

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 035



**Number 035 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 04-02-2010**

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**The STANISLAV YUDIN seen arriving back in Rotterdam**  
**Photo : Harry van de Berg (c)**

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## IN MEMORIAM

The editor of the shipping newsclippings received the very sad news that



## CAPT. LEO FLIKWEERT

Passed away suddenly whilst working onboard the **SMIT LUMBA** in Saudi Arabia at the age of 63

As I know Leo well, in view of working together on several projects and relieving each other onboard the **SMIT BELAIT** in Thailand several times in the past, I remember him as a very capable boat handler and popular "human" colleague

Herewith I would like to wish his wife Anneke, the kids and other members of the family and friends all the strength they need to cope with this sudden and very unexpected loss.

**\*\*\*\*\* LEO - REST IN PEACE \*\*\*\*\***

**We will keep you informed when Leo will arrive back in Holland**

## EVENTS, INCIDENTS & OPERATIONS

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The **PRIMUS** seen above arriving in Rotterdam - Photo : Frans de Lijster (c)

## North Korean vessel detained in Ukraine for illegal drugs, spirits, cigarettes and ammunition on board

In Oktyabrsk sea port, Nikolayev, Ukraine, Customs found in a medical ward 108 capsules of Terpin-Codein and decided to search vessel more thoroughly. They found ammunition for AK-47, Master explained that he exchanged these 103 charges in Somali for food. Also Customs found not declared 23 bottles of Leonardo brandy 0.7 liter, 9 packages of cigarettes, paint and one more hiding place with drugs, Terpin-Codein and Deozepam. Vessel detained, investigation under way.

**Chong Chon Gang** IMO 7937317 Flag North Korea General Cargo build 1979 DWT 14000 Chongchongang Shipping Co. Ltd Source : Mikhail Voytenko

## Canadian navy ship intercepts potential pirates

A Canadian frigate patrolling off the coast of Somalia intercepted a small boat on Thursday carrying suspected pirates, say military officials. A helicopter flying over the Gulf of Aden spotted the boat 45 kilometres from **HMCS Fredericton** at 7:44 a.m. local time and informed the crew on the ship, according to a news release from NATO's Allied Maritime Component Command.



Left : **HMCS FREDERICTON**  
Photo : DND

When people on the boat realized they had been spotted, they tried to flee but were stopped when the helicopter hovered in their path. The

**Fredericton** arrived and boarded the boat, conducting a detailed search, a news release said.

The six people on board, of Somali descent, raised their hands and cooperated with the search. The Canadians didn't find weapons or ammunition, but the crew of a U.S. helicopter that assisted in the incident said they saw what looked like boxes being thrown into the ocean before the Canadian crew boarded the boat, the release said.

"This event demonstrates that pirates remain active in this area and the difficult mission it is to locate these small skiffs, whether from air or sea," Cmdr. Steve Waddell, captain of the **Fredericton**, said in a news release.

"In this particular case, though, there was not enough evidence to detain the individuals, I do believe that we were able to prevent them from carrying out an attack on another vessel." The boat's crew had no equipment to suggest they were fisherman or merchants, he said. The **Fredericton** is on a six-month counter-piracy mission to the region as part of NATO's **Operation Ocean Shield**.

The Gulf of Aden is in the Arabian Sea between Yemen and Somalia. **Source : The Edmonton Journal**

## US Submarine To Join Search Of Crashed Ethiopian Airliner

A US submarine will join the search work of an Ethiopian airliner which crashed into the Mediterranean sea off Lebanon's coast a week ago, China's Xinhua news agency cited a Lebanese daily as reporting on Tuesday.

The Lebanese government has formally asked the US-based **Odyssey Marine Explorations** to send a submarine to help in recovering the plane and its black boxes, according to the newspaper. The passenger plane crashed into the sea shortly after takeoff from Beirut in a fierce storm on Jan 25, killing 90 people on board.

The report quoted Lebanese Transportation and Public Works Minister Ghazi Aridi as saying that the submarine has set off and should be in Lebanese waters in the next few days. The rescue teams have recovered 14 bodies as well as some body parts and pieces of the plane. The fuselage and the two black boxes are still missing.



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The Boeing 737-800 of Ethiopian Airlines is thought to be at least 1,500 meters beneath the sea. Officials are especially keen on knowing why the plane veered off course after takeoff, but have ruled out sabotage.

Ethiopian Airlines spokesperson Wogayehu Tefere has said the pilot was experienced and had been with the company for 20 years. The probe into the disaster includes French and US experts, among them a technical advisor from Boeing. **Source : BERNAMA**



## CG Final Update on Port Arthur Spill

The unified response to the collision and oil spill from the tankship **Eagle Otome** continues. To date, more than 9,600 barrels of oil/water mixture has been recovered, evaporated or dispersed naturally of the 11,000 barrels spilled. Current response assets include 88 oil skimmers, 6 oil vacuum vehicles and 114,545 feet of containment boom. As the majority of the on-water oil has been recovered, the operation will begin to focus on shoreline clean-up and restoration.

Vessel traffic and facility numbers have returned to pre-incident status. Vessel Traffic Service is managing traffic. Demobilization of select personnel and equipment has begun. Shoreline Clean-up Assessment has begun in preparations for shoreline clean-up. Protective boom remains in sensitive areas. The rehabilitation of oiled wildlife continues. Six birds are currently being monitored, one has been released and four deceased. **Source : MarineLink**

## Somalia, Pirates Use Hijacked Ro-Ro

The NATO Shipping Centre reported that on Jan. 30 the vehicle carrier **Asian Glory** (Blue hull and white superstructure), previously hijacked and still under pirates control, was in position 04:19N - 052:13E CO:005 SPEED 14. It is assessed pirates are using **Asian Glory** for their pirate activities. All vessels navigating in the Indian Ocean to consider keeping east of 60E when routing north/south and to consider routing east of 60E and south of 10S when proceeding to and from ports in South Africa, Tanzania and Kenya. Vessels are also advised not to approach closer than 100 miles from the position given in this report and maintain maximum CPA with any ship acting suspiciously. While navigating in the region vessels are urged to operate at a heightened state of readiness, maintaining strict 24 hours anti-piracy visual and radar watches, actively implement recommended anti-piracy measures and regularly report their position/course/speed to UKMTO. Early assessment / detection will allow ships to take evasive measures to prevent boarding and request for assistance. All attacks and suspicious sightings including possible pirate mother vessel towing skiffs should be reported.



Above seen the Chilean **Esmeralda** in front of Copacabana Beach , Rio de Janeiro. Photo : Erik Leutscher ©

The construction of the **Esmeralda** began in Cádiz, Spain, in 1946. She was intended to become Spain's national training ship. During her construction in 1947 the yard in which she was being built suffered catastrophic explosions, which damaged the ship and placed the yard on the brink of bankruptcy. Work on the ship was temporarily halted. In 1950 Chile and Spain entered into negotiations in which Spain offered to repay debts incurred to Chile as a result of the Spanish Civil War in the form of manufactured products, including the not yet completed **Esmeralda**. Chile accepted the offer and the ship was formally transferred to the ownership of Chile in 1951. Work then continued on the ship. She was finally launched on 12 May 1953

## **Ships scrapping activity to double in 2010 says Clarkson**

In a positive note for the overcapacity problems of the global fleet, leading research house Clarkson said that total scrapping activity is expected to more than double during 2010, surpassing the 60 million tons mark. During 2009, which also recorded one of the fastest pick up of demolition activity, a total of 29.88 million tons of vessels was scrapped. Lower freight rates and a huge orderbook in most ship types across the industry led many ship owners to scrap their older vessels, in an effort to pave the way for their expected new buildings.

Based on Clarkson figures the 2009 scrapping figures were the highest in a decade as 246 dry bulk carriers were scrapped, together with 188 tankers and 180 container ships. Their average age stood at 29 years old. Just for comparison 2008 saw the scrapping of just 377 ships with a capacity of 13.2 million tons, with an average age of 30.5 years old, a bit higher than those scrapped last year. In fact, most of them leaving the world's fleet during the last quarter of the year, when the economic crisis broke out, leaving the shipping industry stunned. Scrapping figures from other sources vary, but it seems that approximately 30-35 million tons of shipping capacity left the fleet last year. According to shipbroker consultants N. Cotzias Ltd., 34.6 million tons of carrying capacity were removed from the market. During the whole of 2009, India got the lion's share in terms of units acquired with 473 ships, China came in second place with 271 units, Bangladesh was third with 211 units and Turkey finished in fourth place with 105 units. Average prices for the whole year were around the \$270 per ton mark and that number includes the price offered by Turkey.

It is worth noting that over the last 12 months (and despite the huge increase in ships sold for recycling) prices in all markets have recorded substantial increases: India +43%, Bangladesh +38%, Pakistan +29% and China +43%. These prices could prompt even more owners around the world to move forward into 2010 with new deals, as many

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analysts have feared a potential oversupply of tonnage. As Hellenic Shipping News Worldwide earlier reported, the trend set last year in terms of scrapping deals, should be maintained, in order for the market to recapture its balance and together with an increase of trade activity set its sights at higher levels of freight rates and thus earnings for ship owners.

This prediction coming from reputed analysts seems to be verified. Estimates from Cotzias indicate that a rather hefty 1,812 dry bulk carriers are expected for delivery from shipyards during 2010, versus a mere 593 vessels last year, when many owners delayed their deliveries. Newbuilding deliveries are expected to drop back at 1,255 in 2011, before returning at healthier levels with 476 scheduled deliveries in 2012 and 101 in 2013, although there's still plenty of room for these numbers to increase, as owners could return to placing orders by the second half of 2010. But, at the same time, Clarkson estimated that 2010 could very well be the year when iron ore trade will surpass the 1 billion ton mark, an unprecedented record. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



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## FIRE CONTAINED ON IRISH FERRIES VESSEL - OSCAR WILDE

At twenty four minutes past seven Tuesday evening, Falmouth Coastguard received a call from the crew of the ferry **Oscar Wilde** who reported that they had a fire in the engine room.

The ferry is operated by Irish Ferries and had been in Falmouth Docks for a refit departing Falmouth this afternoon with 113 crew on board. Falmouth Coastguard despatched the Coastguard tug Anglian Princess to the Oscar Wilde and requested the launch of the Falmouth and Lizard RNLI lifeboats to standby the vessel. Three tugs have also left Falmouth Docks to assist.

The MIRG fire fighting team is being airlifted to the vessel by helicopter to assist the crew in the handling of this fire incident on board the vessel. The fire is in the engine room and has been suppressed by the fire systems onboard.

The crew are conducting boundary cooling. James Instance, Duty Area Officer, Falmouth Coastguard said:

The master called us as soon as he was aware of the fire having anchored two miles south of the Falmouth pilot station. We were then able to put into place procedures that we have tried and tested in routine exercises with MIRG fire fighting teams throughout the UK. The fire appears to be contained at the moment.

The MAIB (Marine Accident Investigation Branch) have been informed.

**Source : The Maritime & Coastguard Agency Press Office**



## NAVY NEWS

# HOLLAND CHRISTENED IN FLUSHING



Queen Beatrix of The Netherlands christened the newbuilding patrol vessel for the Dutch Navy **P 840 HOLLAND** at the Damen Naval shipyard in Flushing  
Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com) (c)



Photo : Huib Lieverse (c)

## Sunken WWII Submarine "USS Flier" Found



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The U.S. Pacific Fleet submarine force confirmed Tuesday that a sunken wreckage found in the Balabac Strait of the Philippines at a depth of 330 feet was that of a World War II missing submarine, the **USS Flier**. It is the fifth such submarine to be found since 2005.



Announcing the discovery, Rear-Admiral Douglas McAneny, commander of the Pacific submarine force, said the submarine was located with video evidence and information provided by a team from YAP

Films and assistance from the Naval History and Heritage Command.

"We hope this announcement will provide some closure to the families of the 78 crewmen lost when the **Flier** struck a mine in 1944," he added.

Commissioned in 1943, the **USS Flier** left Pearl Harbor for patrolling in January 1944 but ran aground at Midway Island. After repairs in California, it again left Pearl Harbor four months later and attacked several Japanese ships.

On August 13 of 1944, the 1,525-ton Gato-class submarine struck a mine in the South China Sea and sank within 30 seconds. Only 14 of the 86 crewmen bailed out of the sub, and, of them, eight survived the swim ashore.

And, those eight, including Al Jacobson of Grand Haven--the last surviving member who died in 2008--were rescued at the end of the month. **Source : RTT News**



## Submarine Tender Transfers to U.S. Military Sealift Command

Military Sealift Command (MSC) accepted responsibility for submarine tender **USS Frank Cable (AS 40)** Feb. 1. Cable, which is homeported in Guam, serves as a floating maintenance and logistics facility for Navy submarines.

Cable will operate as a commissioned ship with a U.S. Navy captain in charge of a hybrid crew, consisting of 157 civil service mariners (CIVMARs) and 206 uniformed Navy personnel. Other uniformed personnel will maintain and operate the on board repair facility. Prior to the transfer, Cable was crewed by approximately 599 Navy personnel plus an embarked repair department that brought the total uniformed number to 1,363. Operating ships with CIVMARs frees uniformed Sailors to perform critical jobs in the combatant fleet. Cable's CIVMARs will be responsible for the ship's deck department, navigation, engineering plant, galley and steward services and will also have primary responsibility for communications and ship supply functions.

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The more than 200 uniformed personnel assigned as crew members will operate the shipboard information systems, maintaining defensive weapons systems and coordinating supply functions with civilian mariners. All departments under CIVMARs leadership have been reconfigured to combine military and civilian personnel. The transition from military to civilian will continue through the conversion period when ship's navigation, machinery automation and habitability will be modified for CIVMAR operation.

The command ship **USS Mount Whitney (AS 39)** and submarine tender **USS Emory S. Land (LCC 20)** are the only other MSC ships that retain their commissioned status and operate with a similar leadership and crewing configuration. "We've had a great experience working with the CIVMARs and Navy personnel aboard our other submarine tender," said Rusty Bishop, MSC special mission ships program manager. "We are pleased to bring another great ship with an important mission to our program." Military Sealift Command operates approximately 110 noncombatant, merchant mariner-crewed ships that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners.

## SHIPYARD NEWS



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## Finnish government approves the support of Turku Shipyard

The Finnish government approves the proposal from the Ministry of Employment and the Economy about support to STX Finland's Turku Shipyard. These measures aim at getting mainly domestic new orders worth a total of EUR 500 million. The measures include innovation support, financing as well as support for investments in vessels designed for less impact on the environment. The government also talks about ordering state-owned vessels earlier than originally planned. **Source: shipgaz**

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## 2 NEW BUILDINGS FROM DAMEN – SONG CAM SHIPYARD



Above seen the **PB Endeavour** yn 512231 and below **PB Plenty** yn 51223 during sea trials last week in Halong Bay, Vietnam .

Photo's Ed Barten - Damen Shipyards Gorinchem ©



These 2 ASD 2411 tugs are build in Song Cam shipyards In Hai Phong for Damen under supervision of Damen surveyors. These 2 tugs are number two and three in a series of four for **PB Towage**.

The first in this series was the **PB Daintree** (Shippingnewsclippings 15-12-2009). The last tug named **PB Murrumbidgee** yn 512233 will be finalised medio march.

## Keppel Corp acquires 10% stake in new Baku shipyard

The Keppel Corporation has begun work to build a shipyard south of Baku, reports news source News.Az. A memorandum of understanding on the construction and operation of the shipyard was signed in Baku on 20 November 2009 by State Oil Company President Rovnag Abdullayev, Azerbaijan Investment Company CEO Afgan Isayev and the executive director of Keppel Corporation, Tong Chong Heong. Rovnag Abdullayev said that on the expiry of a fixed period, Keppel Offshore would acquire an equity stake in the project.



"Since February they have already acquired a 10% stake," Abdullayev said.

As a result, Keppel, which is responsible for construction and operation of the shipyard, owns 10% of the project, SOCAR 65%, and the AIC up to 25%. Construction of the shipyard is expected to take 2.5 to three years and to cost at \$300-350 million. Some 30% of investments are to be made by the partners themselves and 70% to be raised externally.

The shipyard is under construction near the Heydar Aliyev Deepwater Jackets Factory, south of Baku. The yard is designed to build different ships, both civilian and naval, ships for the State Oil Company, the Caspian Shipping Company, the border service, the Defence Ministry and tankers with a deadweight tonnage of up to 60,00 tonnes. The plant will also receive orders for ship building.

The State Oil Company (SOCAR) predicts demand for 110 vessels over the next 20 years. SOCAR earlier signed a memorandum of intention with South Korea's STX for the construction of the shipyard. However, it cancelled the memorandum after STX changed its proposals because of the global crisis. Keppel Fells has been working with SOCAR for more than 12 years. **Source : Seatrade Asia**

## **Keppel AmFELS delivers jackup Tuxpan to Perforadora Central on time**

Keppel AmFELS Inc., the US wholly-owned subsidiary of Keppel Offshore & Marine Limited (Keppel O&M), has delivered its first rig in 2010 to Mexico's Perforadora Central SA de CV, safely, on time and within budget.

Mr Patricio Alvarez Morphy, President of Perforadora Central, said, "**Tuxpan** is built to the highest standards of safety and quality under the expert project management and construction capabilities of Keppel AmFELS. We are confident that this fine rig will achieve a strong operational record when she begins work."

**Tuxpan** is the second jackup rig that Keppel AmFELS has built for Perforadora Central. Built to the LeTourneau Super 116E design and with leg lengths of 511ft, Tuxpan can drill wells up to 30,000ft in water depths of 375ft.

Mr Tan Geok Seng, President of Keppel AmFELS, said, "With a strategic presence at the gateway of the Gulf of Mexico, Keppel AmFELS is in a prime position to serve one of the most important oil and gas markets in the world.

"The completion of **Tuxpan**, another well-executed project, augments our track record in this region and reinforces the strong partnership that we have built with good repeat customers such as Perforadora Central.

"With our close market insights and comprehensive suite of products and services, we seek to be the preferred solutions provider in this region." Keppel AmFELS is currently constructing four other newbuild jackup rigs of the enhanced **LeTourneau Super 116E design**, for Rowan Companies. The construction of these rigs is progressing well.

Located in Brownsville, Texas, Keppel AmFELS reinforces Keppel Offshore & Marine's presence in the Gulf of Mexico and its strategy to be near its markets and customers. Since its establishment in 1990, Keppel AmFELS has built up its facilities and equipment to become the most well equipped offshore shipyard in the Gulf of Mexico. The yard engages in the construction, refurbishment, conversion, life extension and repair of a complete range of mobile drilling rigs and platforms. Its comprehensive facilities are first class, including a drydock capable of docking the largest semisubmersible drilling units, and a modern steel processing plant.

Perforadora Central provides offshore and onshore drilling service mainly for PEMEX. **Source: Keppel**

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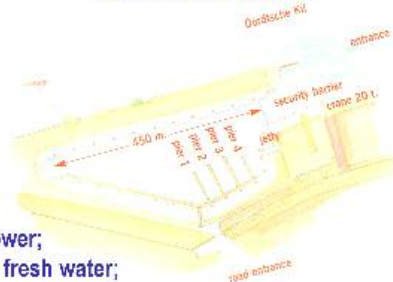
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## Port exports iron ore

Tuticorin Port has handled 176.32 lakh tonnes during the last nine month period (April '09 to December '09). Further, the Port by its proactive policy has allowed anchorage operations to improve the traffic potential without affecting the environment. Recently, the Port has exported iron ore after several years, according to its release here on Monday.

G.J. Rao, Chairman, Tuticorin Port congratulated all the stakeholders and stressed the need for collective participation from all. **Source : The Hindu**

## Aegean Marine Petroleum Network Inc. Takes Delivery of Bunkering Tanker Newbuilding

### Further Expands Double-Hull Bunkering Fleet

Aegean Marine Petroleum Network Inc. announced that it has taken delivery of the **Zakynthos**, a 6,272 dwt double-hull bunkering tanker newbuild from Qingdao Hyundai Shipyard in China. The vessel is expected to be deployed to the Company's market located in Gibraltar.

E. Nikolas Tavlarios, President, commented, "We are pleased to continue to execute our growth strategy with the delivery of the **Zakynthos**. By once again expanding our high-quality logistics infrastructure, we have further enhanced our ability to meet the strong demand for modern tonnage and strengthened our leading industry brand. With 14 additional double-hull bunkering tanker newbuildings scheduled to be delivered this year, combined with the previously announced planned acquisition of Verbeke Bunkering N.V., Aegean is well positioned to significantly increase its market share for the global supply of marine fuel and expand future sales volumes."

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

### and Acquisition of Capesize Vessel under Construction

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Navios Maritime Holdings Inc., a global, vertically integrated seaborne shipping and logistics company, announced today the delivery of a new build Capesize vessel and the agreement to acquire another new build Capesize vessel.

The **Navios Antares**, a 169,059 dwt Capesize vessel, was delivered to Navios Holdings' owned fleet on January 20, 2010 from a South Korean Shipyard.

# DCI to pull out from KoPT dredging on non-payment

Dredging Corp of India (DCI) wants to pull out from dredging the riverine channels of Kolkata Port Trust (KoPT), although the ministry wants to prevent it from doing so. While the finance ministry has not disbursed the previous arrears of dredging subsidy, which adds up to Rs 550 crore, it has also not disbursed the dredging subsidy of Rs 478 crore for the year 2008-09.

Union shipping minister of state Mukul Roy said the ministry would marshal all efforts to get the current year's dredging subsidy and the arrears from the finance ministry within this fiscal.

"Both the KoPT and the DCI are under the control of the shipping ministry. So DCI will not be able to take any decision on its own unless we allow it," Roy told FE. "The shipping ministry is already in talks with the finance ministry to get the dredging subsidy for KoPT and the matter will be resolved soon," he added.

DCI chairman and managing director SS Tripathy has written to the chairman KoPT that DCI will stop dredging and withdraw all its six dredgers with effect from February 10, if the KoPT does not pay it Rs 375 crore, the contract amount for one-year dredging, by February 9.

KoPT chairman A Majumdar said since the port did not get the dredging subsidy in 2008-09, which it has been getting every year, it could not pay DCI. "The matter has been brought to the notice of the shipping ministry and we hope it will stall DCI's such initiative," said Majumdar.

Roy said the ministry is ensuring that KoPT gets its dredging subsidy both for 2008-09 and 2009-2010 as well.

Earlier, in another occasion, the finance ministry wanted KoPT to explain the logic behind running the riverine ports of Kolkata and Haldia since it was draining huge amount of money from the government exchequer on account of dredging and demurrage charges to foreign shipping lines as well.

In fact, demurrage charges are paid in US dollars and for each day's delay a shipping line claims \$10,000. At one point of time due to draught constraints, around 60 ships queued at the Sandheads, 70 nautical miles from the Haldia port waiting for berths. Although Roy said such a letter from the finance ministry was a routine affair and nothing would hamper KoPT's operation, KoPT officials felt that the idea of closing down... **Source : Financiale express**

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## **Jan De Nul Group awarded dredging project in Iraq**

Jan De Nul Group has signed a contract for the deepening of Umm Qasr Port in the southernmost tip of Iraq, near the border with Kuwait. The port is Iraq's gateway to the Arabian Gulf and a lifeline for import of mixed cargo and bulk goods. Over the years the port has slowly silted up.

Jan De Nul's contract will see the company deepen the port to -12.5m. The contract is worth Euros 52 million and will take eight months to complete. The company will deploy one small and one medium sized trailing hopper dredger to carry out the work.

The client is General Company for Ports of Iraq (GCPI). Jan De Nul said the signing of the contract was the result of months of negotiations. "Extreme attention has been given to the safety of crew, staff and vessels," said the company.

**Source : Dredging News Online**

## **Recreational area at Karachi Port almost ready**

Members of the KPT board of trustees visited the Port Grand complex and inspected this mile long food and entertainment facility being built at the Karachi Port that is nearing completion, a press release said. The project has been designed and landscaped in collaboration with a team of international consultants. The trustees noted that attention has been paid to detail and user friendliness in the billion-rupee project funded entirely by the private sector on build, operate and transfer basis with the KPT.

Member KPT Board Jameel Yusuf emphasised the need of taking all safety and security measures to protect the landmark project and to maximise comfort for thousands of expected visitors to the complex daily. The trustees also recognised protection of environment and heritage in the execution of works throughout the complex. The facility will provide port-based food and fun, a feature customary of every major port city but so far unknown in Karachi. Additionally, the Port Grand has an Art Lane to serve as a special enclave for budding artists to paint or perform in other fields of art.

Port Grand is expected to have 100 different concepts, which include everything from popcorn to exquisite dining, some of the outlets include famous international brands which are present in the region but not yet introduced in Pakistan. The complex will also have seven corporate sponsors as brand partners including famous beverage and tea producers, a leading drinking water brand and major cellular telecom company. **Source : Imran Farooq**

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The **FAIRPLAY I** seen pushing the **MARGOT-N** alongside  
Photo : Rik van Marle (c)

## Antwerp Launches Breakbulk Promotion Effort

The Antwerp Port Authority and its port community are launching a new campaign to attract more breakbulk trade to the port. The port authority and the five trade associations in the Alfaport Antwerpen federation signed a series of five covenants on Tuesday setting out plan objectives for making Antwerp more competitive, with one of the working parties dealing with branding and promotion. The five covenants cover five types of cargo, including steel, fruit, forest products, project cargo and roll-on, roll-off cargo.

Under the covenants, Antwerp aims to maintain and expand its leadership position in breakbulk and its general position as the second-largest port in Europe overall. One of the provisions is for Antwerp to have a stronger presence at trade events and conferences. The port authority will organize trade days in the course of this year for steel, forest products and project cargo, among other types.

It will also take part in leading international events such as the Steel Logistics Conference, The Journal of Commerce's Breakbulk Conferences in Singapore, Antwerp and Houston, Fruit Logistica, Transport & Logistics Munich, Intermodal South (Sao Paulo) and Intermodal Russia (Moscow). The private companies in the Antwerp port area will also participate more often in conferences and trade fairs in their sector. The five covenants contain working agreements between Antwerp Port Authority and Alfaport Antwerp, allowing for a joint approach supported by the signatories, in addition to the individual efforts towards promoting the port of Antwerp. The associations within Alfaport Antwerpen are known by their Dutch initials ASV (Antwerp Shipping Federation), KBRV (Royal Belgian Shipowners' Association), ABAS (Professional Association of Antwerp Master Stevedores and Port Operators), VEA (Antwerp Freight Forwarding, Logistics and Works' Agents Association) and KVBG (Royal Association of Traffic Flow Controllers). The signing of the covenants forms part of the closer collaboration between the private and public sectors of the port as part of the Total Plan, for which 10+1 work groups have been set up. The work groups will effectively start their activities as of this week, with progress toward defined goals for this year monitored by a steering group of work group leaders and initiative-takers.

The work groups will report back to the States General of the Antwerp port community before the summer. The port authority said that based on the first reactions of various parties involved, there seems to be great openness and a strong will to collaborate. It said the new initiative can therefore be expected not only to give direction to the joint efforts with the private sector to overcome the recession, but also to give new impetus to the sense of community that is typical of Antwerp.

**Source: Journal of Commerce**

## JACK UP BARGES ORDERS NEW JB-117



After the successful introduction of our newbuild Jack-Up's **JB-109, JB-110, JB-114, JB-115** and **JB-116** ( under construction) in 2008, 2009 and 2010, we are proud to announce that we signed the contracts for building the new **JB-117**. This unit, with a 1000 tons crane, will be delivered in May 2011.

The outline specification of the **JB-117** type jack-up unit is as follows:

Type	:	MSC Sea 3250
Payload	:	2200 tons ( for clients use)
Length	:	76 metre
Width	:	40 metre
Depth	:	6.00 metre
Leg length	:	82 metre ( max. 90 metre)
Crane	:	1000 tons at 22 metre
Helideck	:	super puma
Accommodation	:	68 men

If you have any questions and/or comments on the JB-117, please contact Maarten Hardon at [m.hardon@jackupbarge.com](mailto:m.hardon@jackupbarge.com)

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## USCG GRANTS UNCONDITIONAL APPROVAL OF DONJON-SMIT, LLC'S OPA-90 SALVAGE SERVICES CONTRACT AND FUNDING AGREEMENT



Donjon-SMIT, LLC, an OPA-90 Alliance, has received unconditional approval from the U.S. Coast Guard for its Salvage, Marine Firefighting and Lightering Contract and Funding Agreement. The Coast Guard's full acceptance of the contract means that Donjon-SMIT, LLC now has the required approvals for a mechanism to contract with vessel owners needing salvage and marine response services required under OPA-90, and stipulated in the Salvage and Marine Firefighting Requirements; Vessel Response Plans for Oil; Final Rule dated December 31, 2008.

The contract fully meets the Coast Guard's 33 Code of Federal Regulations 155.4025 definition of "contract or other approved means," including the "funding agreement" component of that definition.

"Donjon-SMIT is most pleased by this approval by the Coast Guard. It opens the door to offer our array of salvage-related OPA-90 services to all of our current and potential clients under the new regulations soon to go into effect," said Paul Hankins, Vice President, Operations. "Donjon-SMIT, with its expertise, assets, and now a Coast Guard-approved contracting mechanism, is ready to begin implementing new standby-services contracts well ahead of schedule," he said. To see the Coast Guard's letter of approval or for additional information on Donjon-SMIT, visit [www.donjon-smit.com](http://www.donjon-smit.com)

## **Khalifa Port to contribute \$22b to UAE's GDP on completion**

Khalifa Ports and Industrial Zone (KPIZ) at Taweelah, set to be Abu Dhabi's largest port, will open in the last quarter of 2012 with an initial capacity of two million TEUs (twenty-foot equivalent container units), top company officials said Monday.



Mohammad Al Shamisi, vice-president of port operations at Abu Dhabi Ports Company (ADPC), speaking at the Middle East Ports 2010 conference on Monday, said that the initial capacity would include 8 million tonnes of general cargo, which is four times the capacity of Mina Zayed, the city's largest existing port.

Mina Zayed port, which handled 530,000 TEUs of cargo and 4.9 million tonnes of general cargo last year, will be transferring its operations to the new Khalifa Port as it comes online.

Covering 40 square kilometres, three times the size of Abu Dhabi island, the Khalifa port will have a total capacity of 15 million TEUs and 35

million tonnes of other cargo at the end of the five-phase construction in 2030.

Initially, plans were to finish construction of the port by 2038 and bring a capacity of 22 million TEUs to the market. Walid Al Tamimi, vice-president of the ports projects unit at ADPC, told reporters that studies and paperwork processes had delayed the opening by two years.

"It's difficult to decide the end capacity. We have to see how the market picks up in the future. Then we'll make another business plan, another forecast, to see if there will be further expansion necessary. "Where we select to put the container terminal is yet to be decided," he said on the sidelines of the conference.

The initial capacity of two million TEUs is less than half of the available space utilised in the first phase, according to Al Tamimi. Located mid-way between Abu Dhabi city and Dubai, the port will be close to the new Al Maktoum International Airport. When complete, KPIZ is expected to have 141,000 residents and 70,000 jobs and contribute \$22

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 035

billion (Dh80.8 billion) to the GDP of the UAE. Sixty to 80 per cent of its cargo will be exported to regional and global markets.

Adjacent to the port, the Industrial Zone Area A will cover 51 square kilometres, while Area B will be developed in two phases for further expansion. The port and industrial Area A will serve the market demand until 2030. ADPC has set aside a land area of 300 square kilometres for development beyond 2030. Al Tamimi said that 2010 would see road and infrastructure contracts being awarded for the industrial zone, but did not mention their value.

Al Shamisi said the port would be a "main anchor" for industries such as manufacturing and logistics. The port currently has a separate berth for Emirates Aluminium (Emal), the aluminium smelter that will begin operations at the end of this year.

Out of the \$10-billion estimated project cost, ADPC spent Dh825 million to build an environmental breakwater to protect the corals in the area.

ADPC is developing 10 new ports in the capital city, which include the new Mussafah Port. The existing port in the area has limited capacity, with just a 300-metre quay wall.

"There are a lot of urban projects taking place such as bridges and tunnels. We want to develop the new port to support the new industrial areas and also to be close to the new Mussafah channel," Al Tamimi said.

The new port will serve the nearby industrial areas in Mussafah that are being developed under the ICAD (Industrial City of Abu Dhabi) authority.

Mussafah Channel relocation is a Dh1.5-billion project that includes building bridges and a new channel 63 kilometres long, 200 metres wide and with a draft of nine metres. The project will be completed at the end of June this year, according to Al Shamisi.

Currently, ADPC has yet to design the master plan or estimate a budget for the development of the new Musaffah Port. Al Tamimi said that masterplans for projects of this size could take between a year or two to be designed and approved.

"The design could be completed this year and the real construction can start this year, if there is instruction from senior authorities to move ahead and to do it quickly," he said.

## Inchcape Shipping Services on the auction table

Dubai World's investment arm Istithmar has put port and shipping agent Inchcape Shipping Services up for sale for \$600 million to \$700 million and has attracted interest from private equity groups, writes Reuters quoting the Financial Times.

Dubai World is seeking to offload assets as part of a restructuring plan after the state-owned conglomerate rocked global markets last November when it said it would request a delay on paying \$26bn in debt linked to its main property units. The report said Advent International, Cinven, Charterhouse Capital Partners, Montagu Private Equity, TPG Capital and Kohlberg Kravis Roberts & Co were all working on bids potential bids for London-based Inchcape, which is one of the world's biggest marine management firms with some 200 offices globally.

Istithmar bought Inchcape for \$285m in 2006 from London-based private equity fund Electra Investment Trust.

**Source : Seatrade Asia**



**Ikuna** seen passing under the Tasman Bridge after loading Zinc Concentrates at Nystar zinc processing plant at Risdon.

Photo : Cody Williams (c)

## Star Bulk Announces the Sale of the Capesize Vessel Star Beta

Star Bulk Carriers Corp. a global shipping company focusing on transportation of dry bulk cargoes, today announced that the Company has entered into an agreement to sell the **Star Beta**, a 174,691 dwt Capesize vessel, built 1993, to a third party for a contracted sale price of \$22 million. The company expects to deliver the vessel to the buyers in the second quarter of 2010 upon its redelivery from the current time charter.

Akis Tsirigakis, President and CEO of Star Bulk, commented: "We are pleased having agreed to sell one of our oldest vessels. We look forward to concentrate on renewing and growing our fleet. Our entire fleet is secured by period contracts and following the sale of the **Star Beta**, 92% of the fleet operating days for 2010 will be contracted and the fleet average age will be 9.4 years."

## Olympic cruise ship as floating hotel plan could be sunk

A plan to berth an 1,100-room cruise ship in North Vancouver for use as a floating hotel during the Olympic Games appears to be in serious danger of sinking. Edmonton-based Newwest Special Projects - which has marketed the **Norwegian Star** to Games visitors for the past nine months - said in a statement over the weekend that sales have



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been disappointing while expenses have increased beyond expectations. It said it is negotiating with its partners to try to lower costs and keep the project alive.

Former Newwest Special Projects president Dennis Laliberte said Monday he could not talk about the Olympic cruise ship project and referred inquiries to a company representative in Utah.

"I'm not allowed to say anything about this project," he said. The possible cancellation of the Olympic floating hotel venture comes after Newwest twice slashed prices to try to boost sales.

When it announced the project last May, the cost of a basic room was to be about \$1,300 US a night but that was cut to \$500 in October. The starting price was then lowered to \$275 US a night last month, with the prospect of even lower prices as the Games neared.

Newwest paid more than \$10 million to lease the cruise ship and had to spend a significant amount of money to renovate the Kinder Morgan industrial dock in North Vancouver for use as a temporary cruise ship terminal.

Source : [vancouver.sun](#)

### Rotterdam port posts final report, slightly improved but a 8.1% drop, 387 million tones for 2009

The Port Authority posted final numbers of the port's throughput for 2009 showing two million tons of handled volumes more over 385 million tons previously reported. However, freight traffic through the Port of Rotterdam in 2009 totaled 387 million tons, a year-over-year 8.1 percent decline (8.5% in provisional data).

The authorities explained the slightly improved digits were primarily due to a smaller drop in the volume of transshipped crude oil. In 2009 its terminals handled 96.4 million tons, 4% lower over the last year's numbers. The final data showed slight differences in volumes for other commodities categories against initially reported.

Rotterdam is by far the biggest port hub in Europe, with its infrastructure providing services for ocean lines, feeder lines, pipelines, rail and road transport. The Port's area is 10.5 thousand ha. Source : [PortNews](#)

### Dabhol LNG terminal delayed by dredging

Operations at India's third liquefied natural gas (LNG) terminal, being built at Dabhol in Maharashtra, will be further delayed due to difficulties dredging silt at Ratnagiri port, pushing back its commissioning schedule. The terminal was expected to be commissioned last month.

"Dredging will take more time," said a senior official from Ratnagiri Gas and Power Private Ltd (RGPPPL), refusing to provide a new timeline. RGPPPL has awarded the contract for dredging to Gammon India.

RGPPPL had planned to commission the terminal in March last year. Like the first two terminals at Dahej and Hazira in Gujarat, the Dabhol plant will be located on the west coast. Source : [Dredging News Online](#)

## OLDIE – FROM THE SHOEBOX

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The THSD **AM VELLA** seen dredging in Port Phillip Bay 22-2-1996 14 years ago. The vessel at the time belong to the Port of Melbourne, she was later sold and traded in Hong Kong where she sank after a collision with the loss of 8 lives on 12th of March 2002.

Photo : Andrew Mackinnon (c)

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



The **HAPPY GIRL** seen outward bound from Rotterdam

Photo : Marijn van Hoorn (c)

## MOOIE SCHEPEN EN BANEN

Door : Hans Roodenburg en Cees de Keijzer



De haven leeft doorgaans niet meer zoals vroeger onder de Rotterdamse bevolking. De samenlevingsproblemen van een grote stad krijgen in de media tegenwoordig meer aandacht, menen de auteurs Hans Roodenburg en Cees de Keijzer. Dat is dan ook de reden waarom zij in het boek '**Mooie schepen en banen**' de blik richten op het mooie van de haven en de scheepvaart.

Jaarlijks komen er circa 33.000 zeeschepen de Nieuwe Waterweg op. De Rotterdamse haven mag dan wel in goederenoverslag niet meer de grootste van de wereld zijn, in Europa is zij nog immer nummer 1! Zo'n 86.000 mensen hebben daarin, in de veelheid en verscheidenheid aan functies, direct werk. Indirect zijn dat 300.000 mensen. De economische uitstraling naar de rest van het land is ook groot. Over de grenzen heeft Mainport Rotterdam, als 'Gateway to Europe', nog een achterland van 500 miljoen consumenten.

De auteurs hebben een selectie gemaakt van – vaak bijzondere – schepen, die in 2009 de Rotterdamse haven aandeden. Tevens geven interviews met mensen op de werkvloer een goed inzicht in hun functie in de haven. Kortom een informatief en leerzaam boek.

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