessels can lawfully participate in the cleanup in a variety of ways, and many are already doing so.

**IF THE JONES ACT IS NOT THE PROBLEM, WHY ARE SOME PEOPLE BLAMING IT FOR DELAYS IN THE OIL SPILL CLEAN-UP?**

People are frustrated considering the catastrophic nature of the Gulf spill. Some Americans do not understand the Jones Act and think it may be an impediment to the cleanup, but it is not. The law does not even affect most of the spill clean-up and is designed to allow, in emergency situations like the Gulf oil spill, the use of foreign ships when no American vessel is available. The system works, and American law is particularly flexible in temporarily allowing the use of foreign oil spill response vessels, like skimmers, when necessary.



## **NAVY NEWS**

### **Bulava tests to continue**

A state investigation commission recommends that the tests of Russia's new intercontinental seabased missile should be resumed. The commission was set up to investigate the numerous failed Bulava launches and presented its conclusions in June. In February, a source in the Russian Defence Ministry said the tests should be resumed this summer, but now deputy Defence Minister Vladimir Popovkin says a new test missile will be launched in November, reports Space Daily.

Popovkin was appointed as first deputy Defence Minister in late June this year. He has a background and in-sight knowledge on Russia's missile programs. Popovkin served at the Baikonur spaceport. From 2001 to 2004 he worked as the Chief of Staff of the Space Troops and the first assistant Commander of the Space Troops. Then he was appointed as Commander of the Space Troops in 2004. So far, seven out of 13 Bulava test launches have failed. The last test, in December 2009, was visible in the atmosphere over Northern Norway, when the missile went into a spectacular spin. After the failed launch in December, speculations were raised about the future development of the Bulava missile. The submarine to carry the new missiles, **Yury Dolgoruki** of the Borey class, started its sea trials last year. Two other submarines of the Borey-class are currently under construction at the naval yard Sevmash in Severodvinsk. **Source :** BarentsObserver



Above seen the Royal Netherlands Navy Rotterdam class LPD HNLMS **JOHAN DE WITT** L801 entering Grand Harbour, Malta today Monday 5th July 2010 piloted by **Capt. Anthony Chetcuti** (who is also a Newsclippings reader/contributor) on her return leg from Somalia Piracy Patrols. This is the second time the ship is in Malta, the first time as casco towed by Dutch tug **MULTRATUG 7** back in November 2004.

**Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)**

## **Submarine Missouri Completes First Voyage**

The US newest and most advanced nuclear-powered attack submarine, **Missouri (SSN-780)**, returned to the Electric Boat shipyard following the successful completion of its first voyage in open seas, called alpha sea trials. **Missouri** is the seventh ship of the **Virginia Class**, the most capable class of attack submarines ever built. Electric Boat is a wholly owned subsidiary of General Dynamics. **Missouri's** alpha sea trials included a range of submarine and propulsion-plant operations, submerging for the first time, and high-speed runs on and below the surface to demonstrate that the ship's propulsion plant is fully mission-capable.

The sea trials were directed by U.S. Navy Adm. Kirkland Donald, director - Naval Nuclear Propulsion. Also participating in the sea trials were Rear Adm. William Hilarides, program executive officer - Submarines; Rear Adm. Michael McLaughlin, commander - Submarine Group Two; Capt. Leslie Elkin, supervisor of shipbuilding in Groton; and John P. Casey, president of Electric Boat. **Missouri** is commanded by Cmdr. Timothy A. Rexrode. "The crew and shipbuilders worked together seamlessly to take this submarine to sea and put it through its paces," said Electric Boat President John P. Casey. "It was a superb effort by everyone involved, and reflects the commitment of the Navy/industry team to sustain the success of the Virginia-class submarine program. I deeply appreciate the contributions made by the Navy personnel, shipbuilders and suppliers who made it happen."

Electric Boat and its major subcontractor, Northrop Grumman Shipbuilding, have received contracts to build the first 18 submarines of a planned 30-ship Virginia Class under a teaming agreement that splits the construction workload between the two shipyards. **Source: PR Newswire**

## ROLDOCK SUN LOADS INDIAN KILO SUBMARINE



The **Rolldock Sun** has successfully loaded an **Indian Kilo-class submarine** and is ready for its ride to Russia. It was loaded at the Indian port of Visakhapatnam and will be shipped to Severodvinsk.



## Saab upgrades Finnish Navy vessels

The defence and security company Saab is upgrading the combat and fire control system for the Finnish Navy's **Rauma class missile boats**. The contract also includes an industrial cooperation agreement. The order is valued at approximately MSEK 220.

"With this order, we are extending our already firm and long partnership with the Finnish Navy, while also broadening and deepening our experience of developing and integrating naval command and control systems," says Gunilla Fransson, Head of the Security and Defence Solutions business area at Saab.

The vessels were delivered at the beginning of the 1990s and they will now undergo a mid-term modification with Saab performing the work as a sub-contractor to Patria Aviation. Saab is upgrading the vessels' combat and fire control systems to 9LV Mk4, the fourth generation naval command and control system.

The aim is for the completely renovated vessels to have operational readiness from the start of 2014. The project also includes an industrial cooperation contract. The work will begin in August 2010, with the first system delivery in November 2012. The remaining three systems will be delivered in 2013. **Source: Saab Group**



Another shot of the Dutch **L 801 JOHAN DE WITT** seen entering the port of Valetta (Malta)

**Photo : Gejtu Spiteri (c)**

## Submarines collide in Mumbai naval jetty

Two submarines of the Indian Navy suffered minor damage in a collision that occurred at a jetty in the harbour here when one of the vessels was attempting parallel berthing with the other.

There was no injury to any personnel, and Navy officers at the headquarters in New Delhi termed the incident minor. "It is a minor incident that took place 10 days ago. A submarine was attempting a parallel berthing alongside another, a routine practice, at the naval jetty in the Mumbai harbour," a Naval officer said. There was no damage to any equipment or weapon system. **Source : The Hindu**

## SHIPYARD NEWS

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# Tsuneishi Group gets order for bulk carrier from JJ Uglund

Tsuneishi Group (Zhoushan) Shipbuilding has penned an order for a 58,000-dwt supramax bulk carrier with Norway's JJ Uglund group. The vessel has a price tag in excess of \$33m but its specifications are unknown. It is set for delivery in 2012. The order means that Uglund has now in a little over a year bought five sisterships at the yard. The average price for the four first ships is \$32m. **Source: seatradeasia**



The **OFFSHORE SURVEYOR** seen under construction in Sibul (Sarawak-Borneo) **Photo : Piet Sinke ©**

## Todd Shipyards Corporation Announces U.S. Coast Guard Exercise of Option on Overhaul of USCGC Polar Star (WAGB-10)

Todd Shipyards Corporation announced that the U.S. Coast Guard has awarded to its wholly owned subsidiary, Todd Pacific Shipyards Corporation, a \$12,861,411 modification to previously awarded contract HSCG85-09-C-6BX667 in support of USCGC **Polar Star's (WAGB-10)** reactivation since being in "Caretaker Status" nearly four years. Repairs and alterations performed during the planned dockside availability of the icebreaker are in the second phase of the cutter's overhaul. The contract modification provides for the alteration and repair of ship's systems, engines and shipboard equipment. The work is being accomplished at Todd Pacific's Seattle shipyard, having begun in May 2010 under a provisional authorization, and is expected to be complete in November 2010.

The planned dockside availability for **USCGC Polar Star** is being performed pursuant to Todd Pacific's five-year Multi-Ship Multi-Option ("MSMO") contract with the Coast Guard for the overhaul and continued maintenance of the two Polar Class Icebreakers stationed at Seattle, Washington. The cost-type contract was awarded to Todd Pacific in February 2009. Todd Pacific performs a substantial amount of repair and maintenance work on commercial and federal government vessels engaged in various seagoing trade activities in the Pacific Northwest and provides new construction and industrial fabrication services for a wide variety of customers. Its customers include the U.S. Navy, the U.S. Coast Guard, NOAA, the Washington State Ferries, the Alaska Marine Highway System, and various other commercial and governmental customers. Todd Shipyards Corporation has operated a shipyard in Seattle since 1916.

Source: Business Wire

## Flagship for Holland America Line Delivered in Marghera "Nieuw Amsterdam"

Marghera shipyard Fincantieri delivered a new flagship, the **Nieuw Amsterdam**, to Holland America Line, a member of Carnival Group, the world's leading cruise operator. The new ship is the fourteenth Fincantieri has built for this well-established brand.

Present at the ceremony were Stein Kruse, President and CEO of Holland America Line and Giuseppe Bono, Fincantieri CEO. Furthermore Fincantieri was represented also by its President, Corrado Antonini. At 87,000 gross tonnes and over 285 metres broad, the new vessel can accommodate up to 2,106 passengers in her 1,053 cabins and will be the largest ship in Holland America Line's fleet.

Stylish elegance and premium class are the hallmarks of this new ship, indeed the Nieuw Amsterdam is a further confirmation of the success of the "**Signature of Excellence**" class which was inaugurated when Marghera shipyard delivered the Eurodam two years ago. Her interior decor was designed both to make passengers' stay on board even pleasanter and in honour of the style of the city whose name she bears: New York. In the 17th century "**Nieuw Amsterdam**" was the Dutch name for the fortified village which went on to become the Big Apple and the ship's expertly finished furnishings and fittings reflect the glamour of the world's greatest city.

As HAL's five "Vista" class vessels, built in Marghera and delivered between November 2002 and June 2008, also this new ship will have innovative external glass lifts running along both her sides affording a splendid 360° view. Since the early 1990s Marghera shipyard has built a fleet of 20 cruise ships out of a total of 55 delivered by Fincantieri. In addition the shipyard's orderbook includes a further two 114,500-ton vessels due for delivery in spring 2011 and spring 2012. Source: Fincantieri

## Oceanco at the 2010 Monaco Yacht Show

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 188

Oceanco is pleased to announce its continued presence at the 2010 Monaco Yacht Show from September 22-25 at Port Hercules in the Principality of Monaco.

Oceanco will be receiving prospective clients, their representatives, and other guests at its newly-designed two-level stand located at QT7 on the T Jetty. The Oceanco team will be available to meet visitors to discuss and view current and future projects amongst the presented models, while a private area is available upstairs to review projects in greater detail. Prominently displayed will be six stunning scale models, four of which are making their Monaco Yacht Show debut. These include full size scale models of the Oceanco designed 90m straight bow PA076 and the Explorer yacht PA144.

Also new is the **Sam Sorgiovanni** 120m PA146. Additionally, on hand will be the Haut Couture designer, Elie Saab's 117m ES117. This model was well received at the Abu Dhabi Boat Show, but it is its first time on display in Monaco. Along with the newer scale models, will be models of Oceanco's latest yacht under construction, the 85.60m Y708 with Igor Lobanov exterior and Alberto Pinto Interior design, and the 120m Nuvolari & Lenard designed PA122. Oceanco will also showcase a full range of 60m, 80m, 90m and 110m projects.

We look forward to seeing you at this year's Monaco Yacht Show. **Source : oceancoyacht**

## Royal Huisman zwaait op een na grootste uit

Zo'n dertig meter korter dan recordhouder **Athena**, maar met 58 meter is '**Twizzle**' wel het op een na grootste zeilschip dat Royal Huisman in Vollenhove ooit bouwde. Donderdagavond verlaat de tweemaster de werf. Op een ponton gaat het schip naar Harlingen voor de laatste afbouw en proefvaarten. De **Twizzle** krijgt maar liefst 1.800 vierkante meter zeil. Om het gevaarte richting Ketelmeer te krijgen wordt de brug over het Vollenhover kanaal voor een paar uur weggetakeld. Verkeer tussen Vollenhove en Noordoostpolder moet dan omrijden.

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## KST BV delivers Rotortug RT80-28 Dorum and Midlum to Owners URAG





At latest 2nd of July, KST BV from Rotterdam, The Netherlands, succesfully delivered two Rotortugs RT80-28 to Unterweser Reederei GmbH from Bremen, Germany. The Rotortugs, built at ASL Shipyard Pte Ltd in Singapore, have principal dimensions of 28 meter length and 12 meter beam and a complement of 6 crew members divided over 4 cabins. Each Rotortug is powered by three ABC 8DZC main engines of 1766kW each, driving three Schottel azimuth thrusters SRP1215 with variable pitch propellers and generating a bollard pull of over 90 tons over the bow as well as over the stern. The Rotortugs are GL classed and have FiFi1 with Spray and Foam. The hulls are classed with Ice Class E.

**Photo left : KST (c)**

Two identical towing winches delivered by Plimsoll are installed, one on the fore deck and one the aft deck which have a capacity of 250 mtr of 70 mm syntetic wire, or 450 mtr of 56 mm steel wire. Breakholding power is 200 tons with a minimum slack rop speed of 30 mtr/min. In the fore winch the anchor windlass and two warping heads are integrated. A deck crane with a capacity of 10tm is installed on the aft deck.

Since the tugs are classed for Unmanned Machinery, all engines and relevant equipment can be started and stopped from the wheelhouse. The Alarm and Monitoring system, installed by Alphatechnique, enables the crew to remotely monitor the ship systems. All navigation and communication equipment is fully integrated in the wheelhouse consoles, including the propulsion control systems. Apart from the individual propulsion controls, a Master Pilot station enables the Master to operate the Rotortug on three thrusters with only one control; the so called Master Stick. The configuration of three azimuth thrusters gives the Rotortugs extreme power in any direction as well as an unequalled manouverability. Having three propulsion lines installed the tugs are fully redundant; might one of the engines fail the tug is still able to operate with 66% of the remaining power. Maximum speed of the RT80-28 is 12 knots fwd as well as aft and the side stepping speed is no less then 7 knots. **Photo top : Piet Sinke (c)**



## **Taiwan's CPC to order six tankers**

CPC Corp, Taiwan's state-owned oil company, and its partners in a shipping venture planned to commission the building of six crude oil tankers and one oil product carrier to replace existing vessels. The venture, in which the oil refiner will hold 48 per cent, may spend NT\$30 billion (\$1.3 billion) on the vessels, CPC vice-president Lin Maw-wen said by telephone yesterday.

Taiwan-based shipping companies U-Ming Marine Transport Corp and Chinese Maritime Transport will each own a 26 per cent stake in the venture. The vessels will replace CPC's existing fleet of 10 carriers to comply with international regulations, Mr Lin said.

The United Nations International Convention for the Prevention of Pollution From Ships was amended in 2003 to force ship owners to use double-hull vessels, following a November 2002 spill by the single-hull tanker Prestige off the coast of Spain. **Source : Bloomberg**

## **Seaspan accepts delivery of fifty-third containership**

Seaspan Corporation announced today that it accepted delivery of an 8500 TEU containership named the **COSCO Indonesia** from Hyundai Heavy Industries Co., Ltd. on July 5, 2010. This is Seaspan's eleventh delivery in 2010, expanding the Company's operating fleet to 53 vessels.

COSCO Container Lines Co., Ltd. of China accepted delivery of the **COSCO Indonesia** on July 5, 2010. The vessel is on charter to COSCON under a twelve-year, fixed-rate time charter. It is the fifth of eight 8500 TEU sister ships and the seventh of a total of eighteen vessels to be chartered by Seaspan to COSCON. **Source: dailyfinance**



Construction work on the new International Cruise Terminal at Marina South in Singapore , sighted from the new **London Offshore Consultants Singapore Office**. The new facility will be able to berth vessels of up to 220,000 GRT and measuring up to 360m (1,181 feet) in length with a draft of up to 11.5m (37.73 feet).

**Photo : Rutger Bierman - London Offshore Consultants (c)**

## Bangladesh unveils plan for Mongla port development project

The Shipping Ministry has undertaken a plan involving Taka 11.06 billion (1,106 crore) for increasing ship-handling facilities at Mongla Port. The projects are: Techno economic feasibility study for improvement of navigability worth Taka 8.82 billion, dredging at harbor channel at Taka 1.00 billion, outer bar dredging on Poshur Channel involving over Taka 0.58 billion and a project to purchase cargo handling equipment at a cost of over Taka 0.22 billion.

Source: [financialexpress](#)

## Boskalis wins LNG import terminal phase 2 project in Mexico

Royal Boskalis Westminster N.V. has been awarded the second phase of the construction of the LNG import terminal of Cuyutlán on the west coast of Mexico. The total contract value is approximately € 90 million with Boskalis' share amounting approximately € 45 million.

The contract was awarded by Secretaría de Comunicaciones Y Transportes (Ministry of Communications and Transport). Work is set to commence mid 2010 and is expected to be completed mid 2011.

Boskalis was awarded the first phase of the Cuyutlán project last year. This second and final phase of the dredging work requires further dredging in the lagoon. The work scope includes the deepening of the basin, construction of an access channel and creating a turning basin. A total of approximately 13 million cubic meters of sand and clay will be dredged and the project will be executed with a medium and large sized hopper and three cutter suction dredgers. Boskalis has a strong home market position in Mexico and the majority of Boskalis' work will be executed by own local employees.

The Boskalis strategy is designed to benefit from the key macro-economic drivers that are fueling global demand in our selected markets: global trade, increasing energy consumption, expanding population pressures and the challenges of changing climate conditions. This port expansion project is driven by a need to cater for larger vessels and future trade volumes. This LNG project reinforces the requirement for infrastructure to accommodate the strong demand for energy resources. Source : [boskalis](#)



Above seen the London registered container ship [Darwin](#) ex ANL Indonesia ex Maersk Indonesia ex MSC Indonesia, departing Cape Town on July 2, 2010. The ship was built in 1996 - 51,931 grt.

Photo : [Ian Shiffman](#) (c)

## DP World, Lanco & L&T vie for Chennai Port terminal project

Nine international and domestic players are in the race to build the proposed Rs 3,686-crore mega container terminal for the Chennai Port Trust.

The firms include, DP World- a leader in international marine terminal operations and development, logistics and related services; IL&FS Maritime Infrastructure Company ; Lanco Infratech; Mundra Port & SEZ, Navayuga Engineering Company; Vadinar Oil Terminal; L&T Transport Private Development Project ; FGI International Sdn Bhd and a consortium led by infrastructure major GVK.

"The port has completed the initial request for qualification (RFQ) process and once it obtains the necessary security clearance from the ministries concerned, it would proceed with the RFP (request for proposal). Within a month, the works would be awarded," Subhash Kumar, chairman, Chennai Port Trust, told FE.

He said the mega container terminal would be the single largest terminal ever built not only in India but in the neighbouring region. It would be developed on a private-public-partnership model with a capacity to handle 5 million TEUs (twenty equivalent units). The terminal would be constructed north of existing Bharathi Dock with continuous quay length of 2 km with 22 m alongside depth.

Initially, the terminal would be designed with 18 m depth and then would be scaled up further to meet the growing requirement. "The terminal would be the deepest inner harbour box terminal and no container ship requires this depth. But say 10-20 years down the line, if ever they build a ship anywhere in the world bigger the largest ship of the present days, then, the Chennai Port would be the one of the ports which would be able to handle the ship," he said. The project is expected to be commissioned by 2013 and would be fully operational by 2017.

With the commissioning of this project, the overall capacity of Chennai Port would move up to 8 million TEUs, the biggest-ever for containers. "We have been waiting for the security clearance from the ministry for the past 4-5 months. We hope to get the clearance anytime soon and latest by August, the project would be awarded to the BOT operator," he said.

"The project development cost proposed on a BOT basis with cost of dredging, floating crafts and navigational aids, working out to Rs 561 crore, would be borne by Chennai Port. The BOT operator will invest on berth and breakwater construction, reclamation of backup area, handling equipment and other landside infrastructure which works out to Rs 3,125 crore. **Source : Financial Express**

## Vessel carrying quay cranes for the ICTT waiting at Kochi port

The Kochi port has requisitioned additional dredging to enable entry for the vessel carrying quay cranes for the proposed Vallarpadam project on schedule. The port in a statement said that unexpected obstruction in the ICTT basin has affected dredging for the Vallarpadam project as well as delayed the entry of the vessel carrying quay cranes. The vessel had arrived at the outer anchorage on June 24.

Although the contractor had deployed three dredgers of 14,300 cu m capacity, an unexpected hard patch 35 meter wide and 300 meter long parallel to the jetty could not be cleared.

Subsequently, a specialized mechanical dredger from Mumbai was deployed from June 29 to remove the hard patch. To further expedite the work, the port's grab dredger Nehru Satabdi would be engaged on payment basis. Earlier in May, the port had berthed two vessels carrying RTG cranes for the project at ICTT berth which had required lesser draft, the statement said.

It may be recalled that the port had engaged Jaisu Shipping for capital dredging to deepen and widen the channels and basin areas. The work has been completed in the outer and inner channels and work in the basin area started on May 1 after the area was handed over by DP World. More than 90% of the overall capital dredging work has been completed. **Source : Stealguru**

## MARITIME INSTITUTE WILLEM BARENTSZ VOTED FOR DP TRAINING CENTRE OF THE YEAR



**Maritime Institute "Willem Barentsz"** is voted for DP training centre of the year by the IDPOA. We are very happy with this recognition. We always have put a lot of effort in good quality DP training courses.

Steven Jones, IDPOA Executive Director said of the award, "It is all too easy for students to leave training centres with barely a look back over their shoulder. That is certainly not the case with Maritime Institute Willem Barentsz. The training centre polled an incredible 68 % of the total vote. With first class facilities, dedicated, professional and passionate lecturing staff, this was a runaway winner in the category."

In the same week MIWB was accredited by the Nautical Institute to conduct DP seatime reduction courses. This intensive DP simulator training provides the course participant with 6 weeks dp seatime on dp 2 vessels. So one week training on the simulator equals 6 weeks sailing on a dp vessel. It is possible to follow this training course after the dp simulator

course and 30 days dp seatime. For more information see: [www.miwb.nl](http://www.miwb.nl)

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## Sohar Port invests in deepwater jetties and new terminal facility

The Port of Sohar in Oman is to invest around US\$250 million in the construction of both a major deepwater bulk jetty, and build a dry bulk and aggregates terminal that promises to transform the region into major Middle Eastern hub for shipping aggregates and bulk materials.

Construction has already begun on the deepwater bulk jetty, which is being built to meet the shipping needs of Brazilian miner Vale. The company is currently building a huge iron ore pelletising and distribution centre at the industrial port, according to the Oman Daily Observer.

It is hoped the jetty will begin operation by the first quarter of 2011, to coincide with the scheduled commencement of Vale's pelletising activities, and be fully operational in the second part of 2011.

The jetty itself will be 1,380m long, and will extend out into the Sea of Oman. Around 500 piles will reportedly be placed on which the trestle and the jetty platforms will be constructed. Berthing pockets with a draft of 25m will allow for the docking of ultra-large ore carriers. Dutch dredging contractor Van Oord has begun dredging the approach channel and berthing pockets, having so far dredged some 8 million m3 from the seabed. **Source : Dredging News Online**

## **FUTURE PIPE INDUSTRIES GROUP AND SCANUNIT SECURE ORDER**

**FOR RETROFIT OF COOLING WATER SYSTEM ONBOARD SWEDISH ICEBREAKERS**



Future Pipe Industries Group and its Swedish contractor Scanunit are to replace 1200 meter of steel pipe per ship with glass fiber reinforced epoxy pipe systems (GRE) onboard vessels 'mv **Atle**' and 'mv **Frej**'

Future Pipe Industries Group (FPI), the global leader in the fiberglass pipe industry, has announced that it has been awarded the order for the supply of glass fiber reinforced epoxy pipe systems (GRE) for two ice breakers. Just one year after FPI and Scanunit started their collaboration, the Swedish Maritime Association granted this big order. Marc Groenewoud, Unit Manager Shipbuilding of FPI said: "we are very pleased that our co-operation with Scanunit is already so successful. Securing this project is testament to the fact that our collaboration has a lot of synergies for both of our organizations.

He added: "Scanunit will be leading this project and FPI will supply the material to Lulea, in the North of Sweden. Both prefabrication (alongside) and installation of the spools will be done by trained Scanunit fitters in close co-operation

with FPI. Before mounting the new system in the ships, the existing steel pipes will be removed. Together with the GRE piping Scanunit will install new plate heat exchangers and Boll & Kirch filters. So we can speak of true turn key project management”

**Icebreaker facts: LoA 104 m, Beam 23,5 m Power 22000 bhp, 5 Pielstick PC 2.2 Crew 20-22**

## **First phase of UAE's Taweelah port construction completed**

Abu Dhabi Ports Company (ADPC) will finish building within weeks the first phase of a 2.7 square km offshore port in Taweelah, part of the emirate's largest infrastructure project. The initial phase of Khalifa Port and Industrial Zone (KPIZ) will open in late 2012 but later phases will not be fully completed for 20 years. The project will be part of the Abu Dhabi Plan 2030 to stimulate new manufacturing industries and provide them with the transport links they require. The first phase involved two years of dredging 45 million cubic metres to create a deep-draft, 12km approach channel to the port, and reclamation of the offshore port island. "This is the first big visible reference that this port is here, it's real and it will be ready for business," said Tony Douglas, the chief executive of ADPC.

Mr Douglas, a former chief executive of London's Heathrow Airport, has been working on the project for the past four months, although his appointment as the head of ADPC was officially announced this week. The project comprises the port, which is 4.6km offshore and connected by causeways to the mainland, and a 417 sq km inland free zone that will be the site of factories for aluminium, chemicals, paper and glass. "This is not just a port that happens to have an industrial zone," Mr Douglas said. "We are developing an industrial zone that has multi-modal transport connectivity, of which the port is vital." He said the zone would also rely heavily on air and rail links from the planned Union Railway, and airports in Abu Dhabi and Dubai. When complete, the port will be able to handle 15 million containers a year and about 35 million tonnes of general cargo.

Although a total cost has not been given, the KPIZ project budget to 2013 is Dh26.5 billion (US\$7.21bn), ADPC said. In 2007, ADPC awarded the Dh5.5bn dredging contract to a consortium including Archirodon Construction, Boskalis Westminster Middle East and Hyundai Engineering and Construction. Contracts have been awarded to Larsen and Toubro for a Dh300 million deal to build electrical power systems, distribution substations and civil buildings. In July last year, ADPC awarded a Dh1.4bn contract to Al Habtoor Leighton to build onshore port facilities, and Al Jaber-GIS was last month contracted to design and install control systems throughout onshore and offshore areas of KPIZ in a deal worth Dh350m. Other contracts could be announced in the coming months, including those for offshore building works, port terminal infrastructure and facilities, and industrial zone road and utilities networks. As well as becoming a catalyst for new industries, the port will also gradually assume the emirate's seaborne trade as Mina Zayed, in downtown Abu Dhabi, is wound down and redeveloped into office and residential space. A plan to shift shipping lines and logistics companies to the new port would be drawn up in the next nine months, ADPC said. Companies planning a presence at the port and industrial zone include EMAL, which is building one of the world's largest aluminium smelters, and a large chemicals company called Tacaamol, which is part of the Government's plan to develop downstream industries. Khaled Salmeen, the executive vice president of the industrial zones unit for ADPC, said he was optimistic the industrial zone would attract major industrial players. **Source: dredgingtoday**

## **Paradip port to have multi-purpose berth**

Aggressively pursuing its expansion plans to substantially raise capacity, Paradip Port is set to have a multi-purpose berth exclusively to handle Clean Cargo and containers at a cost of Rs 387.31 crore. "The dedicated terminal, likely to be operational by 2012, will add five million tonne capacity to the existing installed capacity of 76 million tonnes," Acting Chairman of Paradip Port Trust (PPT) Biplab Kumar told reporters here. He said the board of trustees of PPT have approved issue of letter of award in favour of the Consortium of Sterlite Industries (India) Limited and Leighton Contractors (India) Pvt Ltd.

The berth would be developed on a build, operate and transfer (BOT) basis at an estimated cost of Rs 387.31 crore of which BOT operators' component would be Rs 329 crore, while PPT would bear an expenditure of about Rs 58 crore

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towards capital dredging in front of the berth, Kumar said. The concession period would be 30 years, he said adding that on completion of the project, the port would be able to handle Clean Cargo including container in the dedicated Terminal on southern side away from the bulk handling berths on the northern part. Expansion plans of the port are being aggressively pursued to increase the capacity to more than 135 million tonnes by 2013-14, Kumar said. kumar said ppt also proposes to construct an oil jetty at an estimated cost of Rs 192.01 crore by funding from its own internal resources.

This 10-MTPA Oil Berth would cater to the requirement of the Paradip Oil Refinery. This apart, the port is already in the process of carrying forward two other berths - a deep draft iron ore terminal and deep draft coal terminal on PPP mode at an estimated cost of Rs 591.35 crore and Rs 479.01 crore respectively, he said. The projects are likely to be completed in 2012, he said adding clearance for coastal regulation zone (CRZ) for the projects were awaited from Orissa government. **Source: manoramaonline**



The **PAGODA** seen just casting off whilst the **MOL CREATION** with onboard pilot **Rik van Marle** is entering the port, in the background is seen the **EVER SIGMA** with another newscippings contributor pilot onboard **Luuk Silvius**



And a dual mooring was executed as can be seen above

**Photo's : Rik van Marle (c)**



## Odfjell orders newbuilding

Odfjell has signed an agreement with Daewoo Shipbuilding & Marine Engineering Co., Ltd (DSME) to build one fully IMO II 75,000 dwt chemical tanker with 31 coated tanks for delivery first half 2013 at a total price of about USD 65 million.

On the same date our J/V partners National Chemical Carriers of Saudi Arabia (NCC) has ordered a sister vessel with expected delivery late 2013. The ships will be commercially operated by our J/V NCC Odfjell Chemical Tankers JLT (NOCT), based in Dubai. Both Odfjell and NCC have options for one more vessel each. **Source: Odfjell**



Above seen the **Arubaborg** leaving Shanghai for her maiden voyage last Sunday , behind her is the Legend of the Seas passing her, to berth in Shanghai. **Photo : Pierre (c)**

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## Maersk service begins calls at Sharjah

Maersk has scheduled its East Africa/Gulf service, Masiika Express, to call at Sharjah Container Terminal (SCT) weekly. This gives SCT a regular, direct weekly call to and from the East African ports of Dar es Salaam and Mombasa, providing even more options for the substantial numbers of African exporters and importers in the region. SCT and nearby Khorfakkan Container Terminal (KCT), located on the eastern coast of the UAE outside the Gulf, are operated by Gulftainer, which reports that both facilities are continuing to record increases in volumes in 2010 after last year's "remarkable" achievement of posting growth during the downturn.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 188

Paul Hennessy, GulfTainer's SCT Terminal Manager, welcomed the 2500 teu/27,000 GRT ER LUBECK last week, saying: "It is particularly pleasing to welcome the new Masiika Express service as it reflects the confidence (Maersk/Safmarine) have both in us and the volumes of business moving to and from East Africa." **Source: seatradeasia**



Above seen the port of the **SIBU** which is located 60 km upstream along the Rajang river, the longest river in Borneo  
**Photo : Piet Sinke (c)**

## OLDIE – FROM THE SHOEBOX



The **MEUSE** of Muller & Co (Rotterdam) in yesteryears  
**Photo : Coll. Kees van Huisstede**

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



The **VOS PRECIOUS** seen arriving in Rotterdam – Photo : Nico Ouwehand (c)

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