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**The STENA ANTARCTICA seen moored in Rotterdam-Europoort  
Photo : Robert Smith ©**

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## **EVENTS, INCIDENTS & OPERATIONS**



Boskalis **ARCA** seen enroute Rotterdam- Yangtze harbour - **Photo : Frans de Lijster ©**

## **Maritime Employment" People change jobs for one of two reasons: something changed or something didn't"**

The market for technical shipping jobs has improved considerably in the first quarter of 2010. We have seen confidence return to the market and more than just the first green shoots of spring emerging. We may not be basking in hot sunshine yet, but the worst of the bleak frozen winter is certainly behind us. The more positive feeling in the general economy and in particular the ending of the sense of panic that was so prevalent in 2008/09 has led both companies and candidates to come out of their shells and to begin sniffing around for new opportunities. When taking on a new job in a technical area of shipping, be it as a surveyor, fleet director or business development manager, the new role will often entail a relocation to another part of the world or country. The decision to change jobs is never an easy one to make and will often hinge on personal circumstances and family life. With the upturn in the housing markets in most of the world's major economies, candidates are more likely to accept jobs knowing that they can sell or rent out their house more easily than last year. For an individual to decide to make the major decision of moving job, confidence in both the company they are going to and the general economy are key issues. The general sense of greater confidence in the economy has made its way down to increased movements across the technical shipping market.

There is a backlog of people who have been dissatisfied with their current job for some time, but put plans on hold during the uncertainty of the financial crisis. People change jobs for one of two reasons: something changed or something didn't. Whether it is pay, future prospects or office politics, people who last year felt that on balance a secure job was better than an insecure job, are now beginning to contact us. We have seen this confidence expressed in a surge of CVs submitted to us, hits on our website and quiet chats with our recruiters.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 093

The number of new candidates on our books in Q1 2010 is up 26% versus Q1 2009 and the number of unique visitors to our site is up nearly 20% from 68,000 in Q1 2009 to 81,000 in Q2 2010. We believe that the numbers of candidates on the market for a new job will continue to rise this year as confidence continues to grow. However, our local offices in Oslo, Southampton, Singapore and Fort Lauderdale report different local patterns. Danish and German employers are not hiring nearly as many candidates as their rivals in Norway, UK and the Netherlands. The Singapore market is performing particularly strongly, with a particular emphasis on offshore roles. New dry bulk and tanker operators are springing up across the Asia-Pacific region and all need experienced and technically competent staff. Indian ship managers are calling on our services to find them Indian technical managers. With the British pound so weak in comparison to the Euro, UK employers are struggling to compete with Euro-zone based employers to attract foreign talent. Stringent and often expensive US and UK visa requirements are making the hiring of non-US/EU citizens increasingly onerous. We are also seeing a level playing field in terms of salaries offered to technical superintendents, whatever their nationality or location. Our survey of candidates placed in a wide range of technical roles for shipping companies, oil majors, flag states, classification societies and consultancies shows that salaries have remained steady and that experienced and well qualified candidates remain hot property. We are managing to place candidates more quickly than before, in an average of 9 weeks, down from 11 weeks in 2009. **Source : Faststream**



The **SMIT ABACO** seen at the Bahamas – **Photo : Hans Dörr ©**

**Please Note – In view of the Easter Weekend there will be no Shippingnews clippings send out on Sunday April 4<sup>th</sup> The next news will appear on Monday April 5<sup>th</sup> In the meantime I wish all the Christian readers a very happy and blessed Easter**



## U.S. Navy Captures 5 Pirates After Firefight

Suspected Somali pirates fired on a U.S. Navy warship off East Africa early Thursday in what appeared to be a ransom-seeking attack on an American guided missile frigate, officials said. The **USS Nicholas** returned fire on the pirate skiff, sinking it and confiscating a nearby mothership. Five pirates were taken into custody, said Navy Lt. Patrick Foughty, a spokesman.

International naval forces have stepped up their enforcement of the waters off East Africa in an effort to thwart a growing pirate trade.

Last May, pirates chased a U.S. Navy warship and fired small arms fire at it. The ship, which had recently served as a prison for captured pirates, increased speed and evaded the attack. French and Dutch naval ships also have been attacked by pirates, said Roger Middleton, a piracy expert at the British think tank Chatham House.

"If you think of the kind of young men who are doing this, they go out into the middle of the ocean in a tiny boat. They might not always make rational decisions, and they often attack things that are bigger than they should (attack)," said Middleton.



"It's also quite possible that they don't have a full understanding of the targets they are attacking. Perhaps they just see a big ship they think is a worth a lot of money," he said.

Thursday's attack came just shy of a year since pirates attacked the U.S.-flagged **Maersk Alabama** and took American Richard Phillips hostage. Phillips was rescued five days later when Navy SEAL snipers shot three pirates in a lifeboat.

The U.S. Africa Command said the five pirates seized Thursday would remain in U.S. custody on board the frigate for now. The

Nicholas is home-ported in Norfolk, Va. Experts say piracy will continue to be a problem until an effective government is established on Somalia's lawless shores. The country has not had a functioning government for 19 years.

Meanwhile, the Taiwan government said it fears a Taiwanese fishing boat may have been hijacked by pirates off the Somali coast. Officials lost contact with the 79-ton **Jih-chun Tsai 68** fishing trawler on Wednesday. **Source : CBS2**

## Eager wait in Lanka for 9th century ship

Enthusiasts here are eagerly awaiting the arrival of a 9th century ship built without nails and using palm leaves as sail which is undertaking a voyage to re-enact the challenges of sea travel hundreds of years ago.

"A 9th Century reconstructed Omani ship, the '**Jewel of Muscat**', is due to call at the Port of Galle around 18th April," the Foreign Ministry said in a statement. The 'Jewel of Muscat' represents a major feat of maritime engineering where the hull has been sewn together with coconut fibre.

The ship, which is built without nails to seal the hull, has each timber fitted perfectly. The wood is protected by a layer of goat fat mixed with lime, and the sails are square and made from palm leaves, re-creating the original technology.

However, the arrival date of the ship would be determined by weather conditions since it will be using its sails for its voyage as it does not have an engine, said the ministry.

Every sailing ship has a hull, rigging and at least one mast to hold up the sails that use the wind to power the ship.

The '**Jewel of Muscat**' commenced its voyage from Oman on February 15 to re-enact the voyage that the seafaring nations of the time undertook to facilitate "international trade" in the bygone era, it said. It will travel along the identical route as described by Arab geographers, using the same knowledge of the Arab seamen.

The ship reached a port in Cochin on March 15. If it arrives in Sri Lanka as scheduled, it would depart from the Galle Port on May 4 and sail across the Andaman Sea to Penang in Malaysia and then sail down the Malacca Straits to Singapore.

The ship is manned by international crew, including sailors from Sri Lanka. To coincide with the arrival of the '**Jewel of Muscat**', a series of events, including a cultural show would be organised by Sri Lanka. **Source : Zeenews**



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## **Supertanker Rates Jump Most in Five Weeks as Cargoes Increase**

The cost of delivering Middle East crude oil to Asia, the world's busiest route for supertankers, jumped the most in more than five weeks as the volume of shipments increased. Charter rates for very large crude carriers, or VLCCs, on the industry's benchmark Saudi Arabia-to-Japan route gained 8.7 percent to 83.24 Worldscale points, the biggest climb since Feb. 22, according to the London-based Baltic Exchange. Returns from the voyage surged 19 percent to \$44,576 a day. A "flurry of pre-Easter chartering" means the supply of vessels is "tight" before April 21, London-based ICAP Shipping International Ltd. said in an e-mailed report today. It also said "poor" weather in China may further support charter rates.

Crude shipments to Asia from the Middle East are likely to increase to 12.86 million barrels a day, up 390,000 barrels from a month ago, Oil Movements, a Halifax, England-based company that tracks tanker deals, said in a report today. VLCCs haul 2 million-barrel cargoes. "There is a lot of new refining capacity coming on stream in Asia, and refiners see this as a time to build stocks," Oil Movements founder Roy Mason said by phone. It's a "bullish signal" for oil prices, he said.

Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in U.S. dollars a ton, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates. Each flat rate assessment gives owners and oil companies a starting point for negotiating hire rates without having to calculate the value of each deal from scratch.

The supply of vessels competing for cargoes in the Persian Gulf is "balanced" after demand advanced yesterday, Per Mansson, managing director of Nor Ocean Stockholm AB, said by e-mail today. He also cited increased demand for

ships to store cargoes at sea. Daily returns for suezmax tankers that haul 1 million- barrel cargoes added 5.6 percent to \$23,293, according to the Baltic Exchange. Returns from aframaxes that carry 650,000 barrels fell for a seventh session, dropping 19 percent to \$15,634 a day, for a 62 percent plunge since March 23. **Source: Bloomberg**



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## **Lezing KNVTS afdeling Rotterdam (in samenwerking met CEDA) Donderdag 22 april 2010**

**"Tweede Maasvlakte – Stand van Zaken en de contract vorm"**  
**Sprekers van PUMA (Project Uitvoering Maasvlakte – combinatie van Boskalis en Van Oord)**

Wist u dat de baggermaatschappijen die het contract hebben gekregen voor het aanleggen van de Tweede Maasvlakte, meer moeten doen dan alleen het opspuiten van nieuw land? In het contract zijn parameters opgenomen waar het uiteindelijke ontwerp inclusief de gehele infrastructuur op land, aan moet voldoen. In deze lezing zal naast de huidige stand van zaken, ook de contractvorm met ontwerpparameters (bijvoorbeeld het aantal af te voeren containers per trein) aan de orde komen. Hoe deze parameters vertaald worden en uiteindelijk zullen leiden tot een functioneel nieuw havengebied, zal worden toegelicht.

De lezing zal worden gehouden in het Delta Hotel, Maasboulevard 15 te Vlaardingen; aanvang 19.45 uur. Vanaf 17.30 uur aperitief en maaltijd.



Opgave maaltijd uiterlijk dinsdag voorafgaande aan de lezing om 12.00 uur, per e-mail [aanmelden@knvts.nl](mailto:aanmelden@knvts.nl) of faxnr. 010-241 00 95 of per post. Voor alleen de lezing hoeft u zich niet aan te melden. U hoeft zich alleen op te geven indien u aan de maaltijd deelneemt! Kosten maaltijd: leden € 10,- niet-leden € 20,-



The tug **MANTA** seen on a windy Vlissingen anchorage  
Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com) (c)





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## Trade to expand by 9.5% in 2010 after a dismal 2009, WTO reports

After the sharpest decline in more than 70 years, world trade is set to rebound in 2010 by growing at 9.5%, according to WTO economists. "WTO rules and principles have assisted governments in keeping markets open and they now provide a platform from which trade can grow as the global economy improves. We see the light at the end of the tunnel and trade promises to be an important part of the recovery. But we must avoid derailing any economic revival through protectionism," said Director-General Pascal Lamy.

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Exports from developed economies are expected to increase by 7.5% in volume terms over the course of the year while shipments from the rest of the world (including developing economies and the Commonwealth of Independent States) should rise by around 11% as the world emerges from recession.

This strong expansion will help recover some, but by no means all, of the ground lost in 2009 when the global economic crisis sparked a 12.2% contraction in the volume of global trade – the largest such decline since World War II. Should trade continue to expand at its current pace, the economists predict, it would take another year for trade volumes to surpass the peak level of 2008. Measuring trade in volume terms provides a more reliable basis for annual comparisons since volume measurements are not distorted by changes in commodity prices or currency fluctuations, as they can be when trade is measured in dollars or other currencies.

One positive development in 2009 was the absence of any major increase in trade barriers imposed by WTO members in response to the crisis. The number of trade-restricting measures applied by governments has actually declined in recent months. However, significant slack remains in the global economy, and unemployment is likely to remain high throughout 2010 in many countries. Persistent unemployment may intensify protectionist pressures.

"During these difficult times, the multilateral trading system has once again proven its value. WTO rules and principles have assisted governments in keeping markets open and they now provide a platform from which trade can grow as the global economy improves," said WTO Director-General Pascal Lamy. **Source : Port.co.za**



The **Fugro Discovery** swinging off Northumbrian Quay, North Shields heading for the UKCS (01.04.2010)

**Photo : Kevin Blair ©**

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## Japan indicts NZ anti-whaling activist

Japan on Friday indicted a New Zealand anti-whaling activist who boarded a harpoon ship in Antarctic waters in February, Jiji Press reported. "Tokyo prosecutors indicted Peter Bethune on charges including trespassing, causing injuries and obstructing commercial activities," Jiji Press said, adding that he also faced counts of carrying a weapon and vandalism. Bethune, of the militant environmental group the Sea Shepherd Conservation Society, scaled the deck of the whaling fleet's security ship the **Shonan Maru II** from a jet ski before dawn on February 15.

Bethune was the captain of the Sea Shepherd's high-tech powerboat the **Ady Gil** that was sliced in two in a collision with the **Shonan Maru II** in January, a time when the group was harassing the Japanese whaling fleet. Bethune had said he planned to make a citizen's arrest of the ship's captain Hiroyuki Komiya for what he said was the attempted murder of his six crew, and to present him with the bill for the futuristic trimaran. Instead he was detained, taken back to Japan, and formally arrested on March 12.

Prosecutors allege he injured a Japanese whaler by hurling a bottle of butyric acid which smashed aboard the **Shonan Maru II** on February 12. The Sea Shepherds describe the projectiles as rancid butter stink bombs. If found guilty of trespass, he could face up to three years in prison or a fine of up to 100,000 yen (1,100 dollars). Inflicting bodily injury carries a maximum jail term of 15 years, or a fine of up to 500,000 yen. It was the latest chapter in a long-running battle between environmentalists and Japanese whalers, who hunt the ocean giants in the name of scientific research under a loophole in a 1986 international moratorium on whaling. Japan maintains that whaling has been part of its culture for centuries, and does not hide the fact that the whale meat ends up in shops and restaurants.

## Greenpeace blokkeert walvisvlees in Rotterdamse haven

Actievoerders van Greenpeace blokkeren op dit moment een groot transport van walvisvlees in de Rotterdamse haven. Het gaat om een lading van zeven containers vlees van dertien bedreigde vinvissen die van IJsland naar Japan wordt vervoerd. De actievoerders hebben zich vastgeketend aan de trossen om te voorkomen dat het containerschip de **NYK ORION** kan vertrekken. Greenpeace roept de autoriteiten op om beslag te leggen op deze containers met walvisvlees.

"Nederland moet nu duidelijk maken waar het staat. Wil ons land zijn handen vuil maken aan de doorvoer van vele tonnen walvisvlees?" zegt Pavel Klinckhamers, campagneleider oceanen bij Greenpeace. "Wij willen een duidelijk signaal aan walvisvarende landen. Als Nederland meewerkt aan de handel, is ons land medeverantwoordelijk voor de ondergang van deze ernstig bedreigde diersoort."

Met een lengte van maximaal 27 meter is de vinvis de op een na grootste walvisachtige. Naar schatting zijn er in totaal nog minder dan 50.000. De handel in vinvissen en andere walvissen is internationaal verboden middels het CITES-verdrag voor bedreigde diersoorten. Inmiddels hebben bijna 180 landen dit verdrag getekend, waaronder ook Nederland. Japan en IJsland weigeren en gaan ongehinderd door met de handel en de jacht.

Op 21 juni komen landen bij elkaar om te spreken over de toekomst van de walvis. Tijdens deze vergadering van de Internationale Walvisvaartcommissie kan de jacht, die nu verboden is, voor een periode van tien jaar worden goedgekeurd. Hierdoor winnen de walvisjagende landen terrein.

"De internationale gemeenschap lijkt niet in staat om daadkrachtig op te treden voor de bescherming van bedreigde dieren", aldus Pavel Klinckhamers. "Nederland kan deze impasse doorbreken. Door nu de lading in beslag te nemen kunnen we een voorbeeld stellen aan de andere walvisbeschermende landen. Geen woorden maar daden."

## CASUALTY REPORTING



### Fishing reefer got propeller entangled in fuel hose after bunkering

March 30 06-00 LT Norwegian sea, 21 miles north-west off Tarkhalsen Point, Norway, in 71.09N 022.45.5E. Fishing reefer **Kapitan Telov** reported propeller entangled in fuel hose after bunkering from tanker O.W Atlantic. No spill, no injuries, no damages to hull. Shipowner asked for towage by Norwegian tug to Honingsvåg Harbour, Norway, to clean propeller in a refuge. March 31 08-45

LT - Kapitan Telov towed to refuge, Honingsvåg Harbour, cleaning under way.

Fishing, reefer **Kapitan Telov** - IMO 7828619, built 1979, dwt 4402, flag Russia, owner Murmanskii Traloviy Flot, Murmansk. Source : Mike Voitenko

### Fire on Fish Factory, Okhotsk sea

March 27 20-05 LT – fire in crab shop extinguished, hold and adjacent compartments ventilated, no injuries. Master cancelled salvage tug assistance.

March 27 05-20 LT in 57.26.2N 153.31.28E Okhotsk sea, 114 miles west off Yuzhniy Point, Kamchatka. Fish Factory **Pyotr Zhitnikov** reported smoke in Hold 1, Master required assistance. Salvage tug **Suvorovets** sent to distress vessel, ETA 08-00 March 28.

Fish Factory **Pyotr Zhitnikov** – IMO 8610265, dwt 10070, built 1989, flag Russia, owner Dalmoreproduct JSC., Vladivostok.

Source : Mike Voitenko

## NAVY NEWS

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## Biggest Navy drills in years



Photo : Piet Sinke ©

Northern Fleet flag carrier "**Pyotr Veliky**" on Tuesday left the Fleet headquarters of Severomorsk to participate in the biggest Russian Navy drills in several years. The missile cruiser "**Petr Veliky**" left Severodvinsk and will be accompanied by vessels from both the Northern Fleet, the Baltic Fleet and the Pacific Fleet, RIA Novosti reports.

Also aviation will be applied in the drills which will be the biggest in several years. They will unfold in international waters, Navy sources told the news agency.

It is expected that the "**Petr Veliky**" will be at sea for at least two months and take part in drills both in the Mediterranean Sea and Indian Ocean.

The nuclear-powered "**Petr Veliky**" (**Peter the Great**) is with its almost 24000 ton deadweight the biggest and most powerful vessel in the Russian Navy. **Source : BarentsObserver**

## Antillen en Aruba achter met betalen kustwacht

De Nederlandse Antillen en Aruba voldoen niet aan hun betalingsverplichtingen voor de kustwacht over 2009. Dat antwoordt de Nederlandse minister van Defensie Eimert van Middelkoop (ChristenUnie) op vragen van de vaste commissie Defensie. Tevens stelt de bewindsman dat de recente uitspraken van de Venezolaanse president Hugo Chávez samenwerking tussen Venezuela en de Antilliaanse kustwacht niet in de weg staan.

De minister van Defensie beantwoordde maandag een groot aantal vragen van de commissie namens staatssecretaris Ank Bijleveld-Schouten (Koninkrijksrelaties, CDA). De commissie had de vragen gesteld naar aanleiding van het Jaarplan 2010 van de kustwacht.

Over de jaarlijkse bijdrage aan de kustwacht is Nederland in overleg met de Antillen en Aruba. Tot op heden draagt Nederland voor 6/9 deel bij. 2/9 deel is voor Antillen en 1/9 deel voor Aruba. De opheffing van het land Nederlandse Antillen heeft uiteraard gevolgen voor de verschillende financiële bijdragen. Het deel dat nu ten laste komt van de Antillen moet opnieuw worden belegd. Ook daarover vindt overleg plaats, laat Van Middelkoop weten. De landen van het Koninkrijk dragen wettelijk gezamenlijk verantwoordelijkheid voor de instandhouding van de kustwacht. De huidige verdeelsleutel is bij de oprichting van de kustwacht overeengekomen en heeft betrekking op de exploitatie- en investeringskosten. De verdeelsleutel heeft geen betrekking op de inzet van defensiemiddelen en de kosten van de luchtverkenningcapaciteit.



De Defensiecommissie wilde verder meer duidelijkheid over de situatie met buurland Venezuela. De uitspraken van Chávez over voorbereiding van agressie tegen Venezuela, maar ook de toenemende bewapening van Venezuela vormen aanleiding tot zorg. Van Middelkoop: "De veiligheid van de Antillen en Aruba en de territoriale integriteit van het Koninkrijk zijn niet in het geding. Dit blijkt uit het feit dat overleg en afstemming over de uitvoering van kustwachttaken in de praktijk naar wens verloopt. Ook wordt jaarlijks geoefend in het kader van Search and Rescue (SAR)."



The Coast Guard cutter **P 810 JAGUAR** seen departing from Willemstad – Curacao  
**Photo : Kees Bustraan - [community.webshots.com/user/cornelis224](http://community.webshots.com/user/cornelis224) (c)**

De kustwacht is op grond van internationale verplichtingen verantwoordelijk voor de coördinatie van SAR-operaties binnen haar verantwoordelijkheidsgebied. Het Rescue and Coordination Center (RCC) van de kustwacht op Curaçao is 24 uur per dag, zeven dagen per week bezet. De kustwacht beschikt over eigen middelen en kan daarnaast een beroep doen op middelen van andere regionale en civiele partners, blijkt uit de antwoorden van de minister.

"Het vermoeden bestaat dat illegale vuurwapens zowel via reguliere container- en vrachtlijnen als kleinschalige vaart worden aangevoerd. Er is geen informatie die duidt op grootschalige wapentransporten", vervolgt Van Middelkoop op vragen hierover.

"Illegale immigratie is zowel voor de Benedenwindse als de Bovenwindse Eilanden een aanzienlijk probleem vanwege de grote welvaartsverschillen in de regio. Dit veroorzaakt een permanente stroom van migranten uit de regio op zoek naar een betere toekomst. Migrant komen veelal op reguliere wijze binnen, zowel over zee als via de lucht, maar verdwijnen vervolgens in het illegale circuit."

Dat de aanpak van mensensmokkel, mensenhandel en illegale immigratie voor de kustwacht hoge prioriteit geniet blijkt uit het feit dat dit door de ministers van Justitie van de drie landen van het Koninkrijk als prioriteit voor de kustwacht is aangewezen in het Justitieel Beleidsplan en dat het merendeel van de jaarcapaciteit van de kustwacht wordt ingezet voor optreden in het kader van drugsbestrijding, bestrijding van vuurwapensmokkel en bestrijding van mensensmokkel, mensenhandel en illegale immigratie.

De originele doelstelling van twaalf operationele super-rhibs wordt in het tweede kwartaal – jaren na de initiële aanschaf – voor het eerst bereikt, blijkt uit de antwoorden van de minister. "De kustwacht kan vanaf het tweede kwartaal beschikken over twaalf gemodificeerde super-rhibs. De totale modificatiekosten van de super-rhibs worden geraamd op 1,2 miljoen euro (3 miljoen gulden)." **Bron : Amigoe**



The New Zealand patrol vessel **P 148 OTAGO** seen March 31<sup>st</sup> – Photo : Andrew Mackinnon ©

## SHIPYARD NEWS

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## S.Korea: Big 4 Shipbuilders Paint Rosy Picture for the Industry

South Korea's major shipbuilders' new orders in Q1 this year have surged over five-folds compared to the same period last year. A source from the industry said Thursday that the nation's four major shipbuilders, including Hyundai Heavy Industries (HHI), Samsung Heavy Industries (SHI), Daewoo Shipbuilding & Marine Engineering (DSME) and STX Offshore & Shipbuilding, have obtained orders for 39 units of normal vessels and two units of offshore plants worth \$5.409 billion in total in Q1. This marks a 462% year-on-year increase.

HHI, South Korea's No.1 shipbuilder in terms of remaining orders, did not have a single order of normal vessels from October 2008 until now. However, the company kept the pride by winning orders for construction of gas field project worth \$1.4 billion from Myanmar and the world's biggest round-shape floating production storage offloading (FPSO) worth one billion dollars from Norway.

DSME, keeping a sharp increase from Q4 2009, obtained orders for 15 units of vessels and one unit of offshore plant and posted a total order amount to \$1.45 billion. SHI recorded \$750 million by winning orders for nine units of oil



tankers and one unit of offshore plant. Upon the long-term supply contract with Royal Dutch Shell in 2009, the company plans to sign additional contract for building the body of liquefied natural gas (LNG) FPSO and the superstructure of the FPSO in Q4. STX Offshore & Shipbuilding also made a good start by obtaining new orders for 15 units worth \$460 million, slightly over the outcome of the first half of last year. **Source: Maeil Business Newspaper**



The **BUNGA KASTURI EMPAT** seen moored at the Grand Bahamas Shipyard – **Photo : Hans Dörr ©**

## **Nakilat-Damen to provide 19 vessels to QP**

Qatar Gas Transport Company on behalf of Nakilat Shipyards Qatar signed a Memorandum of Understanding (MoU) with Qatar Petroleum (QP) for the provision of 19 vessels including harbor tugs, pilot and service boats at the port of Mesaieed. Mesaieed Industrial City Acting Director Maliq Omer Ismail Al Dafea said, this MoU with Nakilat-Damen Shipyards Qatar will provide the Port of Mesaieed with essential high quality vessels, with the further benefit of realizing the vision of the Emir H H Sheikh Hamad bin Khalifa Al Thani to build these vessels in Qatar at its new marine industrial area.

QP Directorate of Mesaieed Industrial City issued late last year a tender for the provision of harbor tugs, pilot and service boats at Mesaieed Port. Subject to the outcome of the tender, the successful bidder was required to build all the vessels needed for the contract at the Ras Laffan Port N-DSQ facilities. Nakilat Managing Director, Muhammad Ghannam and Maliq Omer Ismail Al Dafea signed the agreement at the Doha Exhibition Centre. Ghannam said, the MoU with QP for the construction of harbor tugs, pilot and service boats and other equipment is an historic milestone for N-DSQ. It is a large contract that will supply a variety of vessels of different types and sizes at the new purpose built shipyard that is ideally suited to this type of construction.

He added that this contract is also consistent with Qatar drive to expand and develop its industrial base by creating a new marine industries and services sector. Later, speaking to reporters Ghannam said the first delivery of vessels will be in 18 to 36 months, but he would not disclose the value of the deal, saying he value of the deal will be determined later because we are still working on engineering and other such details. With this agreement, the Nakilat-Damen and



Nakilat- Keppel Offshore and Marine joint ventures have now a total of 25 vessels tied up in terms of orders in just two days.

The state-of-the-art shipbuilding facility, Nakilat Damen Shipyards Qatar currently under construction in the Port of Ras Laffan is to play a key role in positioning Qatar as an internationally-recognised centre of Excellence for shipbuilding, refit and conversion. The facility is a joint venture between Nakilat and Damen Shipyards Qatar Holding B.V, a wholly owned subsidiary of the Dutch group Damen Shipyards. Nakilat and Damen agreed early this year on a 70/30 joint venture company to manage and operate the 15-hectare shipyard, which is being built on reclaimed land. Nakilat Damen Shipyards Qatar will specialise in the construction of all types of vessels up to 120m in length, including commercial vessels such as tugs, offshore supply vessels, coastal tankers and ferries. Naval and coastguard vessels and luxury yachts, which can be custom or semi-customised steel or aluminum vessels, will be its other core specialties. We are still working on the shipyard. We are ready to start construction in few months and we will start doing the dry dock by the end of the year in Ras Laffan Port, said Ghannam. The entire shipyard technical facility for all the practical purposes will be finished by the end of this year. He added that everything will be functional and a complete shipyard in Qatar to meet all the requirements from shipping, marine work by the end of this year.

Source: **The Peninsula**

## **Navy carrier section bows out at Appledore yard**



The first bow section for a new Royal Navy aircraft carrier has been completed at a north Devon shipyard.

The Babcock-owned yard at Appledore is making sections for **HMS Queen Elizabeth** and her sister ship **HMS Prince of Wales**. Three-hundred people at the yard will be working on making parts for the carriers for the next five years.

The bow section is being taken to Rosyth in Scotland where it will become part of **HMS Queen Elizabeth**.

The carrier is due to enter service in 2016. Shipwright Stuart Vanstone said: "This is a special moment for Appledore. "It's very good for the morale of the yard." Source : **BBC**

## **VT Halter Marine to build two tugs for OSG**

VT Halter Marine Inc. has signed a contract worth over \$21 million with subsidiaries of Overseas Shipholding Group, Inc. (OSG) to build two 8,000 ATB tugs. The tugs will be built over 16 months at the shipbuilder's Moss Point Marine shipyard with deliveries expected in the second and third quarters of 2011.

Measuring 42.8 m by 11.6 m each, these two state-of-the-art tugs will be used to perform articulated tug barge (ATB) services, transporting refined petroleum products coastwise within the U.S. and will have all the necessary capabilities to operate in full ocean service.

VT Halter Marine is a leading designer and builder of OPA-compliant double-hulled integrated tug/barge units. It has delivered ten ATBs to various customers over the last three years.

Last year, VT Halter Marine was awarded contracts from OSG to undertake the outfitting and commissioning of two 350,000 barrel ATB barge units which are the largest ATB units built by VT Halter Marine. Those barges were begun at Bender. Source : **MarineLog**

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The **BOW FRATERNITY** seen working on her propeller area in Rotterdam Waalhaven  
Photo : Jacco van Nieuwenhuyzen ©

## Oman, Antwerp sign port deal

Quoting various sources including IHS Global Insight, LR-Fairplay's Daily News reports that Antwerp has reportedly signed a deal with Oman's government to set up a company to manage the new port of Duqm in the Gulf country's eastern Al Wusta region.

"The government and Belgian port of Antwerp will each have 50 per cent shareholding in the new company, called Port of Al Duqm," Oman's finance ministry said. The accord was signed by the Oman's transport minister Khamis bin Mubarak Al Alawi and Marc Van Peel, chairman of the Consortium Antwerp Port, Reuters reported.

"Duqm is a landmark project pushed by Oman that will complement the main industrial ports in Salalah and Sohar," IHS Global Insight pointed out.

LR-Fairplay said the joint company will start with US\$10 million in capital and will manage and oversee an expansion of the operations at the port, with completion expected in 2012, the ministry's secretary-general Darwish bin Ismail Al Balushi told the Oman Tribune newspaper.

"Plans for Duqm's transformation are vast in the hinterland east, envisaging the building of a crude export terminal, an industrial area, a drydock – which may come online at the end of 2010 – and a free-trade zone, as well as a new airport, tourism facilities, and residential and business units," Global Insight explained.

"The developments are part of Oman's long-held oil-diversification plans" to address the country's dwindling oil reserves, it added. **Source : Dredging News Online**



The tug **Wickham** was built in 1990 and is based at Newcastle, NSW Australia. Above seen on 24.03.10 waiting to assist an inbound woodchip carrier.

**Photo : Alan Calvert ©**

## COSCO Shipping to Build 10 Multi-purpose Vessels

COSCO Shipping Co., Ltd. has lately won an order of ten 27,000-tonnage new-type multi-purpose vessels from CSSC Guangzhou Huangpu Shipbuilding Co., Ltd. and Taizhou Kouan Shipbuilding Co., Ltd., and total production costs are estimated at USD 310 million or so. It is the Shanghai-listed shipbuilder's biggest single investment project since its establishment, and even the largest multi-purpose and special ship investment project around the world since the financial turmoil broke out in 2008.



These products are scheduled to be delivered to the two buyers that are both subsidiaries of China State Shipbuilding Corporation (CSSC) from June 2011. In the face of high ship prices and low freights, COSCO Shipping dares to create such new-type 27,000-tonnage multi-purpose vessels featured with high profitability. Besides, a sufficient cash flow can firm its intention of such a mass production.

Based in the southern Chinese city of Guangzhou, Guangdong Province, the shipbuilder owns a total working capital of CNY 2.293 billion now. **Source: Shihua**

### VAN OORD'S LATEST BACKHOE DREDGER SIMSON



Van Oord's latest fleet addition , the Backhoe dredger **SIMSON** seen during tests in Vlissingen

**Photo's : Guido Akster ©**

## Tidewater makes senior management appointment

Tidewater Inc. announced that Deborah Willingham has joined Tidewater as Vice President and Chief Human Resources Officer. Ms. Willingham will report to Chairman, President and CEO Dean Taylor, and will be responsible for worldwide Human Resources for the company. Ms. Willingham joins Tidewater with over 25 years of Human Resource experience, most recently as Vice President of Human Resources for BMC Software, which she joined in 2006. Prior to that, she had similar responsibilities with Hewlett Packard, Compaq Computers and Motorola.

Ms. Willingham earned her Bachelor of Business Administration degree in Finance from Texas Tech University, and serves on the Methodist Willowbrook Hospital Board of Trustees and the Methodist System Quality Council, and resides in Houston, Texas. **Source : MarineLog**

**Please Note – In view of the Easter Weekend there will be no Shippingnews clippings send out on Sunday April 4<sup>th</sup>  
The next news will appear on Monday April 5<sup>th</sup> In the meantime I wish all the Christian readers a very happy and blessed Easter**

## New partner for Ince & Co Dubai

Brian's practice covers a wide range of the firm's contentious practice. He specialises in insurance and reinsurance dispute work, acting for direct assureds and cedants in matters involving various classes of risks including, marine, energy, political and property damage. Separately from the insurance context, Brian also acts in direct disputes involving the carriage of goods by sea and air, international trade, and construction and engineering contracts. On the non contentious side, in addition to advising on company establishment and joint ventures, Brian advises aircraft operators and insurers in general aviation matters. He also provides commercial airlines with contractual advice on their relationships with travel related content suppliers.

**Jeremy Biggs** - Jeremy specialises in dispute resolution with a particular focus on shipping litigation, as well as international trade and insurance & reinsurance. He has experience handling high value claims in court and arbitration proceedings, both in London and abroad (based in London).

**Fionna Gavin** - Fionna specialises in shipping and insurance dispute resolution both in the High Court and arbitration. She has been heavily involved in the recovery aspects of a number of major shipping casualties and regularly advises on jurisdiction and limitation issues. She has spent time on secondment with a large international insurer and a P&I Club (based in London).

**John Simpson** - John specialises in dispute resolution in the fields of shipping and international trade. He has extensive experience in London High Court proceedings and arbitrations in London and Singapore. He regularly advises on shipping derivatives, having been involved in a large number of high value disputes in this area (based in Singapore).

Bob Deering, Dubai Managing Partner, commented: "I am very pleased to welcome Brian to the partnership. Brian trained at Ince in London and moved to the Dubai office in 2006. He has wide experience advising clients on both contentious and non-contentious matters and his appointment reflects the success of the Dubai office and our commitment to our clients in the Gulf region." Ince & Co Senior Partner, James Wilson, commented: "We are delighted to announce the appointment of four of our solicitors to the partnership. All four trained with the firm so they are steeped in the Ince tradition of providing prompt and commercially realistic advice. Each has demonstrated a high level of industry knowledge, legal expertise and commitment throughout his or her career with the firm. These

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appointments also reflect our continuing development of the firm's key areas of business and the international network." **Source: Ince & Co Dubai**



The (ex) **U 26** was lifted by 2 shearlegs out of the water onto a workbarge for further transportation to the location where the former German submarine will be scrapped - **Photo's : Paul Slijk ©**





## KIC looks to acquire 22 vessels by 2013

KIC Oil & Gas Sdn Bhd, Malaysia's largest private operator of oil terminals, is set to acquire and own a fleet of 22 vessels of various sizes worth US\$200 million (US\$1 = RM3.26), over the next three years. The company, in a shipping and logistics venture with Thailand's Nathalin Group, in collaboration with Petroleum Authority of Thailand (PTT) Public Company Ltd, will be supporting the increasing demand from the global gas and oil market. It will also be supporting KIC's Asia Petroleum Hub (APH) in Johor and Westport's operations. KIC Executive Chairman and Chief Executive Officer Abdul Rashid Mohamad Isa said the three parties would later in the year, form a consortium for the acquisition and launch of a shipping trust. "The shipping trust will be fully utilised to fund the acquisition of the 22 vessels. KIC, Nathalin and PTT are strong enough on their own to participate in the consortium. However, we cannot rule out any external participation and welcome them," he said after the signing ceremony of a Memorandum of Agreement (MOA) on the commencement of the venture and launching of the company's newly acquired floating storage units, Very Large Crude Carriers (VLCC). Former Prime Minister, Tun Abdullah Ahmad Badawi witnessed the signing ceremony and launched the US\$40 million VLCCs, the **Sri Qadriah I** and **Sri Qadriah II**.

On the delayed completion of the APH in Iskandar Malaysia, Johor, Abdul Rashid said any project of that nature, would experience some minor drawbacks. "We have currently completed 61 per cent of the work. It is delayed as we need to undertake a study, mainly on the method of stabilising the islands," he said. KIC is developing the APH, initially targeted for completion in the third quarter of 2011. It would increase the company's storage capacity to 1.8 million cubic meters. "With this newly launched VLCCs, KIC's total combined storage capacity will increase to 900,000 cubic meters from the 320,000 cubic meters currently," Abdul Rashid explained. The Nathalin Group is the largest private-owned shipping company in Thailand. **Source: Bernama**



Above seen the bulker **Kuniang** arriving at Dunedin to load fertilizer - **Photo : Ross Walker ©**

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## Waves trap Scottish lifeboat inside its boathouse



A Scottish lifeboat was trapped ashore after huge waves wrecked the doors of its lifeboat house

Kinghorn Lifeboat Station in Scotland has been badly damaged in storms, forcing crewmembers to take its Atlantic 85 lifeboat out of service. Logs and other floating debris smashed into the doors of Kinghorn Lifeboat Station, on the coast of Fife, bending them so badly that they couldn't be opened.

The waves combined with an abnormally high tide peaked at around six metres, and conditions were described by one lifeboat team member as "the worst I can ever remember".

Shoring was put in place to support the damaged doors, but Kinghorn's Atlantic 85 lifeboat was taken out of service until engineers were able to attend and remove the doors altogether. Anstruther, North Berwick and Queensferry lifeboat stations provided rescue cover while Kinghorn lifeboat was out of action. **Source : MotorboatMonthly**

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



The 2227 TEU **MSC BELEM** seen at the Westerscheldt River bound for Antwerp.

**Photo : Marcel & Paul van Luik - [www.shipsoffterneuzen.nl](http://www.shipsoffterneuzen.nl) ©**

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