

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 065



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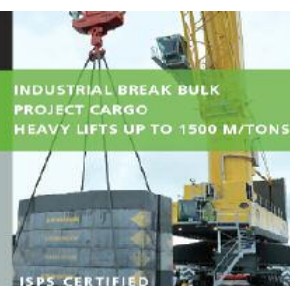
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**Harm's PEGASUS seen passing the Bosphorus straits towing a STX newbuilding hull bound for Norway.**

**Photo : via Harms Bergung**

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## EVENTS, INCIDENTS & OPERATIONS



Above seen the **HAPPY BUCCANEER** loading a shiploader in Brisbane ( see also photo of the day )  
Photo : John Brink / Sander Jongenelen – Happy Buccaneer ©

## Neah Bay tug aids crippled ship; 'true value' of mission shown

The 712-foot container ship **Horizon Tacoma** was expected to reach the Port of Tacoma March 3rd p.m. Wednesday, under tow by Neah Bay's emergency response tug, the **Hunter**, and its companion vessel, the Garth Foss, after smoke was noticed late Tuesday night in the disabled vessel's engine room.

No fires, spills or injuries were reported, Curt Hart, spokesman for the state Department of Ecology, said Wednesday afternoon. "They still had full use of their thrusters and navigation," he said.

The crew saw smoke coming from the No. 1 engine's turbocharger, shut the engine down as a precaution and notified the Coast Guard, after which the state-funded Hunter made its first full emergency response of 2010 and its 11th in more than 10 years, Hart said.

A full emergency response occurs when an emergency tug attaches a line to a stricken vessel and takes it under tow for repairs. It's the 44th time an emergency response tug at Neah Bay has responded to a request for assistance off the Washington coast since 1991, when the tug was first stationed there, Hart said.

Hart said late Wednesday afternoon that the mini-flotilla tug was expected to arrive at the Port of Tacoma by 9 p.m. Wednesday. A repair crew that boarded earlier Wednesday in Port Angeles may have repaired the **Horizon Tacoma** by the time it docks, Hart said.

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The **Horizon Tacoma** had been headed from Dutch Harbor, Alaska, to Tacoma. The crew notified the Coast Guard of the problem at about 10:30 p.m. Tuesday. The **Hunter** towed the vessel to Port Angeles, anchoring in Port Angeles Harbor at about 7 a.m. Wednesday when the repair crew boarded the vessel.

The **Hunter** also was joined in Port Angeles by the escort tug **Garth Foss** under orders from Suzanne Englebert, Coast Guard captain of the port, Puget Sound, Hart said. The Hunter is stationed at Neah Bay under contract between owner Crowley Maritime Corp. and the state Department of Ecology.

The agency and Crowley have arranged to have a Crowley tug, **Valor**, stand by at Neah Bay until the Hunter returns, Hart said. The **Valor** was already in Neah Bay by late Wednesday afternoon. Ecology has a \$3.6 million contract with Crowley to supply emergency response from June 30, 2009, to July 1, 2010, Hart said.

Funding for Neah Bay tug operations shifts to the private sector July 1, Hart said. "The law is that ships covered under our regulations by state law will have to pay to have that tug funded to make sure there's an asset there at Neah Bay," Hart said.

The incident Wednesday "shows the tug's true value," marine consultant and oil-spill activist Fred Felleman said. "It's not every day you have a fully dead ship under tow," he added. "That shows you the tug's value. This was obviously a big problem." **Source : Peninsula Daily**

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



The **MSC MAGNIFICA** seen departing from Amsterdam – Photo : Joep van Dam (c)

## Armed Spanish trawler repels pirate attack

Armed, private security guards aboard a Spanish trawler repelled an attack by pirates using rocket-propelled grenades in the Indian Ocean on Thursday, naval forces and Spanish sources said.

The European Union's naval mission to the waters off Somalia and the Gulf of Aden, said that "earlier this morning, 4 March, the 2,100-tonne Spanish fishing vessel Albacan was attacked by pirates in the Indian Ocean. "The **Albacan**, owned by Albacora, and registered in Cadiz, was fishing half way between the Seychelles and the Kenyan coast (off Mombasa) when it was approached by two pirate skiffs."



A statement by EU-NAVFOR said one of the skiffs "fired a rocket-propelled grenade that exploded on the deck of the fishing vessel," but that "private security armed guards" fired back "over the heads of the pirate skiff" and the attackers fled. "All crewmembers are unharmed," the naval mission added. The Spanish fisheries federation said the attack took place at 0730 GMT some 350 nautical miles (650 kilometres) off Kenya, with Spanish media citing an exchange of gunfire and a fire, rapidly extinguished, in the kitchen caused by the grenade.

Last year, 16 Spanish crew members of a tuna trawler, the **Alakrana**, were held for more than a month by Somali pirates before a four-million-dollar (2.9-million-euro) ransom was paid. The Spanish government has authorised the use of armed guards, as opposed to assigning military personnel the way France has, for instance.

Spain will send a navy ship with 100 crew members on board to the region before the end of the month to help patrol the Somali ports from where the pirates depart from, the Spanish defence ministry said. The country already has a navy frigate and a maritime patrol plane in the Gulf of Aden to help dissuade pirates from attacking ships. **Source : AFP**

## **Terrorist Group Planning Malacca Oil-Tanker Attacks**

A terror alert from the Singapore navy to oil tankers in the Malacca Strait, a shipping lane that's almost six times busier than the Suez Canal, may be linked to regional groups associated with al-Qaeda. Singapore's navy has "received indication" that a terrorist group is planning attacks on oil tankers in the Malacca Strait, according to an advisory today from its Information Fusion Centre.

"The warning should be taken seriously," Rohan Gunaratna, the head of the Singapore-based International Center for Political Violence and Terrorism Research, said in an interview. "There are terrorist groups in the region that have the intent to carry out terrorist attacks and some of these groups have relationships with al-Qaeda." The advisory from the navy to the maritime community, sent through the Singapore Shipping Association, reflects the "significant" threat of marine and land-based attacks in the Malacca Strait amid an increase in global trade, Gunaratna said.



The **MSC KIWI** seen westbound in the Singapore Straits March 4<sup>th</sup> - **Photo : Piet Sinke (c)**

"The terrorists' intent is probably to achieve widespread publicity and showcase that it remains a viable group," it said, without naming any groups. "This information does not preclude possible attacks on other large vessels with dangerous cargo."

The 600-mile (965-kilometer) Malacca Strait, between Malaysia and the Indonesian island of Sumatra, is used by more than **90,000 vessels** every year. It's the shortest sea route between the Persian Gulf and North Asia, according to the U.S. Energy Information Administration. An estimated 15 million barrels a day of oil passed through the channel in 2006, about a third of global seaborne volumes. "Nearly half" of the world's shipping fleet would need to reroute if the strait was blocked, the EIA said. "In the past there were a number of attempts to mount terrorist attacks in the Malacca Strait," Gunaratna said. "The threat of terrorism in this region is still very significant." Governments in the region are likely to step up intelligence gathering, boost "protective security measures" and alert commercial partners when there's a terror alert, he said. The Singapore navy has started "operational coordination" and information-sharing with regional partners, according to today's advisory. A Singapore navy spokeswoman, Zheng Xinhui, couldn't provide further details of the warning.

Past cases of successful terrorist attacks on tankers were carried out using smaller vessels such as dinghies, speedboats and fishing boats, which are common in the Malacca Strait, the advisory said. Wooden, 3-meter long fishing vessels that usually carry two fishermen, known as sampans, may be "exploited by perpetrators" and ship masters should steer clear of them, according to the advisory. The advisory recommended shipmasters to adopt defensive measures similar to those taken when transiting through the Gulf of Aden near Yemen. In October 2000, 17 American sailors were killed by a suicide bombing of the **USS Cole** warship docked at the port of Aden. The **Singapore Shipping Association** represents about 370 members including marine-fuel suppliers and trading companies. **Source: Bloomberg**

## **More than 50 ships stuck in Baltic Sea ice: maritime authorities**



Above seen the **NORDICA** assisting the **AURORA** which was stuck in the ice enroute Hamina  
**Photo's : Cornelia Klier ©**

Around 50 ships, including large ferries reportedly carrying thousands, were stuck in the ice in the Baltic Sea Thursday and many were not likely to be freed for hours, Swedish maritime authorities said. "Around 50 commercial vessels are waiting for help from ice breakers (and) we have had as many as six large passenger ferries stuck, but have managed to free two of them," Johnny Lindvall of the Swedish Maritime Administration's ice breaker unit told AFP. He said that two large Viking Line ferries that regularly shuttle thousands of passengers between Sweden and Finland were among the four ferries still stuck in the ice. According to the TT news agency, the two ferries were the Isabella and the Amorella and were in total carrying 2,630 passengers. **Source: AFP**



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CruiseWest's 120 guest **SPRIT OF OCEANUS** seen anchored at Singapore Western Anchorage  
Photo : Piet Sinke ©

## Wave of oil tanker deals predicted

Consolidation among oil tanker owners will accelerate as a result of tough shipping and financial market conditions, one of the sector's key figures has predicted. The comments by Morten Arntzen, chief executive of New York-listed Overseas Shipholding Group, come amid a glut of sharp profit falls for the large tanker operators.

Mr Arntzen said that banks' reluctance to lend would force weaker owners to sell out to stronger ones. OSG has the world's second-largest tanker fleet by ship numbers.

The process would favour listed companies that could raise capital on public markets, Mr Arntzen went on. His views contradict traditional shipping market wisdom, which values the benefits of the secrecy enjoyed by the sector's hundreds of private owners.

"Finally, being a public company has value," Mr Arntzen told the Financial Times. "The advantage is the access to an additional source of finance other than the traditional ship mortgage."

Declining demand for oil and oil products and an oversupply of ships have hit large tanker operators' profitability. OSG itself on Monday revealed net profit down 78 per cent to \$70.2m on turnover down 36 per cent to \$1.09bn.



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Frontline, the market leader, announced net profit down 85 per cent to \$103m on Friday, and AP Moller-Maersk is likely to announce either severe profit falls or losses at its tanker division on Thursday because of its heavy exposure to the troubled market for oil product tankers.

However, Mr Arntzen insisted large, publicly-owned companies such as his would have significant advantages in the next few years over the hundreds of small, privately-held companies – many Greek – that still form the bulk of the world tanker fleet. Large operators have gradually been buying up rival companies or their ships in recent years as growing environmental concerns have pushed major oil companies to prefer bigger, safer operators. However, Mr Arntzen said that process would speed up as small operators found the shipping banks on whom they relied for finance were no longer willing to lend.

"The companies that can tap the bond market, the equity market – they have an advantage," Mr Arntzen said. "That will lead to an acceleration in consolidation." OSG was exploiting its relatively stronger financial position by watching out for problems with the payments on ships ordered by financially fragile competitors, Mr Arntzen told the Marine Money Hamburg ship finance forum last week. The company bought a pair of completed oil product tankers from one shipyard after their intended owner was unable to finance its final pre-delivery payment. Growing regulatory pressure on banks would only increase their tendency to prioritise lending to the biggest, best-capitalised companies, Mr Arntzen told the FT. "The regulatory thing is going our way," he said. Shortage of capital remained a far bigger problem for most tanker operators than the market downturn, Mr Arntzen insisted. Many owners are struggling to finance instalments on orders placed with shipyards during shipping's 2001-08 boom. "The tanker market is just poor," Mr Arntzen said. "The real crisis is in the banks." **Source: Financial Times**



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## Canada officer says Brazil navy remiss

The first officer of a sailing ship that capsized off Brazil's coast said Wednesday he and 63 others on board could have been rescued within hours if Brazilian officials had ordered planes and other boats to assist the ailing vessel sooner.

Kim Smith said there was at least one other vessel within four hours of his training ship, the Concordia, just before it capsized and sunk on the afternoon of Feb. 17.

It took nearly 40 hours before merchant ships were able to safely rescue the 48 students and 16 crew members stranded in lifeboats several hundred miles (kilometers) off the Brazilian coast. Brazilian officials should have been alerted immediately by the emergency beacon aboard the Concordia and responded more quickly, Smith said.

"There was a vessel within four hours of us and I know they received a distress call almost instantly," Smith said from Lunenburg, Nova Scotia, the home base for the **Concordia**. "There could be a false signal, but when you see that there are 64 people involved you'd think they would step it up a little."

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The Brazilian navy has defended its response to a shipwreck that left the teenage students adrift on the ocean for two nights. The navy deployed a search aircraft about 19 hours after it received a distress signal from the SV Concordia, which officials say is in line with standard procedure.

A Brazilian navy spokesperson couldn't immediately be reached for comment on Wednesday. Navy spokeswoman Maria Padilha said last month that naval responders received a distress signal about 10 p.m. local time Wednesday (8 p.m. EST; 0100 GMT Thursday) and immediately tried to make radio contact with the vessel. They also communicated with nearby ships and aircraft to see if they could spot anything wrong in the area, Padilha said.

The aim was to assess what type of emergency had occurred, she said, given that it could have been anything from a minor engine problem to a grave illness or a sinking ship. Navy Lt. Edward Stansfield, public affairs officer for the Canadian Maritime Forces Atlantic, has said the policy of Canada's Joint Rescue Co-ordination Centre in Halifax is to send planes immediately after receiving a distress signal from any ships offshore.

Officials with the Transportation Safety Board of Canada said response time will be one of the areas they examine in an independent investigation announced Wednesday into the sinking of the Concordia, which served as a floating classroom for students from around the world.

Ken Potter, manager of investigations for the marine branch of the TSB, said they are gathering information on a range of issues to determine what caused the ship to sink. Smith said he was in his cabin when the 18-year-old vessel went violently slammed on its side twice in rapid succession and making movement almost impossible.

He said he believes a so-called microburst, or vertical downdraft of wind, walloped the vessel without warning as it headed from Recife, Brazil to Uruguay. William Curry, the ship's captain, has called it a miracle that everyone on board made it into rafts and survived. **Source : google**



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## NAVY NEWS

# Cursing Female Navy Captain Booted From Ship

In a blow to the public image of women in senior military positions, a female Navy captain was removed from command of a destroyer after an inspector general investigation found that she verbally and physically assaulted crew members and forced subordinates to walk her dog and entertain at a personal party.



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Capt. Holly Graf's tenure in charge of the guided missile cruiser **Cowpens** included numerous cases of belittling crew members in a manner that apparently shocked even hardened sailors used to foul-mouthed ship behavior, according to investigators. "What are you, f\*\*\*\*\* stupid?" was apparently a regular Graf refrain.

The report, which substantiated several of the claims made against Graf, brought an end to her time on the ship. The military newspaper Stars & Stripes reported Graf's removal in January for abusive behavior, citing the inspector general report, which had not been publicly released at the time.



A few days ago, however, the Navy released a copy of the report to the Admiralty & Maritime Law blog, and a copy was obtained by Time magazine under the Freedom of Information Act. The Time article, which includes extensive interviews, painted Graf as a modern William Bligh, a reference to the 18th-century British naval captain whose infamously harsh treatment sparked a mutiny on the *Bounty*.

The question being raised now is how Graf was able to rise through the ranks and stay in command as long as she did. Even before the inspector general report was released, Graf's exploits as captain of the *Cowpens* proved rich fodder for national security bloggers and blog commenters, who discussed her alleged misdeeds, including an allegation that her ship had plowed into a whale (and that she had tried to prevent pictures being taken of the dead mammal).

"Apparently this is the same Captain Graf who reportedly mowed down a whale on the high seas, and who seriously offended an Australian official during a port call," Susan Katz Keating, a national security reporter, wrote on her personal blog. "Captain Graf also was known for her skills at coffee-cup-hurling but not seamanship."

Not all of the allegations against Graf could be backed up by the inspector general, however. For example, the report could not substantiate that some of her alleged actions, such as a high-seas drag race between her ship and the **USS John McCain**, an Arleigh Burke-class destroyer, put her crew in danger. "Multiple witnesses interviewed by the [inspector general] and the commanding officers of both ships all stated that the ships were racing," Pacific Fleet spokesman Cmdr. Jeff David told the New York Post. But the captain of the *McCain* apparently defended Graf, saying she halted the race and that neither ship was ever in danger. According to Time, Graf is now assigned to a naval laboratory. **Source : aolnews**

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The **Aileen M** and **Coastal Fighter** seen outfitting at **Neptune Marine Shipbuilding** in Aalst, Netherlands.  
Photo : **Gerrit Vink** ©

## Austal USA to be prime contractor in next LCS bid

Austal USA and General Dynamics Bath Iron Works (BIW) have agreed to revoke their current teaming arrangement. This allows Austal USA to act as prime contractor in the upcoming bid for 10 U.S. Navy Littoral Combat Ships (LCS). It will also allow BIW to bid as the second source LCS shipbuilder under a new LCS procurement policy,

The Navy is expected to award the contract for two LCS's, including options for an additional eight vessels, by the end of FY 2010. If Austal USA is awarded the FY2010 contract, potentially worth up to \$4.8 billion, it will continue to act as prime contractor for future LCS bids. Under the new procurement policy, an additional five-ship contract, to be awarded in FY 2012, is to be awarded to a contractor other than the winner of the 10-ship contract. By revoking the teaming agreement, BIW becomes eligible bid as the second source LCS shipbuilder.

General Dynamics Advanced Information Systems, which is currently the systems integrator in the program, will now subcontract to Austal USA, as it currently does in the Joint High Speed Vessel (JHSV) program, providing open architecture systems that, says Austal, deliver better, faster and more affordable capability.

Joe Rella, Austal USA President and Chief Operating Officer, commented, "Working with BIW, whom we hold in the highest regard as one of the best surface naval shipbuilders in the world, has enabled us to achieve a level of maturity and experience to be a prime shipbuilder of U.S. Naval Combatants, and we are ready to take on this new leadership role in the LCS program."

BIW will continue to act as prime contractor for Austal's second LCS, **Coronado (LCS 4)**, which is currently under construction at Austal USA and due for completion in 2012. **Source : MarineLog**



## STX Europe to build new shipyard in Brazil

STX Europe is to build a new shipyard in Fortaleza in Brazil's Ceara state. It will increase STX Europe's shipbuilding capacity for offshore and specialized vessels in response to growing demand in the Brazilian market.



STX Norway Offshore AS (subsidiary of STX Europe AS) and its Brazilian partner PJMR plan to invest approximately \$100 mill in the yard over a period of three years. The project is expected to benefit from domestic financing on favorable terms, supported by government resources.

"The project is of strategic importance for our business area," comments Roy Reite,

President of STX Europe's Offshore & Specialized Vessels business area. "The new shipyard will strengthen our ability to serve our clients in Brazil with increased capacity and capability. The new yard in Ceara aims to serve the growing Brazilian oil and gas market by supplying various types of vessels as offshore and specialized vessels and LPG carriers. We look forward to continuing the good cooperation with our clients and partners in Brazil."

STX Europe entered the Brazilian market ten years ago and in cooperation PJMR has developed a strong position to meet the needs of the oil and gas industry in Brazil. Since the acquisition of the Niteroi shipyard in 2001, STX Europe has delivered more than twenty vessels from the yard, ranging from platform supply vessels to anchor handling tug supply vessels, ROV and pipelaying construction vessels. In the last few months the yard has received orders for three new advanced PSV offshore vessels, and has now eight vessels in the backlog for delivery up to 2013. **Source :**

**MarineLog**



## Submarine suppliers hit The Hill

More than 200 submarine suppliers from across the U.S. gathered March 4th on Capitol Hill to stress the critical role that the submarine industrial base plays in national defense and the economy.

During the 19th annual Submarine Industrial Base Council's Supplier Days conference, suppliers thanked Congress for its previous support, and encouraged it to support the president's requested funding for the Virginia-class submarine program, including construction of two submarines, and initial design work for the Ohio Replacement program.

"Submarines are a vital part of America's national defense," said Jim Jelinek, co-chairman of the council. "The more than 4,000 companies from 50 states represented by the Submarine Industrial Base Council are proud of their contribution to national security. With the help of Congress, we can continue to provide the Navy with the world's best nuclear-powered submarines that can ensure continued undersea dominance and our nation's security."

The event kicked off March 3 with briefings by Navy officials on the status of the submarine programs.

Today's congressional activities began with a large gathering between suppliers and over a dozen members of Congress. After that, suppliers spoke about the importance of a strong industrial base in individual meetings on Capitol Hill. The council also presented Sen. Christopher Dodd, D-Conn., with the Submarine Industrial Base Advocate Award, the first such award in the council's history. "Sen. Dodd has long recognized the importance of our submarines and the associated industrial base and we wanted to make sure he understood the positive impact he has had on our suppliers and the submarine force," said Mr. Jelinek.

Members of Congress also voiced their support for the Council's work. "The reason that the United States has the best submarines in the world is that we have the strongest industrial base in the world standing behind them," said Sen. Joe Lieberman, I-Conn. "The Submarine Industrial Base Council's supplier days are a key opportunity for those of us in Congress to learn how we can better support the workers who build American submarines, and I look forward to doing my part again this year."

"Our submarine fleet is second to none," said Rep. Norm Dicks, D-Wash. "They fulfill the key leg of our strategic nuclear deterrent, keep our oceans open and safe, and are feared by our enemies. The construction of one of these subs, a multibillion dollar asset which is more complex than the Apollo rocket, requires the substantial knowledge and skill that only a solid, experienced industrial base can provide. In this regard I applaud the work of the SIBC, the entire submarine industrial base, and the workers who devote their efforts so that our submarine force remains the dominant undersea force for years to come."

"I am grateful for the work of the Submarine Industrial Base," said Rep. Gene Taylor, D-Miss. "I look forward to working with the delegations from Connecticut and Virginia along with all of my colleagues, to ensure these vital platforms are delivered in quantities sufficient to meet our nation's Navy's needs."

"As Chairman of the Strategic Forces Subcommittee, I understand the many roles our submarine force plays in support of our national security, especially in maintaining our nuclear deterrence," said Rep. Jim Langevin, D-R.I. "The high quality and dedication of our submarine industrial base ensures that we can continue to entrust these most important responsibilities to the sailors that make up our 'silent service.' I am proud to be able to represent and support an area that houses this critical work."

"In its nearly two decades, the Submarine Industrial Base Council has proven to be one of the strongest, most organized advocates for the submarine fleet and its suppliers," said Rep. Joe Courtney, D-Conn. "The Virginia-class program is a versatile weapons system developed by the innovation and ingenuity of thousands of suppliers across the country, whose goals are to keep our nation safe and to keep our economy moving. This is an important year as the industry prepares to ramp up to building two Virginia-class submarines per year and continues development of the replacement SSBN, and it is critical that Congress continues to hear from the members of the SIBC about the nation-wide impact of these programs." **Source : MarineLog**

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## \$7.2 Million Tug To Boost Muara Port Services

A Tug boat costing \$7.2 million will be commissioned to provide better tug services to foreign vessels mooring at Muara Port, following a contract to design and build the tug boat signed yesterday.

The contract, called "The Design, Construction, Commissioning and Delivery of a Twin Screw Multipurpose 50-ton Bollard Pull Tug", was awarded to Multitech Sdn Bhd, a project management and consultancy firm that also deals in providing specialised materials.

In a statement, the Ports Department said the contract signing represents one of its projects under the National Development Plan. The boat will measure 33 metres in overall length and come with two 2,260hp Caterpillar diesel engines with enough power to provide a "bollard pull" (towing force at zero speed and full power) of 50 tons, the department said.

Gwee Peng Hong, Multitech managing director, who signed the contract on behalf of the company, told The Brunei Times that the boat would be built "specifically as required" by the Ports Department.

However, as of press time, further details on the specification of the tug could not be obtained as an officer from the Ports Department directly in charge of the project said that he was not authorised to divulge more details about the contract.

"The new tug will be fully constructed within 14 months and will be in service, Insyallah, in June 2011. The new tug will be an addition to the existing three tug boats owned by the Ports Department," said Acting Director of Ports Department, Hj Bujang Hj Tinkong, who signed the contract on behalf of the department.

He added, "According to Ports Department statistics, the number vessels calling at Muara Port have been increasing over the years. In 2007, there were 1,802; in 2008, 1,970; and in 2009, 1,726".

The acting director said that with the new addition to the port fleet, the department could render an efficient tug service to foreign vessels, as well as government and local vessels, berthing at Muara Port.

Also present as a witness was Permanent Secretary at the Ministry of Communications, Hj Alaihuddin Pehin Orang Kaya DiGadong Seri Lela Dam Seri Utama Hj Mohd Taha. **Source : The Brunei Times**

## TOR SUECA AT THE VLAARDINGEN <> FELIXSTOWE SERVICE



The **TOR SUECA** has been switched to the Vlaardingen - Felixstowe service following the delivery of the **TOR JUTLANDIA**. However, she has not immediately replaced the **MAERSK VOYAGER**. She is, instead, covering for the **TOR BRITANNIA**, which is at Frederikshavn for a refit. – Photo : Frans de Lijster (c)



The **TOR JUTLANDIA** seen approaching Immingham from Esbjerg - Photo : Simon Smith (c)

## New harbour at Great Yarmouth opens

Port Strategy reports that the new outer harbour at EastPort UK opened for business last month.

The new outer harbour at EastPort UK opened with global port group PSA International, grain business Gleadell Agricultural Ltd, and crushed rock supplier Stema Shipping (UK) Ltd all in place with a long term commitment to the multi-purpose outer harbour.

With Great Yarmouth already well established as an offshore support facilities centre, the new outer harbour will give a further boost to operations, increasing capacity and the range of activities.



As Port Strategy noted, the new facility is also well placed to service the ' East Anglia Array' wind farm development off Great Yarmouth. Geographically, it is now the closest deep sea port to mainland Europe, with the outer harbour dredged to 10m to attract new container and ro-ro traffic.

Construction of the traditional river port's new outer harbour began in June of 2007, with a joint venture between Van Oord UK Ltd and BAM Nuttall Ltd undertaking to build two breakwaters with a total length of 1,400m as well as the dredging and re-use of some 1.6m cu/m of sand to provide 17.6 hectares of land and the construction of 450m of quay. The new facility features two ro-ro berths which will accommodate vessels of up to 200m length. **Source :** [Dredging News Online](#)

## **Lithuanian Gov. for discounts on Roro, Ropax calls at the country's ports**

The Lithuania Cabinet of Ministers has approved the proposal of the Ministry of Transport to reduce fees on Ro-ro, Ropax (Roll-On-Roll-Off-Passenger ship) vessels, as well as for cruise ships calling at the port in the current calendar year, the Ministry of Transport of Lithuania press release said.

The discounts ranging from 20% to 50% will be imposed on the vessels, depending on the number of ship calls. The freight and passenger ships may get also a 50% ship call discounts depending on its size, tonnage and the vessel's load. According to the Ministry of Transport of Lithuania, the port dues reduction may increase the competitiveness of Klaipeda Port and could result in long-term economic effect **Source :** [PortNews](#)

## **Acquisition of Freepoint Tug by Statoil and Svitzer okayed**

The European Commission granted clearance, on 3 March, to the acquisition of sole control of Freepoint Tug & Towing Services (Bahamas) by Statoil South Riding Point LLC (Norway) and Svitzer Ltd, which is part of the A.P. Moller-Maersk A/S group (Denmark). Statoil South is a provider of oil storage and transshipment services. Svitzer is a provider of towage, salvage and other offshore support services. AP Moller is an international conglomerate, mainly active in maritime transport. Freepoint is a tugboat operator on the island of Grand Bahama. **Source :** [Europolitics](#)

## **Teekay LNG Partners to Acquire Three Ships for \$160 Million and Recommend Distribution Increase**

Teekay LNG Partners L.P., yesterday announced that it has agreed to acquire two 2009-built Suezmax tankers, the Bermuda Spirit and the Hamilton Spirit, and one 2007-built Handymax product tanker, the Alexander Spirit, from Teekay Corporation for a total purchase price of \$160 million. Teekay LNG will finance the purchase by assuming \$126 million of existing debt related to two of the ships, and cash-on-hand for the remaining \$34 million. The Partnership does not anticipate raising further equity to complete this acquisition. The transaction, which is subject to standard closing conditions, is expected to be completed by mid-March 2010.

The Bermuda Spirit and the Hamilton Spirit are currently serving under 11-year fixed-rate contracts to Centrofin, an international owner of 28 vessels, and the Alexander Spirit is currently employed on a 10-year fixed-rate contract to Caltex Australia. These ships will join the Partnership's Conventional Tanker Segment which currently includes eight Suezmaxes, all on long-term fixed-rate charter. During the contract periods, the newly acquired vessels are expected to generate distributable cash flow of approximately \$8 million per annum. As a result, management of the Partnership's General Partner intends to recommend that its Board of Directors increase the Partnership's current quarterly cash distribution of \$0.57 per unit by \$0.03 per unit, or 5.3 percent, commencing with the first quarter distribution to be paid in May 2010.

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The Board of Directors of the Partnership's General Partner and its Conflicts Committee have both approved the transaction. To assist in its evaluation of the transaction, the Conflicts Committee retained independent legal advisors and obtained independent vessel valuations. **Source: Teekay LNG Partners L.P.**



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## Energy suppliers Iberdrola to build offshore wind farm in Glasgow

Energy suppliers Iberdrola plan to build a wind power base in Glasgow, it has been announced. The company, which owns Scottish Power, will construct an offshore wind farm in the North Sea, which will be one of the largest in the UK and will have a capacity of almost 10,000 MW.

The Offshore Wind Division will be incorporated into Scottish Power Renewables, the company's UK business unit.

Iberdrola is expected to invest nine million euros between 2010 and 2012 to "consolidate its world leadership in the wind energy sector". A spokesman for Iberdrola told the Glasgow Evening Times: "There are already about 20 people working for the division in Scotland now, but the number will be scaled up as projects mature over the next five or six years. These will be high-end engineering jobs."

Construction of the site is scheduled to begin in 2015. Iberdrola Renewables is based in 23 countries and installed capacity of almost 11,000 MW at the end of 2009. **Source : Energy Help**

## Training Institute for Dredging keeps up growth

The Training Industry for Dredging (TID) as part of MTI Holland, IHC Merwede's knowledge center, has grown significantly over the last three years. We have not only grown in numbers; also our trainings have matured. Our trainings have evolved from trainings with an informative character to competence aimed trainings.

Competence aimed trainings

We are able to function as a HR partner for contractors in the Dredging and wet mining industry, making sure that their personnel at all levels, from management to operators, are trained exactly in the areas and levels that suite their

position within the company. Recently we have signed a cooperation agreement with a client based on a competence management system. [www.dredgetraining.com](http://www.dredgetraining.com) - Source : idredge



The **ANDRE-B** seen assisting the **ALEXANDER VON HUMBOLDT** at Breskens anchorage  
Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com) (c)

## Ports of Attica to merge into one holding company

A total of 1.5 billion euros are to be invested into the broader Piraeus area within the next five years, in an attempt to boost the local economy and business, with the ports of Piraeus, Elefsina, as well as the rest of those operating in the west part of Attica, i.e. Rafina and Lavrio, acting as the reference points, around which all relative works are to be located. Those projects are to be funded by public-private partnerships schemes, the country's funds allocated by the European Union, as well as the European Bank of Investments.

These announcements were made yesterday during a joint meeting between members of the cabinet, Mr. Theodoros Pagkalos (Vice President of the government) and Mrs. Louka Katseli (Minister of Economy, Competitiveness and Shipping) and all relative parties, including the mayor of Piraeus, Mr. Panayiotis Fasoulas. Maybe the most important initiative, details of which will be given in due time, includes the merging of all ports in Attica into one holding company.

The port of Piraeus is of course the primary focus. In a relative announcement the port authority (OLP) said that the total investment scheme organized for Piraeus stands at 2 billion euros. Although nothing more concrete was announced, the port is set to become a "Green Port" for shipping, tourism and culture, through specific works in the area of the protection of the environment. Also, the port will host a series of new infrastructure and actions, through the creation of a "Cultural Coast", which will provide for a new, innovative link between the port and city of Piraeus. Of course, all these initiatives are well-received and welcome, but it must be stressed that apart from infrastructure and relative investments, maybe the most important factor, which would boost the country's competitiveness would be the creation of a maritime cluster of services. Through specific legislative measures and tax incentives, Piraeus could become a focal point for mercantile shipping, attracting a series of businesses, from maritime law offices and arbitrators, through to P&I Clubs and shipping companies, both locally and from abroad. Such a move could truly enhance entrepreneurship and create more jobs, but also increase state earnings through the establishment of more companies. After all, the presence of China's Cosco as an operator of Piers II and III of the Piraeus port is regarded as a major factor to attract new businesses. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide.



## Wallem rebrands China agency division

Wallem Shipping (China) Limited is the new name for Pen-Wallem Shipping Services Company, effective from this week. Alan Po, Wallem Shipping (China) Ltd General Manager, said Wallem would continue to provide the same services as Pen-Wallem. "The new name better reflects our service level as we are, and have always been, an integral part of the Wallem Shipagencies network across South and East Asia," Mr Po said.

"From our customers' point of view, the only difference they will experience is the new name on the door of our seven locations in China." Wallem Shipping (China) Ltd provides ship agency services to all ports in China, and has its headquarters in Shanghai. It is part of the Wallem Shipagencies network covering 11 countries in Asia. Wallem Shipagencies was the first fully licensed foreign port agency provider in China. It managed this feat by tying up with state-controlled Penavico, hence the Pen-Wallem name. A source at Wallem insisted that the Penavico relationship continues, despite the name change. 'They are still our partners, no change there,' said one Wallem employee. 'The new name better reflects the role they play in our network of agency offices in Asia.' **Source : Seatrade Asia**



The **ZEUS** seen departing from Cape Town - **Photo : Aad Noorland (c)**

## Excel Maritime Enters Into Time Charter Agreements for Four Panamax Vessels

Excel Maritime Carriers Ltd, an owner and operator of dry bulk carriers and a leading international provider of worldwide seaborne transportation services for dry bulk cargoes, announced yesterday that it has entered into new time charter agreements for the following vessels: On February 25, 2010, the M/V **Linda Leah**, a 73,390 dwt, Panamax vessel built in 1997, was fixed under a new time charter for a period of 12 to 14 months at a daily gross rate of \$24,000. The vessel is expected to be delivered to her new charterers by mid March 2010.

On February 26, 2010, the M/V **Coal Glory**, a Panamax vessel of 73,670 dwt built in 1995, was fixed under a new time charter for a period of 13 to 16 months at a daily gross rate of \$24,000. The vessel is expected to be delivered to her new charterers by mid March 2010.

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On February 26, 2010, the M/V **Coal Pride**, a 72,493 dwt, 1999-built Panamax bulk carrier, was fixed under a new time charter for a period of 13 to 16 months at a daily gross rate of \$24,000. The vessel is expected to be delivered to her new charterers by mid March 2010.

Today, the M/V **Grain Harvester**, a 76,417 dwt, 2004-built Panamax bulk carrier, was fixed under a new time charter for a period of 13 to 15 months at a daily gross rate of \$30,000. The vessel is expected to be delivered to her new charterers by end of March 2010.

Leteris Papatrifon, Chief Financial Officer of Excel, stated, "We are pleased to have announced these four vessel fixtures at profitable rates with first class European charterers. Our time charter coverage for 2010 now stands at 65%. Consistent with our balanced fleet deployment strategy, these charters reaffirm the Company's commitment to generate predictable cash flows and enhance shareholder value." Excel is an owner and operator of dry bulk carriers and a provider of worldwide seaborne transportation services for dry bulk cargoes, such as iron ore, coal and grains, as well as bauxite, fertilizers and steel products. Excel owns a fleet of 40 vessels and, together with 7 Panamax vessels under bareboat charters, operates 47 vessels (5 Capesize, 14 Kamsarmax, 21 Panamax, 2 Supramax and 5 Handymax vessels) with a total carrying capacity of approximately 3.9 million DWT. **Source: Excel Maritime Carriers Ltd**

## Port of Klaipeda to build a pier for Baltmax ships

Port Authority of Klaipeda (Lithuania) announced they had planned bidding for contract to develop a pier design capable to moor Baltmax class ships, Verslo zinios newspaper reports.

"The Port should focus on access to high sea, but it should use the full existing inland potential as well, and find the advantages here," the Lithuanian courier quoted Eugenijus Gentvilas, director general of Klaipeda state-run seaport as saying.

The Port Authority has not projected for this year a volume surge, expecting to offload 28.2 million tons or just 1.2% more than in 2009 (27.86 million tons).

Klaipeda Sea Port is the northernmost ice-free port on the East coast of the Baltic Sea, the largest transport center of the Republic of Lithuania. **Source : PortNews**

## PIL launches multi-purpose China - Africa service

Pacific International Lines is launching a multi-purpose service between China and Africa in March. The service will call Xingang, Shanghai, Huangpu in China and Durban, Tema, Lome and Lagos in Africa on a monthly basis. PIL will be deploying four chartered in 20,000 dwt multi-purpose vessels on the service with the first sailing from Xingang on March 25. "The service will be upgraded to provide a wider market coverage and increased frequency at a later date," PIL said. The service effectively sees PIL come full circle the company having started out operating multi-purpose services back in 1967 before moving into container. **Source : Seatrade Asia**

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## OLDIE – FROM THE SHOEBOX



**Ross Walker** came across this oldie from the shoe box while going through his slide collection. It is the passenger ship **Iberia** at the port of Fremantle. The photo was taken in January 1967. The details of the ship are, Launched by Harland Wolff Ltd of Belfast on the 21/1/1954 for P&O , yard no 1476. Dimensions are length 718ft 8 inches, beam 90 ft 10 inches and a gross tonnage of 29614. The vessel was broken up in Taiwan, where demolition commenced 17/1/1973.

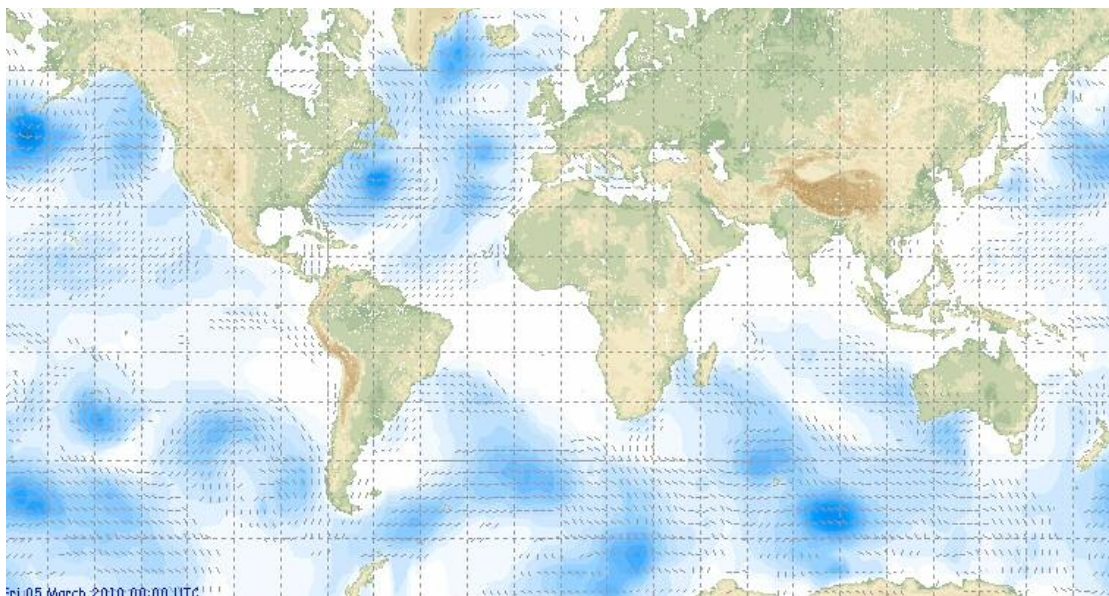
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## **.... PHOTO OF THE DAY ....**



Big Lift's **HAPPY BUCCANEER** seen loading in the port of Brisbane a Shiploader with a total weight of 1380 ton, the loader was discharged in Abbot Point

**Photo : John Brink / Sander Jongenelen – Happy Buccaneer ©**

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