

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 085



Number 085 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 26-03-2010**

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

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
E-mail: ocean towage.sales@svitzer.com
www : www.svitzer-coess.com



The PARADISE N is the largest vessel sailing under the German flag

Photo : Max Mueller - www.maxmueller.wordpress.com ©

**Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :**

newsclippings@gmail.com

If you don't like to receive this bulletin anymore, kindly send an e-mail with the word "unsubscribe" in the subject line to newsclippings@gmail.com, after receipt of this e-mail I will remove you from the distribution list soon as possible

EVENTS, INCIDENTS & OPERATIONS



Iskes tugs latest newbuilding the 83 ton BP **BRENT** seen in the port of IJmuiden, she will be followed very soon by her sister ship named **GINGER**
- Photo : Piet Sinke ©

Dry bulk newbuilding orders start to pick up, average 300 ships in 2010

Ship owners look to take advantage of lower prices and an expected boost of commodities trade in the years to come, with India rapidly entering the dry bulk foray, thanks to its massive needs of coal for power generating purposes. As a result, the latest shipbuilding market forecast by IHS Fairplay, suggested that during 2010 and 2011, ordering of vessels is expected to average 300 ships annually, with the number of orders expected to fall in all size segments, but mostly in the 60-99,999 DWT segment.

Mr Niklas Bengtsson senior consultant at IHS Fairplay said that "During 2009 to 2013 we expect to see dry bulk contracts for 143 million DWT to be signed. This is the effect of the Chinese wanting to transport their cargo on keels

built on home ground and their raw material suppliers securing tonnage for deliveries of their cargo, which means it is not an effect of a supply deficit."

IHS Fairplay expects that orders for general cargo ships will double in 2010 to 203 orders and total fleet capacity is expected to increase by 3.3 percent. The increase is helped by the expected increase in removals from the fleet during the next 5 years which is forecast to exceed that of the previous five years by a large margin, reaching 4.9% DWT, which amounts to an increase of almost 150%. During the 2004-2009 period the world shipping fleet grew by 6.6 percent on average when measured in dwt but only by 1.9 percent if measured in number of ships. This demonstrates an increase in the overall size of ships being ordered. Deliveries to the dry bulk fleet are expected to grow by 21 percent in 2010, from 47 million dwt last year to 57 million dwt. As a result, bulk fleet capacity is calculated to grow by 7.5 percent this year, by 10 percent next year and by the same amount during 2012. This is higher than the forecast increase for global commodity trade volumes.

These figures don't seem to put off ship owners, who are actively looking for new investment opportunities, as evidenced by the latest order placed by OceanFreight Inc. to build three 206,000 DWT Very Large Ore Carriers (VLOCs) at Shanghai Waigaochao Shipbuilding. Two of the vessels are scheduled to be delivered in the second and fourth quarters of 2012 and the third vessel is scheduled to be delivered in the first quarter of 2013. The total purchase price for the three vessels is approximately \$204 million. "These three high specification bulk carriers were ordered at the behest of our customers and are specifically designed to serve the long-haul Brazil to China iron ore trade" said Anthony Kandydis, Chief Executive Officer of the company.

For the time being though, cancellations of orders placed during the booming times at high premiums are still the norm. During January a total of 60 orders were cancelled, higher than the monthly average in 2009. It was the third consecutive month of declining orders since October 2009 but early indications point to an improvement during February said IHS Fairplay. China has the largest total order book at 3,783 ships, an increase of 33 orders during January 2010. South Korea is second with 1,741 and saw 10 new orders in January 2010.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **STOLT HILL** seen in Rio Grande – Photo : Marcelo Vieira (c)

Four pirates killed, six detained in an attempt to seize MV Almezaan ship

Four Somalia pirates were reportedly killed and six others detained while they were trying to capture the Panamanian-flagged cargo ship, UAE owned, **MV Almezaan**, bound to Mogadishu, the NAVFOR Somalia statement said.

According to the press release the pirates attacked the ship twice, but the private armed guards on board of MV **Almezaan** shot back. NAVFOR Spanish military ship came to help. The six pirates were detained, their boat destroyed. Four pirates were found dead with bullet wounds. Earlier reports said other Somalia pirates had hijacked two ships. MV **Talca** dry bulker was seized today and a Turkish-flagged MV **Frigia** Wednesday.

SARENS LIFTS NEW HELIDECK ON SEVEN PACIFIC



On Saturday the 20th of March the **Seven Pacific** was launched at **IHC Krimpen Shipyard**. At the same day the **Seven Pacific** was taken by tugs to Dordrecht, to moor the ship at the extensive quayside of **Sarens Nederland**. There, the ship welcomed its new helideck (dimensions 26x26m), which was positioned at the front of the ship. Earlier the helideck was delivered in Dordrecht on the 16th of February by the MV **SC Baltic** and stored at the Sarens yard.

The helideck, which weighed 47 tons, was successfully lifted by an AC500-2 from **Sarens**, equipped with 56m of guyed mainboom and 180t ballast, at a radius of about 28m. The **Seven pacific** is a Multi Offshore Construction Vessel and will be used as a pipelay vessel, with a max. working depth of about 3000m.

Photo top : Paul Visser - Sarens Nederland (c)

Photo left : Jan van Heteren (c)

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

Container shipping industry in 'fragile' state

The global container shipping industry remains in a "very fragile" state due to weak demand and a glut of ships, the world's largest shipping company said Wednesday. Maersk Line said companies should go slow in bringing back to service hundreds of ships idled during the recession, otherwise the sector will extend losses which totalled 15 billion US dollars (\$21 billion) in 2009.

"The situation remains very, very fragile for the shipping industry," said Hennie van Schoor, Maersk Line's director of business performance, Asia-Pacific. "It is balanced on a knife's edge," he said in a keynote speech at the Asia Pacific Maritime 2010 conference in Singapore.

As global trade slowed down during the global economic crisis last year, freight rates plunged and 11 percent of the world's container shipping fleet, or about 500 vessels, had to be parked. In terms of volume, about 80 percent of world trade is carried by sea. Van Schoor said there are signs of a pickup in global trade, with the United States and Europe importing more from the rest of the world. But indications show this is being driven by companies stocking up on inventories rather than a surge in general demand. He cited data showing that US imports rose 13 percent year-on-year in the fourth quarter of 2009, but retail sales in the same period expanded by only 1.0 percent. For Europe, the continent's imports were up 3.0 percent, but retail sales climbed a mere 1.0 percent. "What this is telling us is that the underlying demand for growth is not there yet," he said. Van Schoor also cautioned against the idled ships going back into the market, saying it will further upset the imbalance between a glut in capacity and weak demand.

Source: AFP



With Table Mountain looming in the background, the first rays of the sun catch the **QUEEN MARY 2** on her maiden arrival in Cape Town today March 25. She docked in flat calm conditions, unaided by tugs. **Photo: Robert Pabst ©**



Private guards kill Somali pirate for first time

In the first killing of its kind, private security contractors shot dead a Somali pirate in a clash that left two skiffs riddled with bullet holes, officials said Wednesday. The killing raises questions over who has jurisdiction over a growing army of armed guards on merchant ships flying flags from many nations.

There's currently no regulation of private security on board ships, no guidelines about who is responsible in case of an attack, and no industrywide standards, said piracy expert Roger Middleton from the British think tank Chatham House.

"There's no guarantee of the quality of individuals you are going to get," said Middleton. "If you're a shipping company, that could be legally concerning. It's also concerning to everyone if you have individuals with guns and not much oversight out on the seas."

The exact circumstances of Tuesday's shooting are unclear, but the European Union Naval Force said guards were on board the Panama-flagged **MV Almezaan** when a pirate group approached it twice. On the second approach, there was a shoot-out between the guards and the pirates.

An EU Naval Force frigate was dispatched to the scene and launched a helicopter that located the pirates. Seven pirates were found, including one who died from small-caliber gunshot wounds, indicating he had been shot by the detachment onboard the **Almezaan**, and not by the helicopter gunship, said Cmdr. John Harbour, the EU Naval Force spokesman.

The pirates had two small skiffs and a larger ship — a whaler — believed to be a mothership for food and fuel.

"Once the skiffs and the whaler had been intercepted it was discovered that one of them contained a dead body that had sustained several small-caliber bullet impacts. Numerous bullet impacts were also visible on the skiffs and bullet casings as well as arms and munition of different caliber were found aboard," said a statement from the Spanish Ministry of Defense.

Spanish forces aboard the warship Navarra arrested the six remaining pirates, took custody of the pirate's body and sunk the larger boat, the ministry said. Spain planned to give the body to the Somali government and transfer the suspects to Kenya or the Seychelles for prosecution if the cargo ship's crew identified the detainees as their attackers.

Legal experts said there is no consensus on who is responsible for investigating the incident, and there are several possibilities: Panama, whose flag the Almezaan flies; the United Arab Emirates, where the ship's owners are based; or the nation which the security contractors come from, which has not yet been made public.

"This will be scrutinized very closely," said Arvinder Sambei, a legal consultant for the U.N.'s anti-piracy program. "There's always been concern about these (private security) companies. Who are they responsible to? ... The bottom line is somebody has been killed and someone has to give an accounting of that."

So far, laws governing private security contractors have generally reacted to specific abuses rather than attempting to prevent such abuses, said Patrick Cullen, an international relations lecturer at the Barcelona-based International Politics Institute and the co-author of an upcoming book on private maritime security companies.

"Regulating maritime security companies is a very gray area," he said.

Violent confrontations between ships and pirates are on the rise. Crews are becoming adept at repelling attacks by pirates and many more ship owners are using private security guards. Pirates are becoming more aggressive in response, shooting firearms and firing rocket-propelled grenades at ships to try to intimidate captains into stopping.

Also on Wednesday, the head of the Navy and Coastal Armed Defense in Yemen said it had foiled a piracy attempt by Somalis against a Yemeni oil tanker that was carrying large amounts of oil to the port in Aden.

The navy exchanged fire with Somali pirates who had encircled the tanker in four boats, before the pirates fled, General Ruwais Ali Majoor said. The navy is still searching for them, he said.

The International Maritime Bureau says 39 ships were fired off Somalia and in the Gulf of Aden in 2008, but that number increased to 114 ships by 2009. Earlier this month there were four separate shoot-outs in a single day between pirates, security guards and military personnel aboard commercial vessels. Several organizations, including the International Maritime Bureau, have expressed fears that the use of armed security contractors could encourage pirates to be more violent in their approach.

In Somali waters, it is often difficult to distinguish between pirates and fishermen until the boats are very close. Maritime experts have expressed fears that jittery security guards could accidentally open fire on ordinary Somalis. Pirate attacks have not declined despite patrols by dozens of warships off the Somali coast. The amount of ocean to patrol is too vast to protect every ship and pirates have responded to the increased naval presence by moving attacks farther out to sea.

Experts say piracy is just one symptom of the general collapse of law and order in the failed state of Somalia, which has not had a functioning government in 19 years. They say attacks on shipping will continue as long as there is no central government capable of taking on the well-armed and well-paid pirate gangs. **Source : AP**



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



World's oldest ship to be converted into luxury hotel, restaurant

A Singapore businessman plans to convert the world's oldest ship, the **MV Doulos**, into a hotel with restaurants and a bookshop, The Straits Times reported Thursday. Eric Saw, director of BizNaz Resources International, a Singaporean Christian organization, said he would invest 7.5 million Singapore dollars (5.33 million US dollars) on upgrading the 96-year old **Doulos**, refurbishing its cabins and turn them luxury hotel rooms, restaurants, banquet rooms, a maritime museum and offices.

The ship is to be renamed Doulos Phos - the Greek words for 'servant' and 'light' and take up its new function next year. Saw bought the ship for an undisclosed amount from the German Christian charity GBA Ships, which operated Doulos as a floating bookshop from 1977 before decommissioning it in Singapore last year.

Built in 1914 in the United States - two years after the **Titanic** - the 130-metre-long **Doulos** had been headed a scrapyard before Saw stepped. The **Doulos** has undergone several name changes and has been used for a wide

range of purposes. It first hauled sweet onions from Texas to New York, then served as supply vessel to the US military in World War I, supported US navy and coast guard vessels in World War II, and operated as a cruise liner.

Saw said he planned to channel the profits from the ship's operation to a charity.

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**



Above seen the 1987 built ro/ro ship **NICEA** with crew holding protests regarding their salary status last Wednesday 24th March 2010 while vessel is berthed @ Parlatorio Wharf, Malta Shipyards and currently detained by a court impediment. She was detained on 5th March after completing her bunkering operation at Bunkering Area 4 of where she was instructed by VTS to proceed to Waiting Area to drop anchors there. Then she shifted to Bunkering Area 6 2 days later due to north easterly gale and finally entered Grand Harbour on Wednesday 17th March 2010.

She's the former **NIKOLAY CHERNYSHEVSKIY** till 1998 and **BOA TRANSPORTER** till 2004 of which under both names she was here in Malta as well. Presently she's owned by **CAN DIS TICARET** of Turkey. **Photo's : Gaetano Spiteri**

- www.maltashipphotos.com (c)

Overcapacity still a big problem, and the it worse

AS ASIA-Pacific Maritime 2010 gets underway here at the Singapore Expo, there is a definite feeling that the worst of the downturn may be over.

And it's certainly good to look on the bright side and be ready when an unambiguous recovery takes place in the shipping markets. It is, however, necessary to remember that we have been through the severest recession most of us can recall.

Singapore Shipping Association president SS Teo has welcomed the government's recent measures to help shipping. These include extending the current port dues concession; a concessionary tax rate of 10 per cent on brokerage income for qualifying ship broker companies; tax exemptions for income derived from ship management fees; and the zero-rating of GST for all goods including stores and merchandise for use onboard or installation in qualifying ships.

Nevertheless, Mr Teo's words also put talk of a recovery into context. He said: 'While we are very appreciative of the incentives offered to the shipping industry, more needs to be done. The six-month extension on the port dues concession will be a great relief to the shipping industry, but we hope that the government bears in mind that – despite tentative signs of recovery and a marginal increase in cargo throughput – international shipping is not really out of the doldrums yet. In particular, the threat of overcapacity arising from newbuildings coming online over the next two years will serve to dampen freight levels.'

Speaking at a parliamentary debate recently, Mr Teo, in his capacity as chairman of the Singapore Chinese Chamber of Commerce & Industry and Nominated Member of Parliament, strongly supported the Economic Strategies Committee's (ESC) proposal to develop a specialist financial institution like an Export-Import (EXIM) Bank in Singapore to help bridge a 'much needed gap in cross-border financing'.

But he added: 'Besides helping SMEs, I would also like to propose that the EXIM Bank facilities be extended to shipping. In view of the capital-intensive nature of the shipping industry and its need for financing, an EXIM Bank would be a useful instrument to extend the range of financing solutions available to shipowners/operators with a good track record, and will assist the growth of Singapore as an international maritime centre and as a hub for shipping investments.'

You do not need to look far to see why Mr Teo is cautious. A glance across the anchorages in this region provide a good clue as to shipping's big problem: overcapacity.

Two new reports make for gloomy reading in this respect. French-based international shipbroker Barry Rogliano Salles (BRS) does say in its annual review that, thanks to cancellations and delayed deliveries, the world fleet increased 'only' 7 per cent last year while seaborne trade declined 3 per cent.

BRS also notes some other apparently promising signs. It says: 'Demolitions reached 36 million dwt – taking us back to the records seen in the 1980s – while oil storage immobilised 6 per cent of the tanker fleet, permitting the market (with the help of a harsh winter) to achieve higher rates by the end of the year. In the containership market, with around 10 per cent of the fleet in lay-up, and with the introduction of slow steaming plus a series of tariff increases, the cost of transporting a box between Asia and Europe reached a level by year-end that no one would have expected at the start of the year.' The broker comments too that, in the dry bulk market, rates were kept afloat by the immense needs of China, which increased its imports more than 270 million tonnes in 2009, thanks to an insatiable demand for iron ore and coal.

Unfortunately, the good news may be short-lived. BRS says that newbuilding deferrals will only postpone the problem of overcapacity, and the market must still absorb close to 40 per cent of the existing fleet over the next three years; for large bulkers, it is 65 per cent. The broker concludes: 'Faced with an economic recovery that most experts qualify as 'soft', these ships will long weigh on the market and its return to equilibrium.'

BRS also picks up on another concern raised by Mr Teo: finance. It is estimated there are US\$150 billion of newbuilding contracts not yet financed, out of a total order book worth US\$450 billion. That means big headaches for some owners, and perhaps opportunities for brave bankers. The latest Fairplay Shipbuilding Market Forecast from UK-based IHS Fairplay says that January was the third consecutive month of declining orders, and contracting of new dry bulk vessels in 2009 was cut almost two-thirds from the previous year.

Worryingly, IHS Fairplay points to one reason why the shipping markets may not always react in a rational way. Its senior consultant Niklas Bengtsson says: 'From 2009 to 2013, we expect to see dry bulk contracts for 143 million dwt to be signed. This is the effect of the Chinese wanting to transport their cargo on keels built on home ground and their raw material suppliers securing tonnage for deliveries of their cargo, which means it is not an effect of a supply deficit.'

At a time when Chinese owners could, if they wished, secure more than enough new tonnage at bargain rates, that is not good news – neither for shipping nor for shipbuilding. Perhaps the experts at today's conference will see brighter prospects in store.. **Source: Business Times Singapore**

Cardigan lifeboat crew rescues trapped porpoise

Cardigan lifeboat volunteers experienced a close encounter of the cetacean kind last Tuesday night, when they came to the rescue of a female porpoise. A member of the public spotted the distressed mammal trapped in nets underneath cliffs, shortly before 7.45pm. Both Cardigan lifeboats were launched to the incident and the the British Divers Marine Life Rescue (BDMLR) group informed.

Lifeboat crew member Daniel Worth, who is also a volunteer with (BDMLR), played a key part in the rescue. "Thanks to the local knowledge of our our helmsmen we swiftly located the distressed animal close in to the cliffs," he said.

"The animal was exhausted and freely allowed us to support her while we freed her. I manhandled her out of the net, but she was quite disorientated and it took her some time to gather strength.

"It was such a relief to all the volunteer RNLI crew to see her finally porpoise away to sea.

"Although dolphin and porpoise sightings around this stretch of coastline are extremely common, this is the first time I have come into close physical contact with one. The experience was quite overwhelming.

"It's difficult not to be affected by these amazing mammals, especially at such close quarters." As a result of the incident, some of the volunteer RNLI crew are now looking to undertake Marine Mammal Medic training run by (BDMLR). This will give them further specialised knowledge should they be called upon to assist in similar incidents in the future. Both lifeboats had returned to station by 10pm. **Source : Western Telegraph**

CASUALTY REPORTING



MULTRASHIP
TOWAGE & SALVAGE

www.multiship.com +31 (0) 115 645 000

Coast Guard vessel sinks after collision with ship

A Indian Coast Guard ship sank after a privately-owned merchant vessel rammed into it at the Mumbai Harbour on Tuesday evening, an official said. No casualties were reported.



The collision took place at the commercial Indira Dockyard in Mumbai. Over 40 sailors and technicians on the ship — identified as Indian Coast Guard Ship **Vivek** — were rescued, the official said.

The defence ministry, the Mumbai Port authorities and the Directorate General of Shipping have ordered separate inquiries into the accident. The accident took place around 6.30 pm when **ICGS Vivek** was undergoing repairs and refit at Berth No 10 of Indira Docks.

The private merchant vessel **MV Global Purity** rammed into **Vivek**, creating a deep hole in the Coast Guard ship. It sank within an hour, the official said on condition of anonymity. Top

Coast Guard, defence and port authorities rushed to the site for preliminary investigations into the incident. **Source :** **Deccan Herald**

NAVY NEWS

Chinese warship arrives at Port Zayed in Abu Dhabi



A Chinese naval contingent has berthed at Port Zayed in Abu Dhabi, starting the first visit by Chinese warships to the UAE. The warships which will remain for four days in Abu Dhabi, are part of the People's Liberation Army's (PLA) contributions to the international naval deployment in the Gulf of Aden to protect commercial ships and oil tankers from piracy.

Rear Admiral Shaikh Saeed Bin Hamdan Al Nahyan, Deputy Commander of the UAE Navy, Chinese Ambassador Gao Yusheng and Senior Colonel Teng Hong, Chinese Military Attache in Abu Dhabi, were at the reception ceremony.

Shaikh Saeed welcomed the contingent, noting the UAE's outstanding defence and security

relations with China. **Source :** **GulfNews**

Canada reassigns warship to fight al Qaeda attacks

Canada has canceled a visit to India for one of its warships and assigned it to counterterrorism operations in the Gulf of Aden because of risks of al Qaeda attacks, an officer on the ship said on Wednesday. Canadian authorities working

with their allies in the area determined that an increased threat from al Qaeda warranted the frigate **HMCS Fredericton** shifting to counterterrorism duties from originally planned joint exercises with India.

"This was more important, based on the immediate threat," Navy Lieutenant Brian Owens from the **Fredericton** in the Gulf of Aden area, which is near the mouth of the Red Sea. The **Fredericton** had already been in the area combating piracy, where cargo ships are being held for ransom, and has now shifted its attention to fighting attacks on ships aimed simply at destroying them. Two weeks ago, the U.S. government warned ships sailing off Yemen's coast of the risk of al Qaeda attacks similar to a suicide bombing of the U.S. warship *Cole* in 2000, which killed 17 sailors.



Ergonomical control chair for offshore applications

- DP (NAVIS)
- AUTOPILOT
- CONNING
- TOUCH SCREEN MENU
- SWITCHING OF VARIOUS FUNCTIONALITIES
 - Sensor menu
 - Switching menu
 - Screen menu

ALPHATRON
www.alphatronmarine.com
deepsea@alphatronmarine.com

Cheap Fokkers

Peru has bought, real cheap, two Dutch maritime reconnaissance aircraft (Fokker 60s). These are slightly longer and heavier versions of the twin engine Fokker 50 (which, in turn, was a larger version of the very popular Fokker F27). Only four Fokker 60s were built, in the 1990s, and all served as military transport aircraft.

But six years ago, the Netherlands found itself temporarily short of maritime patrol aircraft. So two of the Fokker 60s were fitted with radar and other equipment, and served for two years as patrol aircraft. Then they were retired. Someone in Peru noted that the aircraft were still in good shape, still had their maritime patrol equipment, and were just sitting there. A deal was made, and the Fokker 60s will be back to work in the east Pacific.

Source : [strategypage](#)

NM's past to be aboard submarine

The **USS New Mexico** submarine being commissioned Saturday will carry mementos of the first **USS New Mexico**, a battleship that served during World War II. When the battleship went into service in 1917, the state Senate commissioned a 56-piece sterling silver set by Tiffany & Co.

The set was returned to the state in 1964 and went into the collections vaults of the Palace of the Governors and New Mexico History Museum in Santa Fe. The set includes dessert plates, each engraved with a different scene from New Mexico history.

Now the museum is loaning two of the plates to the **USS New Mexico** submarine, the U.S. Navy's newest Virginia-class nuclear submarine. The submarine will be commissioned at the Naval Station Norfolk in Virginia. One of the dessert plates on loan depicts Taos Pueblo and the other shows a stagecoach heading down the Santa Fe Trail into Santa Fe Plaza. The World War II section of the History Museum's exhibition, "Telling New Mexico: Stories from Then and Now," displays other pieces of the Tiffany service. The set includes a humidor in the shape of Taos Pueblo.

Tourism Secretary Michael Cerletti said the second naming of a warship after New Mexico is an honor and a salute to the battleship *New Mexico* and her legacy in U.S. Naval history. The battleship, modernized in the 1930s, saw extensive service in the Atlantic and Pacific theaters during World War II. It was one of 189 U.S. ships in Tokyo Bay on Sept. 2, 1945, for the unconditional surrender of Japan. The battleship was decommissioned in 1946. Pieces of the ship's bell are on display at the University of New Mexico in Albuquerque and at the Manuel Lujan building in Santa Fe. The ship's wheel survives at UNM's Naval Reserve Officer Training Center.

The Museum of the Pacific War in Fredericksburg, Texas, includes a 6-foot model of the battleship **USS New Mexico**, commissioned by the **USS New Mexico BB-40 Association**. Source : Chron

Hr.Ms. Van Speijk oefent met Franse helikoptercarrier

Het stationsschip van de Koninklijke Marine in het Caribische Gebied, **Hr.Ms. Van Speijk**, heeft op 23 maart geoefend met de Franse helikoptercarrier **FS Jeanne d' Arc** nabij Saba.



De **FS Jeanne d' Arc** is een helikoptercarrier met een lengte van 182 meter en is in staat om maximaal tien helikopters aan boord te nemen. De **Jeanne d' Arc** is op dit moment in het Caribische Gebied om deel te nemen aan een grote internationale anti-drugsoperatie. De twee marineschepen troffen elkaar nabij de Sababank. "Bij toeval", aldus luitenant-ter-zee der eerste klasse Marnix Hezemans. "Een mooie gelegenheid om te onderzoeken of we met deze NATO eenheid konden oefenen."

En dat gebeurde op dinsdag 23 maart door middel van communicatie- en manoeuvreoefeningen. Ook maakte de boordhelikopter van **Hr.Ms. Van Speijk** diverse deklandingen op de **Jeanne d' Arc** en een van de helikopters van het Franse marineschip voerde hetzelfde uit op **Hr.Ms. Van Speijk**. Nadat beide schepen hun waardevolle oefenprogramma afsloten met een 'sailpast', gingen ze weer verder met hun reguliere taak.

SHIPYARD NEWS

Keppel Shipyard secures conversion contracts worth 160 million U.S. dollars

Keppel Shipyard Limited (Keppel Shipyard) has secured two contracts totaling \$160 million to convert a Floating Production Storage and Offloading (FPSO) vessel for Single Buoy Moorings Inc (SBM), and a livestock carrier for an affiliated company of Hijazi & Ghosheh Co. Mr Nelson Yeo, Managing Director of Keppel Shipyard, said, "We are delighted to be awarded our 15th project from SBM, on the back of the recent successful deliveries of **P-57**, the BP **Skarv Turret** and FPSO **Capixaba**. Hijazi & Ghosheh Co, a major livestock carrier owner and operator has also returned to us to convert a second livestock carrier.

"These contracts demonstrate the strong partnerships we have established with our valued customers over the years."

Keppel Shipyard's latest project from SBM is for the conversion of the Very Large Crude Carrier (VLCC), **M/T Bauhinia**, into an FPSO facility. The facility is being developed for the Block I oil field, Aseng, located offshore of Equatorial Guinea. Work on the FPSO is expected to commence in the second quarter of 2010 and completed in the third quarter of 2011. The scope includes refurbishment and life extension works, accommodation block extensions, the fabrication and installation of a flare tower, an internal turret and topside module supports, as well as the installation and integration of topside modules.

Mr Tony Mace, Chief Executive Officer of SBM Offshore said, "Having worked with Keppel Shipyard since 2001, we remain impressed with their ability to deliver projects safely and to our satisfaction. This is true of the three recently delivered projects, and I am confident that this FPSO will match the same high standards."

Additionally, Keppel Shipyard secured a second contract to convert a vehicle carrier, **Merlion Ace**, into a livestock carrier for Merlion Ace Compania Naviera S.A, an affiliate of Hijazi & Ghosheh Co., a world leading livestock carrier owner and operator. The work scope includes design engineering, procurement of major equipment, modification of ship structural, piping and electrical systems. To be renamed **Ghena**, the vessel is targeted for completion in the third quarter of 2010, and will ply the route between Australia and the Middle East.

Mr Issam Hijazi, President of Hijazi & Ghosheh Group, said, "We are glad to be working with Keppel Shipyard again following the conversion of the Maysora livestock carrier in 2001. We had a rewarding experience with the team who has lived up to the reliability and exceptional service that Keppel Shipyard is well-regarded for. We look forward to another outstanding job on the Ghena livestock carrier, and more projects together."

Keppel Shipyard has completed 13 projects for SBM since 2001. It most recently delivered the **P-57 FPSO**, FPSO **Capixaba** and an internal turret for the Skarv FPSO project. **FPSO Capixaba** was delivered on 10 February 2010, nine days ahead of schedule. The vessel was modified and upgraded for operation in the Cachalote field in offshore Brazil. **FPSO P-57**, which was delivered in the same month underwent hull and marine conversion in Singapore and will have its remaining work of topsides installation and integration completed at Keppel Offshore & Marine's BrasFELS yard in Brazil.

On 23 February 2010, Keppel Shipyard successfully loaded-out the final two components of the Skarv internal turret, consisting of the manifold deck and gantry structure. The lower turret and upper turret structures were delivered and loaded out in at end-2009. They will be integrated into the FPSO currently being built in Korea. The internal turret, the largest in the world in terms of its rated mooring loads is being supplied by SBM to their client for its **Skarv FPSO** unit, which will operate offshore Norway once completed.

All three projects were completed without any lost-time incident (LTI). Keppel Shipyard is presently converting another major project, **FPSO Okha**, for SBM at its Tuas yard. Keppel Shipyard is a wholly owned subsidiary of Keppel Corporation, through Keppel O&M, a leader in offshore rigs, ship repair and conversion and specialised shipbuilding. Keppel O&M's near market, near customer strategy is bolstered by a global network of 20 yards and offices in the Asia Pacific, Gulf of Mexico, Brazil, the Caspian Sea, Middle East and the North Sea regions. Integrating the experience and expertise of its yards worldwide, the group aims to be the provider of choice and partner for solutions for the offshore and marine industry.

The two contracts are not expected to have any material impact on the net tangible assets and earnings per share of Keppel Corporation Limited for the current financial year. **Source: Keppel**

2 IHC BEAVER 9029C LAUNCHED AT THE SAME DAY



IHC Merwede has simultaneously launched two **IHC Beaver® 9029C** cutter suction dredgers on Wednesday 24 March 2010. The vessels have been designed and built for one of the company's large Chinese customers, **Sinohydro**, at Dutch shipyards by **IHC Beaver Dredgers**.

ZHONG GUO SHUI DIAN J08 was named and launched at the Sliedrecht shipyard, while its sister ship, **ZHONG GUO SHUI DIAN J09**, was named and launched at the Hardinxveld-Giessendam shipyard. The ceremony signified IHC Merwede's ability to supply these custom-built vessels to the Chinese market. It also exhibited the level of advanced technology at its disposal and the control it enjoys over the manufacturing and assembly processes at the locations of its various business unit location in The Netherlands.



The final products delivered to the customer in the coming months will benefit from the quality and efficiency that come as an integral part of every IHC Merwede vessel. This makes the 4,000m³/hr 13,000kW IHC Beaver® 9029C an extremely competitive package on a global basis, offering new opportunities and possibilities to Sinohydro. The cutter suction dredgers have the capacity to achieve high outputs at a relatively low cost. They can work to a depth of up to 29 metres and under challenging conditions with a wide range of soils. Sinohydro has invested heavily in this type of custom-built vessel for the execution of major dredging projects, such as the expansion of the Port of Karachi (Pakistan's largest and busiest seaport). **Photo's : Jan van Heteren ©**

ROUTE, PORTS & SERVICES



The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered



GLOBAL SHIP DELIVERY & CREWING

info@redwise.nl

Dismissal, the Bulgarian Black Sea port of Burgas, 600 workers

One of Bulgaria's two major ports, Burgas, is going to cut by more than one third its workers in 2010-2011, its CEO Ruslan Petkov has announced. Petkov hosted Friday a meeting between Deputy Transport Minister Kamen Kichev and the local trade unions.

Of the 1 360 workers of Port Burgas, 200 will be laid off in 2010, and 360 more – in 2011.

The meeting of the Deputy Transport Minister and the syndicates comes as a follow-up of the workers' unrest in the Port in February and March as they protested against unfavorable state policies regarding a brand new but unused freight terminal, Terminal 2A.

Deputy Minister Kichev has announced that the government and the trade unionists have reached an agreement about the future of Port Burgas. The Port is not going to get a new loan but will be given on concession. The Podkrepa Labor Confederation has declared that while it agreed with the government about the concession plan, it did not agree with the layoffs of port workers.

It is still unclear whether the Port of Burgas will be offered to potential concessionaires with or without the troubled Terminal 2A. The Bulgarian government is also considering giving on a concession the Port of Varna as well.

One of the arguments of the port management for making some 600 workers redundant is the fact that the Port of Varna employs 1 600 workers but processes twice more cargo than the Port of Burgas. **Source: Novinite**



The **DMS BUZZARD** arrived with the **MAGDALENA** in Rotterdam > 's Gravendeel, the **BUZZARD** departed with her tow from Dubai via Suez, the trip was organised by **Worldwise Marine Brokers** on behalf of **Otto Wulf**
Photo top : Nico Ouwehand – below : Marijn van Hoorn



Port of Houston Chairman highlights importance of Houston Ship Channel

In a recent article in the Houston Chronicle, Jim Edmonds, Chairman of the port of Houston, highlighted the importance keeping the Houston Ship Channel navigable on an ongoing basis.

"Not only is the world's second-largest petrochemical complex located here, but the US economy depends on the critical flow of waterborne commerce over the port's docks," said Mr Edmonds.

"The Port of Houston Authority partners with the US Army Corps of Engineers to maintain the waterway's navigational safety. Each year, there are about 7,700 oceangoing commercial vessel calls and 150,000 barge movements at the

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 085

PHA's cargo facilities. And there are 150 private properties in Houston's seaport complex. That level of traffic ranks the port first in the US in foreign waterborne tonnage and second in overall tonnage."

"Unfortunately, we've fallen behind on federal funding for Houston Ship Channel maintenance, mainly due to increased competition for those dollars. That is despite strong and valiant efforts by our entire congressional delegation, which works on a bipartisan basis on those issues. Federal funding levels for Ship Channel maintenance activities just have not kept pace with the damage to the channel caused by storms and normal siltation," Mr Edmonds explained.

"For 2010, the need was nearly US\$36 million, but Congress appropriated only US\$19 million. In 2011, because of shortfalls in previous years, more than \$41 million will be required to catch up."

"And the Houston area isn't getting its fair share to begin with," he claimed. "Houston receives only 8 cents per ton of cargo, compared with other ports along the US Gulf and East coasts that receive an average of 42 cents per ton. As a result, more than 80 percent of the Houston Ship Channel is either not as deep or not as wide as it is authorized to be."

"This is unacceptable," said Mr Edmonds. "In response, we are taking a more direct and co-ordinated approach to this issue in Washington, where recently we met with regulatory officials and congressional members who represent districts throughout Harris County. We strongly stated our case for equalized funding for the Houston Ship Channel. Continued funding shortfalls could threaten navigational safety in coming years. Potential vessel incidents could result in human casualties, property damage or environmental harm that could lead to staggering liabilities for the PHA. Inadequate Ship Channel maintenance could also drive away current and potential port customers, which would put Houston at a competitive disadvantage in the marketplace and ultimately undermine PHA's state-chartered mandate to promote regional economic development."

"The news isn't all bad," he explained. "In 2009, economic stimulus legislation provided \$98 million in funding targeted to help make the Ship Channel more accessible. While those funds helped tremendously, the channel still needs more dredging."

"The long-term answer may lie with proposed legislation to ensure that all future annual revenue collected by the federal government and put into the Harbor Maintenance Trust Fund is appropriated for its authorized purpose, which is maintaining the nation's waterways. Since 2002, there has been a growing gap between revenue deposited into the fund and the annual appropriations to waterway maintenance. Some \$126.7 million in harbor maintenance tax is collected annually from the Port of Houston alone, yet the funds needed for adequate maintenance of the ship channel have not been made available. This needs to be addressed through federal legislation."

"Some in Washington seem to equate funding to keep the Ship Channel open with negative earmarks that too often are simply pork barrel politics. The infamous "bridge to nowhere" in Alaska comes to mind. But that is hardly the case here. Mother Nature's rains and human activity fill the channel, creating the need for regular dredging to keep it open. Make no mistake — funding for the channel is a bridge to somewhere — keeping commerce flowing strong for the benefit of not only the region but the nation as well."

"An enormous portion of the economy of Texas relies on the Port of Houston. More than 785,000 jobs throughout the state are in some way related to Ship Channel activity. The overall economic impact of the port on the region is nearly US\$118 billion. Nationally, the port generates \$285 billion in economic activity, US\$16.2 billion in tax revenue and 1.5 million direct and indirect jobs."

"The build-out of PHA's Bayport terminal facilities will increase those impacts. The port authority has just received a 10-year extension from the Corps of Engineers that will allow the dredging and construction at Bayport to continue. As the economy struggles to recover, cargo levels at Houston's port facilities are rising. We already attract almost 70 percent of the containerized cargo that moves through the Gulf of Mexico, and our customers rely on our ability to provide quality facilities and service to move their goods to market efficiently and cost-effectively. We expect further economic growth, which is why we have \$340 million in capital improvement projects planned for 2010 and 2011. That will lay the foundation for increased cargo volume in 2014, when Panama Canal expansion is expected to be

completed. Conservative estimates are that volume will increase anywhere from 10 percent to 15 percent as a result of the canal expansion."

"To advance our foresight and preparation for economic challenges and opportunities, PHA has recently added to its management team a professional economist whose quantitative analyses are expected to provide powerful reinforcement to the focused direction of the long-term strategic marketing plans for the port. We are determined to ensure that the economic engine that is the Port of Houston continues to drive full steam ahead," Mr Edmonds concluded. **Source : Dredging News Online**

Seaway Heavy Lifting

Offshore installation

- Platform installations and removals
- Globally available
- 5000 mt crane capacity

Seaway Heavy Lifting



Albert Einsteinlaan 50, 2719 ER Zoetermeer
The Netherlands
e-mail : info@shl.nl



Rickmers Charters Box Vessel to CSAV

Rickmers Maritime Trust chartered a containership of 5,060 20-foot equivalent units capacity to CSAV, the Chilean ocean carrier, for 12 months with an option for a further 12 months at a much higher rate. The Singapore-based ship owner said it is receiving \$8,288 net per day for the 2004-built **Kaethe C. Rickmers** which completed a five year time charter with Maersk Line on Feb. 1. The vessel was chartered for a single voyage in order to reposition it to Asia for its first dry docking in China. Rickmers said the ship is expected to begin its charter with CSAV by the end of March thus avoiding costly waiting time or positioning.

CSAV has an option to extend the time charter for another 12 months at a fixed rate of \$23,888 net per day. The deal was announced shortly after auditor PricewaterhouseCoopers said there is "significant" doubt over Rickmers Maritime Trust's ability to continue as a going concern. "Despite the financial challenges we currently face, we would like to assure investors that our charters remain intact and will continue to provide us with defensive revenues and cash flows," Rickmers Maritime Trust Chief Executive Officer Thomas Preben Hansen said. "We remain actively engaged with our bankers and are committed to seeking a comprehensive solution that protects both the interests of the Trust and our unit holders," Hansen said. PricewaterhouseCoopers cited liabilities and commitments of more than \$1 billion as it issued a disclaimer to Rickmers financial statement for the year to Dec. 31, 2009. Rickmers Maritime has 16 container ships on fixed term charter to CMA CGM, Mitsui OSK, Hanjin Shipping and Italia Maritima. The **Kaethe C. Rickmers** is the first Rickmers Maritime ship to be chartered to CSAV. **Source: Journal of Commerce**

Leading ferry company Stena Line is giving its Irish Sea fleet a makeover to the tune of over £9 million.

At a time when travel companies across the globe are implementing cutbacks, Stena Line is spending millions on the refit and refurbishment of ships across its five Irish Sea routes. The **Stena Caledonia**, which operates on the

Stranraer-Belfast route, is currently in dry dock at the Harland and Wolff shipyard in Belfast undergoing a £1 million refit. It's the last of eight ships which have been given makeovers in the past three months.

Stena Line's Irish Sea Area Director, Michael McGrath, believes that the investment reflects the ferry company's ongoing commitment to improving its fleet and services. "At Stena Line we are continually investing in our product to exceed customer expectations and give them a pleasurable and comfortable travelling experience," he said.

"We've never been a company to rest on its laurels and this investment in our Irish Sea fleet reflects a desire to continually improve in terms of quality and service reliability."

"The credit crunch has resulted in more people considering holidays within the British Isles, which is good news for the ferry industry. Therefore it is vitally important that when new customers travel with us we show them how much ferry travel has developed over the years and how pleasurable an experience it can be compared to flying," the Area Director added.

Highlights of Stena Line's makeover programme include a £2M refit and refurbishment of the **Stena Nordica** superferry, which sails between Holyhead and Dublin Port, £2.1M on the **Stena Europe** superferry, which operates between Fishguard and Rosslare, and £2M on the **Stena Lynx III** fastcraft, which sails between Holyhead and Dun Laoghaire. **Source : Stena**



Cable/pipe layer **Seven Seas** appearing through the Tyneside mist yesterday morning on her way to OTP, Walker from Stavanger to load flexi pipe.

Photo : Kevin Blair (c)

Antwerp Takes Aim at French Cargo

The port of Antwerp is embarking on an effort to position itself as a maritime gateway for France by improving its road, rail and barge connections with that country. In 2009 some 500,000 20-foot equivalent units were carried to and from the French hinterland, and the Antwerp port community is aiming to increase this volume. "This can be done by improving the hinterland connections and implementing our Total Plan," said Port Authority CEO Eddy Bruyninckx Wednesday at the Port Day in Paris organized by the Port Authority, the Antwerp private sector and the Customs service. Around 16 percent of all container traffic to and from Antwerp's hinterland currently has its origin or destination in France, where the most important trading regions for the port are Lille-Roubaix-Valenciennes and Alsace-Lorraine. More than half of the port's container volume – some 300,000 TEUs – is carried by road because it is

located so far inland that most road trips are relatively short. As a result the transport costs to and from Antwerp are considerably lower than for ports such as Rotterdam and Hamburg. The rest of the container volume is fairly evenly divided between barge and rail transport. The Rhine and Moselle in particular are important for barge freight. Transport via the Scheldt and the Leie is expected to get a significant boost once the Seine-Scheldt project has been completed. Rail transport provides an increasingly wide range of services to and from intermodal terminals situated near the border in places such as Kortrijk, Mouscron, Athus and Charleroi. There are also important rail services to Spain, Italy and Switzerland with stops in France. Recently IFB added a French destination to its Spanish rail service, with the intermodal terminal in Bonneuil-Sur-Marne. Bruyninckx also presented the "Total Plan" for the port that was drawn up in collaboration with the private sector. The plan's goal is to attract more conventional freight to the port and to develop Antwerp into the main general cargo port of Europe. **Source: Journal of Commerce**

| | | | | |
|--|---|---|---|--|
|  | <h2>GLOBAL SHIP DELIVERY</h2> | <ul style="list-style-type: none"> • ISM Protocol • Flag State Service • Certification • Daily Reports • Vessel Tracking • Passage Planning • Technical Services • Maintenance • Crew Training | | |
|  |  |  |  |  |
| <p>www.tos.nl TOS Rotterdam (+31)10 – 436 62 93 E-Mail info@tos.nl</p> | | | | |

BSC to procure 6 vessels with govt funding, offload more shares to raise fund

Bangladesh Shipping Corporation has taken a highly ambitious plan to build up a fleet of 17 vessels by the year 2011. The plan was prepared as part of its endeavour for balancing and modernizing the BSC fleet through replacement and expansion process, highly placed sources in the corporation told the FE. The number and types of ships to be procured might be: 1) One mother tanker of 100,000 to 125,000 MT, 2) Two product cargo vessels of 30,000 to 35,000 MT each, 3) Two bulk cargo vessels of 30,35,000 MT each and 4) One container feeder vessel of 1,000 TEUs. The total cost of the second-hand vessels not aged over 10 years will stand at around Tk 12,000 million (1200 crore) and the budget for procuring three vessels, that is, a mother tanker and two product cargo vessels, at an estimated cost of Tk 7000 million (700 crore) is likely to be allocated in the next fiscal budget, sources said.

A mother tanker has always been felt as a crying need of the BSC but it could not procure a mother tanker in its life of 39 years. But the BSC has been chartering a mother tanker to bring home the government imported crude oil for a long time at the drainage of huge foreign exchange from the national exchequer. The cost of hiring a mother tanker for carrying imported crude oil was Tk 1700 million (170 crore) last year while it will stand at around Tk 2000 million (200 crore) this year, BSC officials said. BSC in a bid to raise fund had decided to offload more shares in the capital market this year. "The process of releasing IPO (initial public offering) has started but it will take several months to complete all formalities," GM (Operation and DPA) AHM Mamun said. It will initially release new shares for Tk 627 million (62.70 crore) after paying up the government equity following enhancement of its authorized and paid-up capital. But in course of time all the 49 per cent shares of the BSC will be released in the capital market, he said. Meanwhile, BSC has enhanced its authorized capital to Tk 4000 million (400 crore) from Tk 250 million (25 crore) and paid-up capital to Tk 3500 million (350 crore) from Tk 200 million (20 crore), he added. As on 18 March 2010, the BSC has a fleet of 13 vessels with a sizeable capacity of around 150,000 tons. The fleet comprises 10 general/multipurpose cargo vessels, one container feeder and two lightering tankers. Most of the vessels have crossed their economic life as the average age of them is 26.50 years now, a senior official said. A record of the last four years indicates that 70 per cent of its fleet ships remained in Chittagong harbour and in anchorage doing almost nothing but in the dock for repairing and awaiting instructions. Manpower of around 400 in the offices and more than 200 in the ships are four times compared to any other shipping company in the private sector. Present global market is fully dependent on container ships but the BSC has withdrawn four of its container ships namely **Banglar Robi, Banglar Urmi, Banglar Moni** and **Banglar Shikha** from the feeder service. Sources said that presently five BSC ships are on charter.

Source: The Financial Express

ANCHOR CHANGE OUT ON THE CMA CGM ROSSINI



At begin of this year **DAMEN Anchor & Chain** was contacted by CMA to quote for an anchor for the **CMA CGM Rossini**. During her voyage she was lost a part her anchor that completely was broken off.



In February Damen anchor and Chain factory (AKF) was rewarded with the order for the supply of one piece AC-14 High holding power of 11 ton and we also assigned to do the connection job. Together with **Terneuzen port services** we have done the job last Tuesday 23rd of March 2010 at the port of Antwerp.

Need Cheap & Secure Lay-up?

In our protected, private harbour just outside of Rotterdam, we offer premium and secure lay-up facilities for seagoing vessels, barges and pontoons as well as extensive services to manned or unmanned vessels in lay-up, all against affordable prices. Dutch Harbour is suitable for vessels up to 200 m in length and with a draft up to 5.50 m, while its 700 m floating jetties safeguard against any tidal influences. The harbour entrance is closed off by a floating security barrier and the surrounding harbour terrain is accessible only to owners and crew. Harbour access is monitored 24h by security cameras.

For additional information and rates, please contact

Dutch Harbour Lay-up Services

Harbour G950 • Griendweg 14, 's Gravendeel

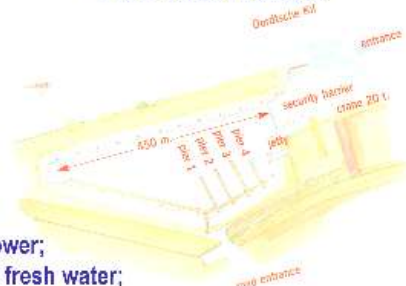
T: 085-8779114 • F: 085-8779115

E: info@dutchharbour.nl • W: www.dutchharbour.nl



Facilities:

- Closed, private harbour;
- Secure mooring & safe access;
- Camera surveillance;
- Free domestic garbage disposal;
- Free wireless internet.



Optional Services:

- 380V/220V shore power;
- Supply of MDO and fresh water;
- Crane services;
- Various alarm systems for cold lay-up.



The THSD **BARENT ZANEN** seen approaching the Brunsbuttel locks on her way from Gdansk to Rotterdam
Photo : Bas Saenen (c)

Oswal takes delivery of the first ship built in China

Australia-based Indian industrialist Pankaj Oswal has announced that **Maruti Shipping**, a part of his Oswal Group Global, will spend \$320 million by 2012 for nine ships built at Yangzhou Guoyu Shipyards in Jiangsu province.

The first of the fleet of 57,000-ton dry bulk carriers built in Yangzhou will be delivered and is already chartered by the Thoreson Group in Thailand. Other Maruti ships have been chartered to some of the largest companies in the sector, including Klaveness Chartering, BVI and Pacific Chartering, according to a statement from the group. "At least one ship may be used to transport resources to Oswal's expanding global petrochemicals plants," the company said.

Pankaj Oswal, chairman and managing director of **Oswal Group Global**, has a diverse portfolio of assets valued at over \$5 billion, including Burrup Fertilisers, the world's largest single train merchant ammonia plant in Western Australia, as well as interests in petrochemicals, resources, transport, logistics, property and lifestyle.

"This marks an important milestone in the future of the group, bringing our company into partnership with the Chinese for the first time. We look forward to building a strong working relationship with China across all our business units," he said. Oswal and his wife Radhika were joined by Capt Ross Amaral, COO and director of **Maruti Shipping**, at the delivery ceremony. All of Maruti Shipping's fleet will be managed by **Wallem Group Ltd**, one of the world's largest ship management companies.

Owned and controlled by Pankaj and Radhika Oswal, the multibillion-dollar enterprise "is dedicated to developing natural resources and industry for the benefit of the global community", the company said. Its assets include Burrup Fertilisers, which supplies about 6 percent of the world's merchant ammonia market. Burrup is currently planning for expansion with a \$600 million ammonium nitrate plant that is scheduled for commissioning in 2013.

The group also has extensive property interests in Australia, the Middle East and Asia. It is now developing petrochemical assets in the Middle East and Australia and has rapidly expanded its trading business in the Middle East and India. Oswal Lifestyle, whose Otarian brand operates upscale restaurants in New York and London, provides a variety of multicultural vegetarian cuisines while promoting the benefits of vegetarianism and sustainable lifestyle alternatives. **Source: China Daily**

Seattle Container Volume Surges 48.5 Percent

The Port of Seattle saw huge gains in container volume in February, while container volumes at its Pacific Northwest neighbors Tacoma and Portland were mostly down compared to the same month last year. Seattle, which benefited from a joint service of Maersk Line and CMA CGM that began last June, recorded especially strong gains. Seattle's inbound containers were up 84 percent compared to February 2009, exports increased 49.2 percent and total container volume was up 48.5 percent.

Year-to-date, Seattle's inbound volume increased 55 percent, outbound 56.4 percent and total container volume 33.3 percent compared to the first two months of 2009. Imports through Tacoma were down 25 percent in February, with exports down 18 percent and total volume down 19 percent. Year-to-date, Tacoma's imports declined 22.1 percent, exports were down 12.2 percent and total cargo volume was down 16.7 percent compared to the first two months of 2009. Imports in Portland increased 4 percent in February compared to the same month last year. Exports dropped 36 percent and total container volume was down 21 percent. Year-to-date, imports in Portland declined 0.6 percent, exports were down 25.8 percent and total container volume was down 16 percent compared to the first two months of 2009. **Source: Journal of Commerce**



The 2008 built tug **SEA CHARLIE** towing barge **CEYHAN** and multicat **COASTAL PROTECTOR** entering Grand Harbour, Malta on Wednesday 24th March 2010 for bunkering/stores stop.

Photo : Gaetano Spiteri - www.maltashipphotos.com (c)

The 4th MariFlex Open Darts 2010 tournament



The weekend of 20 & 21 March, the **4th MariFlex Open Dart 2010 Tournament** was held in the town of Oud Gastel. Over 500 single players and 234 pairs registered for this 2 – day event, among those players were many famous names like; Tony O'Shea, Darryl Fitton, Martin Adams, Gary Robson, John Walton, Willy van de Wiel, Ross Montgomery and many more.

The tournament turned out to be a great success, with lots of compliments from visitors, sponsors but above all the dart players themselves who experienced the tournament as well organized and fun to be part off. The couple competition was won by Martin Adams and Ross Montgomery, the woman final was won by Deta Hedman. The man final turned out to be very exciting, in a match that looked to be in the pocket for Steve West, in the end John Henderson managed to turn the game around after being 0 – 2 in sets behind and in the end won the match with 3 – 2.

MariFlex Darts team completed

MariFlex Group, sponsor of Tony O'Shea and Willy van de Wiel, lived for a while already with the idea to have a MariFlex darts team of 4 players. The same weekend of the 4th MariFlex Open Darts 2010 tournament an agreement was made with Joey ten Berge and Darryl Fitton. The announcement that the MariFlex team is completed was made on Sunday 21 March, all parties are extremely happy with this result and trust together to have a promising darts future.

Worldwide liquid cargo services 24 hours per day, 365 days per year!



Mariflex Pump Services B.V.

Professionals in liquid cargo handling and transshipment.

Kon. Wilhelminahaven zz 22 3134 KG Vlaardingen (Port No 650) The Netherlands
www.mariflex.net tel (24 hrs) : +31 (0) 10 434 44 45 info@mariflex.net

.... PHOTO OF THE DAY



Iskes 83 ton BP **BRENT** seen assisting the **SPAR ORION** into the Ijmuiden locks

Photo : Piet Sinke ©

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you don't like to receive this bulletin anymore kindly send an e-mail with the word "unsubscribe" in the subject line to

newsclippings@gmail.com

after receipt of this e-mail I will remove you from the distribution list soon as possible