

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 069



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**The ESVAGT CONNECTOR seen arriving in IJmuiden**  
**Photo : Jan Plug (c)**

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## EVENTS, INCIDENTS & OPERATIONS



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## Thai Union 3 trawler crew feel well, to be sent home soon

The condition of the crew of the **Thai Union 3** trawler that was released on March 7 is not causing alarm, the sailors will be soon sent home, the Russian Foreign Ministry reported on Monday.

On March 7, the efforts taken by the representatives of the company that owns the ship and the Russian authorities secured the release of the **Thai Union 3** with predominantly Russian crew that has been held by Somalia pirates for several months. The pirates have left the ship, after that the **Thai Union 3** sailed to an earlier determined ocean location where a Russian Navy ship met it and started to escort the vessel in order to protect it from another hijacks.

"Both vessels are sailing towards the Seychelles, the condition of the crewmembers causes no serious concern," the ministry indicated. "In the first port on their way they are expected to pass an additional medical examination, after which will be airlifted to the homeland by a plane," it said.

The Russian embassy to Thailand "is in contact with the leadership of the company ship owner and continues to follow the situation around the ship." The Russian Foreign Ministry has expressed "satisfaction with the release of the crew of the trawler." **Source : ITAR-TASS**

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

## TSHD Heron escorted to safety by lifeboat

A 65-metre Dutch dredger, which was taking in water off the South Pembrokeshire coast, was escorted to safety on Friday night (5 March) by Angle's RNLI all-weather lifeboat.



The Tamar class RNLI lifeboat, **Mark Mason**, was launched just before 5.30pm to go to the aid of the Rotterdam-registered hopper dredger **Heron**, of 949 gross tons. There were five men on board.

When the lifeboat reached the casualty, six miles off St Anne's Head, it was found the **Heron** was listing to port with water flooding her hold. Two of the RNLI volunteer lifeboat crew, Mervyn Lunn (assistant mechanic) and Derek Richards, took a salvage pump on board in a bid to stabilise the stricken vessel. A Milford Haven Port Authority launch also put a pilot on board

the dredger, which was eventually stabilised enough for her to be given permission to safely enter the Milford Haven Waterway. The Heron was then escorted to the entrance to Milford Docks, where a tug assisted her to berth.

The RNLI lifeboat, commanded by Coxswain Jerry Rees, remained outside the Docks on the Fishermen's Wharf, until Mervyn Lunn and Derek Richards were able to leave the dredger and return, by van, with the RNLI pump. The lifeboat, whose crew also included Richard Roch (mechanic), Adam Seaton (assistant mechanic), Mark Lynas (helmsman) and Michael Young, returned to her station at 10.30pm. It was the first call-out of the year for the Mark Mason, which had only returned to the station on Wednesday (3 March), after undergoing engine repairs at RNLI headquarters at Poole. In her absence, the Tamar lifeboat, Edward and Barbara Prigmore, was on relief duty there. **Source : Dredging**

**Today**



The **MEDEA** seen departing from Rio Grande – **Photo : Marcelo Vieira (c)**

## ABS holds Athens seminar on low sulfur fuel issues



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More than 190 members of the Greek shipowning and operating community attended an Athens seminar on issues associated with requirements to burn low sulfur fuels in the existing Sulfur Emissions Control Areas (SECAs) and in European Ports. Hosted by classification society ABS the event including a presentation from marine machinery service provider Harris Pye.

"The industry is already dealing with the introduction of the low sulfur mandate in European ports that took effect January 1 and in California coastal waters. However, industry needs to be prepared for lower sulfur content requirements in the current and future emission control areas," said ABS Assistant Chief Surveyor, Europe, Dimitrios Houliarakis.

"The allowable sulfur content of the fuel to be burnt in the SECAs will be 1 percent from July 1, 2010," he added. "And the allowable sulfur content will be further reduced to 0.1 percent in 2015. There is a sense of urgency associated with compliance with the requirements in the European ports, but the planning for the future demands of low sulfur fuels in the SECAs, which will be called Emission Control Areas (ECAs) from July 1, 2010, is also important."

Most ship machinery plants have been designed to operate primarily using lower cost heavy fuel oil (HFO) with provision for occasional operation using marine diesel oil (MDO). For some smaller diesel engine ships and most high speed ships, such as fast ferries, MDO is the primary fuel used.

However, the new 0.1 percent sulfur limits will probably require burning marine gas oil in most instances and it can be expected that further emission control areas and local and regional regulations as apply, for example off the coast of California, can be expected in the near future. The U.S. and Canada, for instance, have applied to IMO for the designation of a 200 mile ECA around the East and West Coast of the North American continent as well as Hawaii, and if adopted, the ECA may be effective in 2012.

Most ship machinery plants have not been designed to operate using marine gas oil (MGO) and, if not properly planned, there are potential difficulties that can arise during the fuel switching process and during sustained operation. These stem from the need to carefully control the temperature at which the lighter fuel is handled and take account of the reduced lubricity of the low sulfur and low viscosity fuels on the fuel pumps.

ABS gave attendees at the Athens event a comprehensive analysis of the issues involved contained in its ABS Fuel Switching Advisory Notice. The 36-page document also contains the requirements of the classification society and the operational guidance provided to owners to properly carry out the changeover from heavy to marine gas oils for both the main engine and the auxiliary boilers.

A presentation on "Low Sulfur Fuels: ABS Guidance & Compliance" explained the class society's requirements and the approach it has adopted to assist owners seeking to demonstrate to EU member states that they have an approved plan in place to comply with the new restrictions when at berth in the member state's ports.

"Environmental protection is rapidly becoming the most important operating issue facing the shipping industry today," says Kirsi Tikka, ABS Vice President of Global Technology and Business Development who leads the organization's environmental programs. "The issue of emissions is front and center in the various moves to impose restrictions on the manner in which shipowners have traditionally operated their vessels.

"There is no doubt that there will be a lot of changes still to come and a lot of accepted practices will have to be modified, together with the equipment," she warns. "As a class society, ABS sees its role as one of guidance for the industry to best understand what is required, what will be required and to assess the alternatives that are available to facilitate compliance." **Source : MarineLog**

## Inquiry launched into Craster lifeboat capsized

An inquiry has been launched into how a Northumberland RNLI lifeboat capsized in heavy seas.

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Three RNLI lifeboatmen had to be rescued after Craster inshore lifeboat capsized washing the boat and three crew onto a rocky shore.

Lifeboats from the neighbouring RNLI station at Seahouses were called out, but the Craster crew and boat had been washed onto the rocky shore by the time they arrived. A female crewmember of the lifeboat suffered facial injuries and sea water ingestion, and she and her two male colleagues also suffered bruising, mild hypothermia and shock.

All three were airlifted by an RAF rescue helicopter directly to Wansbeck Hospital, but were released later that day.

The Craster boat was carried by volunteers across the rocky shore to return it to its boathouse. **Source : Practical Boat Owner**



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## Indian navy thwarts pirate attack on Greek ship

Indian navy commandos thwarted a suspected Somali pirate attack on the Greek bulk carrier **Melina 1** off the Indian coast, East African maritime officials and the Indian navy said on Monday.

Andrew Mwangura, of the East African Seafarers Assistance Programme, said the weekend attack about 200 nautical miles (370 km) west of India's Lakshwadeep islands closely resembled those of Somali pirates.

"The location seems way outside Somali pirate territory but the unsuccessful attack seems to bear all the hallmarks of Somali pirates — three mother ships, two skiffs," he told Reuters. India's navy confirmed the incident, saying it despatched elite marine commandos, a coastguard vessel and an attack helicopter when it received a distress call from the Malta-flagged vessel during the early hours of Saturday.

"The hijacking attempt was successfully thwarted and we escorted the ship for awhile and she is now safe," Commander Roy Francis of the Indian navy told Reuters, adding that the team had returned to base. The navy team was not sure of the identity of the pirates and Somali pirates had not previously been known to attack vessels so close to the Indian territory.

Mwangura said the vessel was transporting coal to India from Ukraine, with a 23-member Ukrainian-Filipino crew. Somali pirate gangs typically hold hijacked ships for ransom, which often runs into millions of dollars

Source : Khaleej Times



Dockwise **SWAN** arrived in Willemstad (Curacao)

Photo : Kees Bustraan - [community.webshots.com/user/cornelis224](http://community.webshots.com/user/cornelis224) (c)

## 'Shipping industry needs skilled professionals'

Shipping industry is offering several job opportunities for enthusiastic and skilled professionals, M. V. Ramamurthy, president (Shipping), Reliance Shipping Industries, Mumbai, has said. In his keynote address at the passing out parade of the second batch of the B. Tech Marine Engineering students of the K. M. School of Marine Engineering at Cochin University of Science and Technology here on Monday, Mr. Ramamurthy reminded the students that they should abide by the rules and regulations in the shipping sector while undertaking various duties.

He said that the shipping industry requires trained professionals who can perform various tasks in a professional manner.

Ramachandran Thekkedath, Vice-Chancellor of the Cochin University of Science and Technology, presided over the meeting. M. P. John, Principal Officer of Mercantile Marine Department, Cochin, was the guest of honour. Syndicate members Joy Job Kulavelil, and Baby Chakrapani, Registrar N. Chandramohanakumar, and K. A. Simon, Director of K. M. School of Marine Engineering, spoke.

Twenty eight students of the batch passed out on the occasion. Prof. Simon said that the students had already been selected for placement on board ships owned by reputed shipping companies that include American President Lines, Singapore, Mediterranean Shipping Company, Mumbai, and Orient Express Ship Management, Mumbai.

The duration of the B. Tech Marine Engineering programme offered by the School of Marine Engineering consists of eight semesters. Thirty students are admitted every year. Source : The Hindu

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## NAVY NEWS

# UK MoD Places Order for 'Tugs of the Future'



The UK is ordering faster, more manoeuvrable, and more powerful tugs to guide destroyers and aircraft carriers in and out of British ports, under the GBP 1 billion Future Provision Marine Services contract awarded by the UK Ministry of Defence to Serco Denholm.

Called "tugs of the future," the new fleet of 29 marine service vessels will guide the Royal Navy's Type 45 destroyers and eventually **Queen Elizabeth-class** aircraft carriers out of Portsmouth Naval Base and other naval bases around the country.

The new Azimuth drive tugs will be able to move more quickly and pull heavier weights than the current fleet of twin-

unit tractor tugs (TUTTs). The new tugs will be either Azimuth stern-drive (ASDs) and Azimuth forward-drive (AFDs) tugs. The greater manoeuvrability and power comes from propellers at the front or the stern as opposed to the TUTT cycloidal drive in the middle.

According to Pat McFayden, Marine Services Superintendent at Portsmouth Naval Base:

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"In Portsmouth we are changing the whole fleet. There will be six new tugs in total, of which we already have three, as well as two pilot boats and a small work boat with a further three tugs and a 1,500-tonne fuel lighter still to arrive, so we are well on target.

"We will eventually have four 40-tonne and two 20-tonne Twin Azimuth tugs, which is a significant increase in capability, so we can now look forward to easily coping with the size of the new capital ships." With the new fleet also comes a new set of instructions for the harbor masters, mates and engineers, who are being trained up on how to pilot the tugs.

The training sees the operators take part in simulator training, go on a tug-handling course, and undergo command and control training with the Admiralty Pilots. As well as being taught in the classroom, the masters and mates also get practical lessons in the water – spending hours in the harbor maneuvering against ships to ensure they will be ready to take control once the tugs are fully introduced. **Source :** [Defenseindustrydaily](#)



## Marine doneert muziekinstrumenten



De kinderen van de [Stichting Amigunan di Kristu](#) in Fuik konden hun geluk niet op toen zij afgelopen vrijdag tientallen fonkelnieuwe muziekinstrumenten in ontvangst mochten nemen.

Een collecte op Marinebasis Parera en een ingezameld geldbedrag van het vorige stationsschip van de Koninklijke Marine, [Hr.Ms. Amsterdam](#), maakten het mogelijk voor de kinderen van de naschoolse opvang om hun langgekoesterde brass band op te richten.

**Photo :** [Peter Bijpost \(c\)](#)

"Een wens gaat in vervulling", reageerde de secretaris van de stichting, Emma Eman. "De kinderen wilden al heel lang een brass band oprichten. Wij draaien zonder vaste subsidie en dit soort luxe artikelen konden wij nooit aanschaffen. Wij zijn de marine daarom zeer dankbaar." **Source :** [Koninklijke Marine](#)





The German frigate **F 217 BAYERN** seen departing from Devonport March 8<sup>th</sup> operating with Flag Officer sea training  
**Photo : Ian Denton (c)**

## SHIPYARD NEWS

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## Hanjin says Subic shipyard's cost competitiveness stands out in crisis

Hanjin Heavy Industries and Construction–Philippines Inc. (HHIC-Philippines) said Subic shipyard found its market niche in cost competitiveness in the middle of an economic downturn. "The true value of Subic Shipyard and its unrivaled cost competitiveness stands out in the depression of the shipbuilding market," said one official at HHIC-Philippines. HHIC-Phils said Subic Shipyard received new building contracts because its market competitiveness was beginning to be recognized following the completion and full operation of Dock 6.

With its many geographical advantages such as competitive workforce and high-tech facilities enabling a 24-hour operation, Subic Shipyard has proven its ability to gain orders even after the new building price has dropped dramatically.

HHIC's plan is to become the world's shipbuilding leader by promoting Subic Shipyard as its main production facility that can compete against Chinese shipyards. The company will be gradually expanding its shipbuilding capacity to include high value added vessels and ultra large vessels while pursuing qualitative growth. HHIC-Philippines said it won the contracts to build two vessels ordered by Hsin Chien Marine of Taiwan, in the midst of a severe economic downturn in the shipping and shipbuilding industry. The 180,000 ton bulk carriers will be delivered starting September 2011. The contracts for the two 180,000 bulk carriers were signed on January 10, 2010.

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Subic Shipyard has two docks, each measuring 370 meters and 550 meters in length. Each dock is equipped with 2 super-sized goliath cranes. It also has 3.3 km of quay and its assembly yards are over 1,000 meters long. It has an order backlog of over two and a half years. Subic Shipyard covers an area of 2.5 million, which is more than 10 times the size of Yeongdo Shipyard in Korea. Yeongdo shipyard in Korea.

It will be modernized into a production facility specialized for building high value added vessels. Subic Bay Metropolitan Authority (SBMA) chairman Feliciano Salonga said Hanjin sold eight container ships worth \$470 million to clients since the latter part of 2008. A total of 36 vessels will be built until 2012 amounting to \$3.4 billion. Salonga said HHIC has helped infuse money to the national coffers, contributing significantly in terms of taxes and jobs to thousand Filipino workers. HHIC Philippines has a total working force of 16,700 workers mostly Filipinos. Its investments has reached \$1.8 billion as of Jan. 6, 2010 but it is projecting to invest more by 2012. **Source : Malaya Business Insight**



The **JO KASHI** seen outward bound from Rotterdam – **Photo : Henk van der Heijden ©**

## Order books weigh down shipping

Shipping companies in the Middle East account for approximately \$3 billion (Dh11bn) worth of orders, release of which will further affect the shipping industry, a senior industry official has warned. The movement during the next 24 months will determine how several players in the industry will move forward, he said. Kevin Oates, Director of Teviot Consultancy, yesterday said: "Although some of these orders are being cancelled or delivery delayed, most of them will receive the vessels over the next two to three years." Oates told Emirates Business he has been negotiating with regional players in the private equity market to tie them up in a joint venture with serious European shipping companies. Oates, who is also the Director for Greece for Marine Money International, which is organising a day-long Gulf Ship Finance Conference, said one of the main issues that would be discussed is the very large order books in the shipping industry. "The number of vessels on order is enormous. The question right now is if these order books have the potential to cripple the industry. There are simply too many vessels being built than are being absorbed into the shipping industry, creating a potential for real risk," said Oates.

According to a recent report by Moody's Investors Service, ships currently on order to be built make up about 60 per cent of the existing fleet for dry bulk carriers, 30 per cent for tankers and 40 per cent for container vessels.

"The region is in no way resilient to this factor. There are quite a few companies in the region, which have quite a number of vessels on order at Far Eastern shipyards and their value is much less compared to the contracted price a couple of years. We are talking about approximately \$3bn worth of order books pending," he said.

The dry bulk shipping market, he said, is reasonable at the moment but declining. "It is likely to decline further during the year because so many new buildings are being delayed. The tanker market is very soft and the container market is rock bottom. So generally speaking, the shipping markets are quite depressed," he added.

Commenting on the finance available for the shipping industry, he said that despite all efforts alternative sources of funding have only managed to match up to a minor portion compared to finance from commercial banks.

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"Shipping is a capital intensive industry and this time around there is very little capital around. The banking market is the weakest link in the chain. The traditional shipping banks are not lending. Their focus is on managing existing portfolios and losses," said Oates.

According to him, the new buildings, which were contracted a couple of years ago in the Far East are still with uncommitted finance. "A lot of these new builds will either not be delivered or there will be serious friction between the shipyards and the ship owners. Although we haven't really seen very much distress in terms of companies going bankrupt, as the year goes on, for some companies it is going to be increasingly more difficult and we may see some foreclosures and liquidation scenarios," he added.

For the last couple of years all banks have been focusing on restructuring and that continues, said Oates. "But covenants are being broken and so it all depends on whether the market improves, remains stable or gets worse. If it gets worse, the whole situation will be tipped over the edge and the banks will have no option but to foreclose and liquidate the security and that is a serious threat. In 2010, we will reach a point when several owners will run out of cash," he said.

Many banks, despite still being in business, have changed their terms quite significantly, said Oates. "I suspect the banks will continue to say, 'yes we are open for business'. But the truth is that they are open for business for very selective deals, on existing clients, and on very conservative terms. In short, they are not really open for business as they were two or three years ago. They are cherry picking. This is the situation with all the banks in terms of shipping finance," he said. The other main issue, he said, was the general lack of alternatives to bank finance. "Although we have private equity and Islamic finance, all of these is just like a drop in the ocean compared to finance from commercial banks," he said. "However, I think there is a good opportunity for private equity at the moment provided investors are looking for a medium-term return ranging between three to five years. One of the things that I am investigating at the moment is whether any of the sovereign wealth funds or private equity sources from this region would be interested in making shipping investments. So far, I believe the answer is 'no'. I haven't seen any concrete evidence of interest. But there is an opportunity," he added.

In terms of Shariah-compliant funds, Oates said: "There are some Shariah funds such as Tufton Oceanic Shariah fund, The Q-invest that recently setup a joint venture with Fortis bank to invest in Shariah related transactions. Although these have been successful, in dollar terms this is just not sufficient." Teviot Consultancy, he said, was involved in private equity in the US. "We are doing an equity raise in the US for European ship owners. I am trying to source private equity in this region as well, especially from those who may be interested in investing on a joint venture basis with serious European ship owners." **Source: Reuters**

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## Gezonken wrak geborgen





Bergers van **Wagenborg Sleepdienst Delfzijl** hebben zondag 7 maart jl. in de Industriehaven in Leer het wrak van de **Siesta** geborgen. Door onbekende oorzaak is het wrak, dat reeds maandenlang in Leer lag om te worden verschroot, op 2 maart lek gestoten en gezonken. Het



zinken van de voormalige passagiersboot **Siesta** zou het uithalen de volgende dag van Koninklijke Wagenborg's nieuwste, bij **Ferus Smit** in Leer gebouwde 14.600 tonner **Flevoborg** bemoeilijken, maar dit kon met de nodige stuurmanskunst van de sleepbootkapiteins van **Wagenborg Sleepdienst** succesvol worden uitgevoerd.

Enkele uren nadat de drijvende bok **Triton** aan de zestig meter lange en tien meter brede **Siesta** was aangeslagen en deze in de takels had genomen, werd met het leegpompen begonnen. Slechts korte tijd later werd het wrak drijvend opgeleverd. **Bron / foto's : Henk Zuur ©**

## MSC Chief Blames Customers for Crisis

Shippers caused container shipping's deepest crisis by exploiting overcapacity to drive down freight rates below vessel operating costs, the head of Mediterranean Shipping Company said. Shippers also contributed to persistent and damaging price instability, according to Gianluigi Aponte, chief executive of the world's second largest ocean carrier. "Shippers are not that deep," Aponte told the Financial Times newspaper.

"They worry always who will ship for \$50 less. The shippers are concerned solely by the price," the London newspaper quoted him as saying.

Aponte also criticized shippers for lobbying the European Union to commit the "grave error" of outlawing liner shipping conferences from European trades in October 2008 at the onset of the crisis in container shipping.

"Shippers' insistence on eliminating the conference ... will create a lot of instability in the future for the European and worldwide economy," Aponte said. Conferences enable carriers to discuss capacity and demand, thus smoothing out freight rate movements, according to the chief executive of privately-held MSC.

Since conferences were abolished in Europe, the cost of shipping a 20-foot container from Asia has veered between \$350 in January 2009 to about \$1,500 currently, Aponte said. "We have multiplied by five the rate in the space of one year. If the situation continues, maybe the rate can even double again," Aponte said. Aponte said there will be substantial rate volatility in the future, which "will be against the interests of the consumer." Aponte denied shippers' claims that Geneva-based MSC aggressively cut freight rates to maintain market share at the start of the industry slump. "It would have been crass and irresponsible for a company in our business to lower the rates," he said.

The leading carriers will emerge strong from the crisis, Aponte predicted. "I think that the big operators will come out very strong. We will all recover our losses in 2010." Aponte's forthright comments over the weekend mark a break for the usually reticent MSC which rarely comments on the state of the industry or its own financial position. Aponte was speaking in Hamburg where movie star Sophia Loren launched the **MSC Magnifica**, the latest cruise liner to join the fleet of MSC Cruises, the company's ocean cruise unit. **Source: Journal of Commerce**

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## Finnish dredgers acquired to dredge Lake Dal in the Kashmir

The Indian government has reportedly acquired two dredgers from Finland to clean-up the world famous Dal Lake in Kashmir.

Chief minister of Kashmir Omar Abdullah said that a multi pronged approach is being executed for conservation of the world famous Dal lake. "Apart from carrying dredging and removal of weeds and land mass in Dal, sewerage treatment plants are under construction to ensure treatment of the sewerage from the catchment areas of the Dal lake," he said adding there is need to start afforestation in the Dal catchment areas and also speed up rehabilitation of the Dal dwellers.

He expressed hope that with the new machines there would be a good impact on ground and a discernable change would be visible.

"The Dal Lake which is epitome of beauty of Kashmir valley since times immemorial and has attained world fame as a favourite tourism destination shall be given full attention by the Government so that its past glory is revived", Omar said. **Source : Dredging News Online**

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The OceAnco built (yard number Y705) **Sunrays**, seen passing Schiedam outward bound for trials  
**Photo : Jan Simons (c)**

## Aker Solutions wins major contract for two FPSOs in Brazil

Aker Solutions has signed a major contract with Petrobras to supply sulphate removal units for two FPSOs (Floating Production Storage and Offloading) platforms which will operate offshore Brazil. Contract value is USD 41 million.

The scope of work comprises the supply of two sulphate removal systems (SRUs) with associated equipments. The SRU systems will be installed on the topsides of the **P-58** and **P-62** FPSOs.

The sulphate removal technology provided by Aker Solutions delivers treated and de-sulphated seawater for injection into the hydrocarbon reservoir to maintain the pressure and control scaling and souring effects in the reservoir. High quality injection water devoid of sulphate and particles provides cost savings and improves the safety aspect in the handling of well streams.

"The Brazilian market is fast growing and there is a huge potential for the type of solutions we can offer through our highly experienced team," says Ronaldo Ribeiro, President of Aker Solutions' process systems business in Brazil. Aker Solutions has deep roots in Brazil and gained significant experience over the years through previous deliveries of several similar projects using both local and international execution. "This contract reflects the diversity of products and services Aker Solutions offers in Brazil to meet a wide range of clients' needs in the country," concludes Ronaldo.

The contract will be executed by Aker Solutions' team based in Rio de Janeiro who will further develop the conceptual design and oversee the project all the way through delivery. Detailed engineering, procurement, fabrication of major equipment, commissioning and start-up are included in the contract.

"Aker Solutions is committed to implementing a considerable level of Brazilian content in the execution of this contract," says Børre Sveen, President of Process Systems in Norway. "With this contract we are able to capitalize on our expertise in SRU technology through our local engineering and life cycle service team in Brazil," states Borre.

The FPSO P-58 shall produce 180 000 barrels of oil per day and will operate in the North part of Parque das Baleias field. P-62 has equal capacity and will operate in module 4 of the Roncador field, both located in the Campos' Basin offshore Brazil. First oil is scheduled for 2014.

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The contract party within Aker Solutions is Aker Solutions do Brasil Ltda. The project will be overseen by the Aker Solutions' process systems business, a recognized world leader in providing a complete range of upstream process products, technologies and life cycle services. **Source : Subsea World**



The **CAMPERDUIN** seen operating in Abu Dhabi - **Photo : Jaap van den Heuvel (c)**

## 140 Offshore Rigs for Lagos

Lagos area will be receiving 140 offshore rigs for deep offshore logistics operations to further boost the nation's fledgling oil and gas industry, a report presented at this year's annual International Conference on Nigeria Oil and Gas 2010 has said.

The potentials of the zone for such specialized services are already manifesting in the successes recorded through the Bonga and Agbami fields, stated the report issued by the Lagos Deep Offshore Logistics Base (LADOL). The conference report, presented by the managing director/chief executive officer of Lagos Free Zone (LFZ), Mr. Andre Van Niekerk, noted that the new built market for oil and gas at the Lagos axis has a bright future for the area, leading to the expected number of rigs ordered in December 2008 for delivery within a time frame of three to four years.

The LFZ boss said that the ample opportunities presented through the existence of over 15 blocks in the deep water at the Lagos area may complement the avalanche of on-going activities in the Niger Delta region.

Alluding to the economic slow-down which characterized 2009 owing to the credit tightness occasioned by the reforms in the banking sector, the report pointed out that many of such projects were unavoidably deferred. Accordingly, the key market for new vessels from 2010 are West Africa and the Gulf of Guinea, with Lagos-Nigeria serving as the arrow head that will pose challenge to Angola which is currently favoured by its ease of investment/approval climate.

Analysing the potentials of Lagos serving as the emerging hub for oil and gas production and exploration in the sub-region, the report stated that the area currently operates two of the leading seaports in the country with a fledgling edge for 24-hours operations, in addition to a short distance from open sea (fairway buoy) to port.

Also worthy of note is the appreciable depth of over 14 meters obtainable at the ports devoid of tide restriction, a good network of international airport, an avalanche of numerous free zones, coupled with the cosmopolitan nature of Lagos with good hotels, schools and allied recreational facilities.

Others are easy access to Nigeria's pre-eminent commercial and industrial centre with a substantial pool of skilled, semi- skilled and casual labour as manpower support for the deep offshore operations. To this end, the report pointed

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out that oil and gas related projects, which can equally be supported from the Lagos base, include exploration well drilling, appraisal well drilling, production well drilling, sub-sea and other installation projects, offshore projects already in production as well as fabrication for oil and gas projects.

"In addition, other related industries can establish themselves in Lagos such as oil fields service companies (operating in logging, cementing and drilling fluid services), pipe manufacturing and spool bases, pipe coating, repairs and value add, ship repairs/dry docking, engineering shops, diving companies, helicopter operations and other various related manufacturing of paints and coatings", it added.

The report noted that the choice of Lagos for oil and gas logistics services will afford the operators the needed significant cost savings for choosing an offshore support base that is close to them. It stated that such cost savings will come to the fore in the areas of cost of rigs drilling per day, cost of support vessels, cost of helicopter flights, costs of personnel movement and accommodation, to mention a few. Operating within a free zone (LFZ), LADOL is an international ships and ports (ISPS) status certified organization and endorsed by Nigeria National Petroleum Corporation (NNPC) and NAPIMS. **Source : All Africa**



**Martrade BV** of Sliedrecht ([www.martrade.nl](http://www.martrade.nl)) has fixed the tug **Fairplay IX** in cooperation with **Worldwise Marine** for towage of a cement barge from Misurata Lybia to Syros Greece. On the above picture the arrival at Syros for docking the barge. In about 10 days the barge will be towed back to Lybia.

## Not every port in Indonesia deserves to be a hub

Here's something that should raise a chuckle: Indonesia has 141 ports handling international cargo and they all want to be hub ports. Not so fast, said the Indonesian government. That is way too many. Instead, the trade ministry suggested at a recent seminar in Jakarta that each province should have an international port.

But with 33 provinces, that is still about 28 ports too many. A better idea is for the "main" provinces of Aceh, Jakarta, Yogyakarta, Papua, and West Papua to have the hubs and the rest to feed cargo in from their hinterlands. The five provinces have greater legislative privileges and a higher degree of autonomy from the central government than the



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others. As a result, they enjoy better transportation infrastructure that is critical in the creation of any port with hub aspirations.

But Indonesia may find it constructive to look north for ideas on how to get their logistics blueprint started on the right track. Vietnam's economy has for several years been second only to China in terms of growth, and the country has managed to successfully capitalize on fears that companies have too many China eggs in their manufacturing baskets. As manufacturing activity grew sharply in the Southeast Asian powerhouse, the government realized that export gateways had to be expanded to accommodate the biggest vessels. It certainly wasn't a smooth process, but after meandering all over the place the government finally found the correct path. Saigon road, rail and feeder connections were developed and by opening the transportation corridors, Vietnam managed to bring in the cargo volumes that made container lines pay attention.

Rapid investment in the port by overseas terminal operators has continued – APM, Hutchison, PSA are all there – and the deep new Cai Mep port complex outside Ho Chi Minh City was opened, matching deep sea ocean vessels with high throughput, and an international hub port was born. Indonesia may have large cargo volumes, but they are scattered across the archipelago and range from manufactured products to commodities. Transport via road in the country is an absolute nightmare, as anyone who has ever travelled through Jakarta could testify.

The government has recognized that it needs to map out the strategic commodity regions covering production, distribution and exports, and develop economic corridors to funnel the commodities to ports. It is busy compiling a national logistics blueprint that will be completed in two years.

With a bit of luck that blueprint will recommend pouring resources into just a few ports and not succumb to the inevitable pressure from other ports to become hubs. What Indonesia needs is to identify the key import-export areas and consolidate shipping services in those regions. Having ports all over the place will not be an efficient or effective way to manage exports. Fragmentation seldom works, unless you are talking about hand grenades. **Source :**  
**Maritime Professional**



**Nor Tigerfish** seen at the Bollinger yard in Port Fourchon (USA) with the new installed helideck  
**Photo : NOR Offshore (c)**

## **Helix wants out of oil, gas business**

**Helix Energy Solutions Group Inc. on Monday said it was looking to divest its oil and gas business.**

Helix , which offers offshore energy services, has engaged financial advisors to assist with the deal. The move is a continuation of the Houston company's strategy to divest non-core assets that began in December of 2008.

The company also already divested nearly all of its stake in Houston-based Cal Dive International Inc. It offered the remainder of its interest in the company — 20.6 million shares — to the public in September 2009.

Helix will evolve into a contracting services company focused on deepwater well intervention and subsea construction, according to a statement. There is no specific time frame for the divestment, but said the business environment has become favorable for a transaction. As part of the deal, Robert Murphy, executive vice president of oil and gas, is leaving Helix, the company said. **Source : Houston Business Journal**

## **Harbour Centre to invest \$120 million in Subic Port**

Harbour Centre Port Terminal Inc. plans to spend about \$120 million or P5.5 billion to develop Subic Bay's seaport into a major trading hub for agricultural products from Northern and Central Luzon.

But one of the companies that may be displaced has threatened to file criminal charges against the Subic government for the alleged rigging of the process to award the contract that will eventually see Harbour Centre as Subic's only port operator.

In an unsolicited proposal to the Subic Bay Metropolitan Administration (SBMA), Harbour Centre of the Romero group offered to develop and modernize the aging sea port of the former US military base. The SBMA board had "accepted in principle" the unsolicited proposal that Harbour Centre submitted last November for the operation and management of the Subic Agro-Industrial Logistics Port.

SBMA, however, has yet to make a decision on the cargo terminal contract. But by law, other parties will be given a chance to beat the original proponent's offer. Aside from a fixed annual fee of \$500,000 (P23 million), Harbour Centre CEO Michael Romero said his company had also offered to build a \$120-million (P5.5-billion) grain terminal in the area.

Currently, the cargo operators in Subic, namely Amerasia International Services Inc., Mega Subic Terminal Services Inc. and Subic Seaport Terminal Inc., pay between P12 million and P20 million to the SBMA every year.

In 10 years, Harbour Centre said the annual fees it can pay the SBMA can go up to \$1.5 million. Harbour Centre already operates a 15-hectare portion of Manila's port area. The company has also partnered with Manuel V. Pangilinan's Metro Pacific Investments Corp. (MPIC) to modernize the Manila North Harbor, the country's busiest port.

However, Amerasia International, a small operator handling a portion of Subic, said it would sue the SBMA to stop Harbour Centre's plans. "We have developed a very strong and solid criminal case against the SBMA and Harbour Centre," Amerasia's lawyer Eulalio Ventura said. **Source : Inquirer**



Vroon's **IVER PROGRESS** seen moored in Willemstad (Curacao)

Photo : Kees Bustraan - [community.webshots.com/user/cornelis224](http://community.webshots.com/user/cornelis224) (c)

## Viking Line Cancels Many Departures Due to Baltic Ice

Reports are showing that as many as 50 vessels have been trapped in ice in the Baltic Sea. A number of these ships have unfortunately been passenger ferries, which have left people stranded. Many of these ships were simply trying to navigate from Finland to Sweden.

Ice-breaking vessels from both of the nations have arrived on the scene and were attempting to free the ships that were stuck in the ice. Some of the vessels had already been trapped there for several days. Some of the ferries that are stuck with passengers on board include ferries operated by Viking Lines, Anedin Lines and Tallink. Of course, the passengers on board have been offered free food and alcohol while they await rescue .

Due to the ice, Viking Line has actually had to cancel a number of their departures. In light of this information, it is very likely that many other carriers are soon expected to follow the same move. Johnny Lindvall, the head of the ice-breaking unit at the Swedish Maritime Administration, said that this is the worst ice cover that they have seen since 1996. Mr Lindvall also added that the ice would not usually be a problem for merchant ships.

Winds of approximately 20 meters per second are moving ice quickly across the water. This is creating ridges and making passage very difficult. It still remains unclear just how long these ships will be stuck in the sea. On top of this, it also remains unclear just how long Viking Line will have to cancel their routes through this area and when other companies will do the same. Until boats can safely pass through this area, people will have to make travel arrangements a different way. **Source : Comparecarrentals**

## OLDIE – FROM THE SHOEBOX





Above seen another scanned slide from the **Ross Walker Collection**. The original photo was taken by a **Mr Bob Graham** at South Georgia in 1974 while he would have been serving on the ship in the background , which is the research vessel **Shackleton** 994 gross ton , **ex Arendai**. The vessel in the for ground is the 245 GRT steam whale catch **Petrel** which was built in 1928 and owned by Albion Star in South Georgia

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



The **CASTORO SEI** seen under tow of the **MAERSK TACKLER** and **BLIZZARD** at Maaspilot station enroute to Vyborg (Russia) to commence works on the Nordstream Gas Project 1200 km long pipeline to Greifswald (Germany)  
**Photo : Hans Hoffmann (c)**

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