

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 112



**Number 112 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 22-04-2010**

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Above seen the **DEEPWATER HORIZON** on fire in the Gulf of Mexico

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## **EVENTS, INCIDENTS & OPERATIONS**



The **MAERSK NITEROI** seen departing from Rotterdam – Photo : Tom Koornhof ©

### **Dutch dredging contractor Boskalis continues to improve safety record**

Dutch dredging contractor Boskalis says that despite high levels of activity throughout 2009, what it called its "constant attention and effort" enabled the company to further improve safety levels last year.

"Lost Time Injury Frequency, our leading safety indicator, registered a further drop in 2009, from 4.7 to 3.7," said the company. "It is our ambition to play a leading role within our sector with respect to safety. In order to achieve this we have commissioned the internationally renowned agency BST to conduct a safety review of our organization and take stock of our customers' opinions and views on the subject."

"Based on the outcome of this review we will update our overall safety policy in the course of 2010."

Source : Dredging News Online

### **Bunker suppliers seek arrest of AHL Shipping vessels**

AHL Shipping is facing a number of lawsuits filed by bunker suppliers seeking the arrest of various of its ships.

On April 16, Asamarbunkers Consultadoria e Participacoes Unipessoal Lda brought suit against in the Texas Eastern District Federal Court, naming AHL Shipping, New River M/V and the bunkers aboard M/V **New River**. On the same day, Enjet, LLC brought suit in the Texas Eastern District against M/V **Monseigneur** and AHL Shipping Company.

Those filings followed an April 15 filing in the Florida Middle District by Bunkers International Corporation in which the parties it named included M/V **Anasazi**, the bunkers aboard the M/V **Anasazi** and AHL Shipping. **Source :** **MarineLog**



The **Taklift 4** was spotted approaching the Da Silva Bridge in Rio de Janeiro. The Sugar Loaf mountain in the background and the **Luanda Tide** in the foreground

**Photo : Capt Jan Berghuis ©**

## **Somali pirates seize Panamanian-flagged vessel**

Four suspected Somali pirates carrying AK47s and a rocket-propelled grenade seized a bulk carrier with 21 crew on board Wednesday, officials said, the fourth ship pirates have seized in less than a week.

The Panamanian-flagged, Liberian-owned **Voc Daisy** was taken about 200 miles outside the corridor where international warships guard convoys of merchant vessels, said Cmdr. John Harbour, a spokesman for the EU Naval Force. The hijacking of the **Voc Daisy** follows an attack on three Thai fishing vessels Sunday. Pirates now hold 15 vessels and 326 crew, according to an Associated Press count.

The **Voc Daisy**, which had been heading from the United Arab Emirates toward the Suez Canal, was registered with security officials and raised an alarm before the armed pirates stormed aboard. It was hijacked in the Gulf of Aden about 200 miles southeast of Oman. The hijacking of the three Thai vessels Sunday was almost 600 miles outside the normal operation area for the EU Naval Force. Pirates have expanded their range south and east in response to an increase in patrols by European and American warships off the Somali shore.

The International Maritime Bureau said Wednesday that sea attacks worldwide fell by more than a third in the first quarter this year thanks to a decline in pirate raids in the Gulf of Aden. The number of attacks dipped by 34 percent to 67 in the January-to-March period, down from 102 incidents in the same period a year ago, the IMB's piracy reporting



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center in Kuala Lumpur said. Eleven vessels were seized, with 194 crew members taken hostage, it said, including 12 who were injured.

The IMB said pirate attacks in the Gulf of Aden dropped to 17 from 41 a year ago, thanks to patrols by international navies and anti-piracy measures by merchant vessels. The east and south coasts of Somalia recorded 18 incidents, down from 21 a year ago.

IMB Director Capt. Pottengal Mukundan said there were cases where international navies in the Indian Ocean have disrupted suspected pirates, destroyed their boats and confiscated equipment. "Such positive and robust action by the navies against motherships, pirate skiffs and pirate action groups has been vital to keeping the attacks under control and must be sustained," he added. Last year, sea attacks worldwide surged 39 percent to a six-year high of 406 cases, with 49 vessels hijacked.

Analysts blame Somalia's nearly 20 years of lawlessness for fueling piracy's rise. The IMB said the attacks were opportunistic in nature, with pirates sometimes paid multi-million-dollar ransoms. **Source : Navy Times**



The **EVA-N** seen moored in the Caland Canal (Rotterdam) – **Photo : Jan Oosterboer ©**



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## Pirates attack French Navy ship

Some Somali pirates have learned the perils of making night attacks. Last night they picked the wrong target. Mistaking the French Navy command and replenishment ship **Somme** for a commercial ship, they opened fire on her from two skiffs.

The **Somme**, which was 400 nautical miles off the Somali coast to replenish anti-piracy forces, fired warning shots.

The pirates took flight. The **Somme** took up the chase and detected a further pirate vessel -- the mother ship. The **Somme** intercepted it within an hour and found two suspects on board along with fuel, munitions and other piracy paraphernalia.

The **Somme** took the two suspects on board and destroyed the mother vessel. It resumed its pursuit and a few hours later intercepted a skiff with four suspects on board. The skiff and all six pirate suspects are now on board the **Somme**. On October 7, 2009 another group of pirates mistook the **Somme** for a merchant vessel. That time five of them were captured. **Source : MarineLog**

## **N. Korean Torpedo Sank S. Korean Warship**

North Korean soldiers believe a South Korean warship which sunk last month was hit in a premeditated military operation approved by leader Kim Jong-Il, a South Korean activist said April 21. "Despite Pyongyang's denial, many North Korean soldiers believe a torpedo sank the ship," Choi Sung-Yong, a campaigner for the return of South Koreans abducted by Pyongyang, told AFP.

He said his claim was based on a telephone conversation with an unnamed North Korean army officer. South Korean officials refused to comment. The sinking of the 1,200-ton **Cheonan** on the tense maritime border killed 46 sailors and suspicions are hanging over North Korea, although Seoul has not directly accused Pyongyang.

South Korean officials say an "external explosion" was the most likely cause, while Pyongyang has accused Seoul of seeking to shift the blame in order to justify its hard-line policy toward its communist neighbor.

"I heard the ship was sunk in a premeditated operation approved by Kim Jong-Il," Choi said. The officer said Kim gave an order to exact revenge for a sea skirmish last November, Choi added. Choi said 13 commandos using a small submarine appeared to have launched a torpedo attack.

South Korea's defense minister has raised the possibility that a mine or torpedo may have sank the ship March 26 near the disputed sea border, the scene of deadly naval clashes in 1999 and 2002, and the November firefight.

The November incident left a North Korean patrol boat in flames, and local media reports said one North Korean sailor was killed and three wounded. North Korea has vowed to take "merciless" military action to protect its own version of the Yellow Sea border.

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## **CASUALTY REPORTING**

### **DEEPWATER HORIZON ON FIRE IN US GULF**



Officials are working to make sure everyone is accounted for after an explosion on an oil rig off the Louisiana coast.



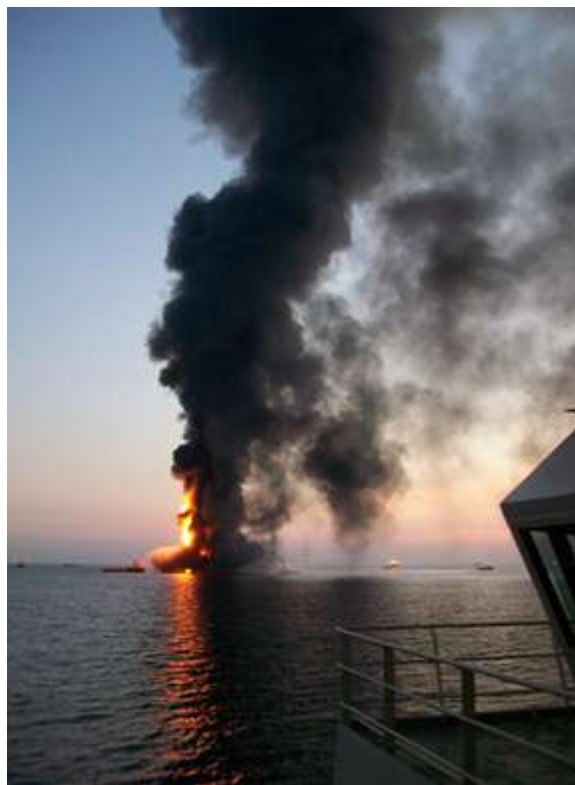
"There was an explosion and fire on the Trans-Ocean Atlantic **Deepwater Horizon** rig," Plaquemines Parish President Billy Nungesser told WWL First News.

Senior Chief Petty Officer Mike O'Berry says the Coast Guard responded with 4 helicopters, an airplane and 4 boats. "The Coast Guard got called that there was an explosion and fire on board the **Deepwater Horizon**, with 126 people on board," he told WWL First

News.

O'Berry said they know everyone got off the rig after the explosion, but have been "making sure everybody is accounted for and conducting any search operations if needed." As of 3:00am, he said that 115 people had been accounted for. Nungesser says at least 8 people were injured, with three of those critical and one air lifted to a burn unit. He says some of the people on the rig ended up in the Gulf of Mexico. "They were lifting people out of the water," Nungesser said.

O'Berry said that three fire boats had responded to work to extinguish the blaze that followed the explosion. As of 3:00am it was still burning. There was no initial word what caused the blast on the **Deepwater Horizon**. Designed originally for R&B Falcon, the semi submersible rig was completed in 2001 by Hyundai Heavy Industries in Ulsan, South Korea, after their merger with Transocean. She is the second of two in her class, although her sister ship,



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the **Deepwater Nautilus** is not DP. Since arriving in the Gulf of Mexico, **Deepwater Horizon** has been under contract to BP Exploration. Her work includes wells in the Atlantis and Thunderhorse fields, a 2006 discovery in the Kaskida field, and the 2009 Tiber oilfield. **Source : wwl.com**





## NAVY NEWS



USS McInnerney

### McInnerney acquired as 'PNS Alamgir': Pakistan signs \$65 million contract with US

Pakistan and the United States signed a \$65 million contract on Tuesday for 'hot transfer' of **USS McInnerney** frigate, enabling Pakistan Navy to take over the vessel on August 31 this year.

The frigate will be commissioned as **PNS Alamgir** at a ceremony on August 31 in the United States and a comprehensive refurbishment of the ship, in line with Pakistan Navy's requirements, will be undertaken under the supervision of US Navy. Upon completion of refurbishment work in January 2011, **PNS Alamgir** will sail to Pakistan to join Pakistan Navy Fleet.

At Tuesday's ceremony, officials from Pakistan Navy and the Pakistan embassy in Washington represented the government of Pakistan and senior ranking US Navy officials represented the United States of America. Pakistani embassy officials described the occasion a major milestone towards further strengthening wide-ranging Pak-US relationship.

"The successful completion of this contract will also pave the way for acquisition of more vessels of the same class for Pakistan Navy to raise a squadron of 8 Perry Class Frigates," the officials said. "This will greatly enhance operational readiness of Pakistan Navy," the officials noted. The US Congress approved selling the frigate to Pakistan, a major non-Nato ally, in September 2008 **Source : Imran Farooq**



## Enterprise Completes Sea Trials, Rejoins the Fleet

**USS Enterprise (CVN 65)** completed sea trials April 19 after conducting intense testing of all major ship systems at sea. The crew tested equipment, ran system checks and made certain that the nation's first nuclear-powered aircraft carrier and oldest active warship was ready to be redelivered to the fleet.

"The ship performed amazingly," said Capt. Ron Horton, Enterprise's current and longest-serving commanding officer. "She and the crew performed exceptionally well under rigorous testing including high speed turns and many drills. She's as capable as ever and only just begun to stretch her sea legs."

Although much of the younger crew members had never been underway before, the intense training completed during the Extended Drydocking Selected Restricted Availability ensured they knew exactly what to do.

"This ship has an incredible track record of excellence," said Command Master Chief (SW/AW) Dominic A. Musso. "The Enterprise is legendary, and the way the crew and the ship performed during sea trials demonstrates decidedly that the legend continues."

The crew hoisted a broom on the starboard halyard of the ship's mast to signify a "clean sweep," a longstanding tradition for ships which complete evaluations with excellence. **Enterprise** is scheduled to begin its training cycle, which will culminate with the ship executing its 21st deployment. The aircraft carrier's first step is to pass flight deck certification so that an air wing can embark the ship and launch aircraft - the primary mission of all carriers.

"We have now shifted our focus from fixing the ship to combat presence which is our real job," said Cmdr. Edward Galvin, the ship's operations officer, as the ship departed for sea trials.

For more news from **USS Enterprise (CVN 65)**, visit [www.navy.mil/local/cvn65/](http://www.navy.mil/local/cvn65/)



The Indonesian customs patrol vessel **BC 7005** seen at Batam Island (Indonesia) - **Photo : Piet Sinke ©**

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## Britain Sends Frigate to South Atlantic

The Royal Navy frigate **HMS Portland** has set sail for a seven-month deployment to the South Atlantic this week.

Devonport-based **HMS Portland** will take over from **HMS York**, a Type 42 destroyer, which has been on routine patrol in the area.

The deployment is referred to as Atlantic Patrol (South) - the standing naval commitment to provide a frigate or destroyer and a Royal Fleet Auxiliary support vessel to the South Atlantic and West African regions.

The patrol ship provides a maritime presence to protect the UK's interests in the region. She acts as a reassurance to UK overseas territories and Commonwealth and other friendly nations.

The Atlantic patrol is responsible for maintaining British sovereignty of the Falkland Islands, including South Georgia and the South Sandwich Islands. A vessel is present in the Falkland Islands area for the majority of the year - including throughout the southern winter. **Source : defense talk**

## Navy announces ships for N.Y. Fleet Week

The US Navy plans to send seven ships to New York's annual Fleet Week next month, it announced Tuesday: a big-deck gator, a cruiser, a destroyer and four smaller patrol coastal ships. The Coast Guard plans to send three ships.

From Naval Station Norfolk, Va., the Navy will dispatch the amphibious assault ship Iwo Jima, destroyer James E. Williams and PCs Tempest, Hurricane, Monsoon and Squall, the announcement said. The cruiser **Philippine Sea** will sail from Naval Station Mayport, Fla.

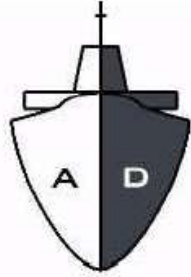
The Coast Guard plans to send the buoy tenders **Katherine Walker** of New York, and **Abbie Burgess** of Cape May, N.J.; and the medium-endurance cutter **Campbell**, based in Portsmouth, N.H., according to Navy Region Mid-Atlantic.

**Iwo Jima** will dock in Manhattan during the fleet festival May 26 to June 2, and all the other ships will dock in the borough of Staten Island. The ships will be available for public tours and their crews — about 3,000 sailors, Marines and Coast Guardsmen — will be feted at events throughout the city.

International warships also have visited New York during Fleet Week, although their arrangements this year have not yet been confirmed. **Source : Navy Times**

## SHIPYARD NEWS

### ANGLO DUTCH SHIPBROKERS bvba



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## IHC Merwede maintains market share despite adverse economic conditions and increased competition

Dutch company IHC Merwede, which is well known in the dredging industry for its range of dredgers and related equipment and technology, says it maintained its market share in 2009 despite a number of factors such as the global recession and increased competition from shipbuilders who have turned to specialist market segments.

"The number of new orders declined in 2009 on a global basis. However, despite these unfavourable developments in the market, IHC Merwede has maintained its market share in 2009 due to its reputation for delivering excellent and innovative products that meet specific customer requirements," said the company in a statement issued earlier this week.

In spite of weak market conditions in 2009, IHC Merwede received orders for new ships and equipment worth €450 million. The orderbook carried over from the previous year ensured that IHC Merwede's shipyard capacity was fully utilised in 2009 and will continue to be in 2010.

"It was the company's busiest ever year for production and a record for the delivery of vessels and equipment," said the company of 2009. IHC Merwede said that although an isolated number of contracts were renegotiated, there were no cancellations and many customers remain cautiously optimistic about long-term market prospects. "There are enough current opportunities to reinforce IHC Merwede's belief that there will be renewed demand for its innovative vessels, advanced equipment and life-cycle support," the company said.

IHC Merwede also announced that the company plans to adjust production capacity in line with forecast demand and capacity will therefore be reduced to maintain a solid profit level. In line with this, it has been decided to mothball the Hardinxveld-Giessendam shipyard in 2010 and the lease at Heusden will be terminated by the end of the year. No redundancies are foreseen and the employees will be relocated to other IHC Merwede facilities and replace temporary staff.

IHC Merwede CEO Govert Hamers said: "As part of our outlook for 2010, we anticipate a slight decrease in turnover, but still expect to achieve a solid profit. Our main priorities for the forthcoming year are to increase sales, reduce costs and to strengthen our focus on research and development."





Above and below seen the launch of hull No. 3 out of the 7500 DWT series named **Global Ocean**  
**Photo : Capt. D. van Wolferen**



## KTK takes delivery of their first Stan Tug 4011 “Orca VI”



On Friday 2 April 2010 Mr. R.J. Lopez Ramirez (Managing Director CPA/CPT) accepted on behalf of Kompania di Tou Korsou (KTK) the successful delivery of the Damen Stan Tug 4011 “Orca VI” in the port of Tanjung Perak, Surabaya, Indonesia. The signing ceremony was witnessed by Mrs. Alexis Daou (Chairman of the Supervisory Board of CPA/CPT). After the ceremony the vessel demonstrated some of her great capacities in the impressive port of Tanjung Perak.

With its massive 70 metric tons of bollard pull and excellent autonomy, the “Orca VI” is sure to give an important boost to KTK’s capabilities in the international towing and salvage business. Its first destination will be Panama

## Nakilat (on behalf of N-DSQ) and Qatar Petroleum sign MoU for the provision of Harbor Tugs at the Port of Mesaieed

Nakilat, on behalf of Nakilat–Damen Shipyards Qatar (N-DSQ) has signed a Memorandum of Understanding (MoU) with Qatar Petroleum for the provision of 19 vessels including harbor tugs, pilot and service boats at the port of Mesaieed.

On October 15th 2009, Qatar Petroleum’s Directorate, Mesaieed Industrial City, issued 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 will be obliged to build all the vessels required for the contract at the N-DSQ facilities at the Port of Ras Laffan.

Mesaieed Industrial City’s Acting Director Mr. 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 H.H. Sheikh Hamad Bin Khalifa Al Thani’s vision to build these vessels in Qatar at its new marine industrial area”.

Nakilat's Managing Director, Muhammad Ghannam said, "The MoU with Qatar Petroleum 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. This contract is also consistent with the implementation of H.H. Sheikh Hamad Bin Khalifa Al Thani's vision to expand and develop Qatar's industrial base by creating a new marine industries and services sector".

**Source : Damen**

## **Western India Shipyard bags major rig repair order**

Western India Shipyard announced that it has received a major repair order for their ninth jack up deep water oil rig '**Noble Charlie Yester**' with rated depth of 300 meters. The repairs will cover various onboard machinery and equipment, steel renewal, surface preparation and painting, etc. This prestigious repair order of value of about Rs 75 million is to be completed in about 40 days. There are 10 other vessels undergoing repairs in the shipyard and the pace of repairs are on schedule. Shares of the company gained Rs 0.24, or 1.66%, to trade at Rs 14.74. The total volume of shares traded was 147,212 at the BSE (3.30 p.m., Tuesday). **Source: Iris**

## **China Shipbuilding First-Quarter Net Income Increases 7.3%**

China Shipbuilding Industry Co. said first-quarter net income rose 7.3 percent to 315.9 million yuan, according to a filing to Shanghai's stock exchange. Sales gained 11 percent to 4 billion yuan, according to the statement. The company's 2009 annual net income rose 22 percent to 1.5 billion yuan, China Shipbuilding Industry said in a separate filing. Sales gained 16 percent to 18.6 billion yuan, according to the statement. **Source: Bloomberg**



Spotted in the port of Cape Town during trials the « unnamed » Damen Type 2208 tug

**Photo : Aad Noorland ©**



## European Shipbuilding Regions Send Signal

A Joint Declaration by 33 regional governments on the future of the European shipbuilding industry was handed over to Prof. Jerzy Buzek, President of the European Parliament, as well as representatives of the European Council, the European Commission and the President of the Committee of the Regions. Jointly, the 33 Regions consider the future of the European shipbuilding industry as a top priority for their economic development in the coming decades and share deep concerns related to the impact of the global shipbuilding crisis.

Reinhard Lüken, Secretary General of the Community of European Shipyards' Associations (CESA) said: "The joint support from all major shipbuilding regions across the EU underlines the urgency of the issue and the importance of finding joint solutions to the shared worries. The Regions are calling for European leadership. We sincerely hope that the EU institutions take this call up fast. We need decisions." Ruud van den Bergh, Chairman of the Shipbuilding Social Dialogue Group with the European Metalworkers' Federation (EMF) said: "More than 60 million people are standing behind the position expressed in this Joint Declaration of their Regional Governments. Ten thousands of jobs have already been lost due to the crisis. This is an attractive high-tech industry. We do not want to pay the price for unfair competition from Asia or the mistakes of the banks and speculators. We trust in Europe." The positive response of the EU Institutions during the hand-over is encouraging and CESA and EMF thank in particular President Buzek for his clear support. **Source: Marinelink**

## Nakilat – Damen Shipyards Qatar Signs MoU with the Qatar Emiri Naval Forces for the Construction and Delivery of Six Naval Patrol Boats

Nakilat (as Agents for) Nakilat – Damen Shipyards Qatar has signed a Memorandum of Understanding (MoU) agreement with the Qatar Emiri Naval Forces for the construction and delivery of six Naval Patrol Boats at Nakilat's world-class shipbuilding facilities in the Port of Ras Laffan, Qatar.

The military vessels will be used by the QENF to support its existing operations in the monitoring and surveillance of Qatar's Economic Exclusive Zone, for coastal and offshore patrolling, search and seizure operations, and for anti piracy/hijacking operations.

The Qatar Emiri Naval Force's Staff Brigadier (Sea) Mohammed Bin Nasser Al-Mohannadi said, "This MoU with Nakilat-Damen Shipyards Qatar is a significant step forward in the ongoing development of the Emiri Naval Forces, and provides the equipment consistent with the duties and responsibilities of the QENF to protect Qatar's national interests."

Nakilat's Managing Director, Muhammad Ghannam, said, "The MoU agreement with the Qatar Emiri Naval Forces for the supply of patrol vessels is a significant event for N-DSQ. It also affirms the realization of H.H. Sheikh Hamad Bin Khalifa Al Thani's vision for a world-class shipyard to serve the country's continuous requirements for costal patrol and marine defence. The signing of this MoU demonstrates the strategic value of a premier shipyard facility in Qatar to meet the needs of the Ministry of Defense and the Emiri Naval Forces." **Source : Damen**

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## Peterhead Harbour port expansion on track

The Press & Journal newspaper in the UK reports that the latest phase in a massive expansion of Peterhead Harbour in Scotland has swung into action.

"Huge metal beams which will form part of the new quay at the Smith Embankment at Peterhead harbour were lifted into place by a crane," said the newspaper. "It follows the completion of foundation work on the £30million project in February.

Engineering company Peter Fraenkel and Partners is overseeing the project, which is expected to finish on time.

Construction of the 650ft quay and a 328ft breakwater at the disused embankment is due to be finished in September. The expansion is expected to create more than 200 jobs and pump around £11million into the local economy. The project has been around six years in the making, but the plans have moved forward swiftly since the merger between Peterhead Bay Authority and the Peterhead Harbour Trust in 2006.

The Press & Journal said the deepening of the harbour could pave the way for lucrative decommissioning work, expected to be worth between £15billion and £20billion over the next 20 years, in the oil industry. Around 60 jobs have been created during the construction phase, with 150 to follow once the project is finished. **Source : The Press & Journal / Dredging News Online**



The **BOW OMARIA** seen arriving in Rotterdam – Photo : Ruud Zegwaard ©

## Crude Carriers acquires two Suezmax tankers and expands its revolving credit facility

Crude Carriers Corp. announced that it has agreed to acquire two modern sistership Suezmax-class oil tankers, the **M/T Amoureux** (150,393 dwt) and the **M/T Aias** (150,096 dwt) from unrelated third parties, for a total purchase price of \$66.2 million per vessel. Crude Carriers expects to take delivery of both vessels, which were built in 2008 at Universal Shipbuilding Corporation in Japan, during May 2010. The Company will finance the acquisition with cash and debt from its revolving credit facility and expects that the two vessels will trade in the spot market or under spot related employment terms. The acquisition of the two vessels was unanimously approved by Crude Carriers' Board of Directors, including the unanimous approval of the Company's Independent Directors. Crude Carriers also announced that it has reached an agreement with Nordea Bank Finland Plc, London branch to expand its \$100 million revolving credit facility to a \$150 million revolving credit facility, including \$10 million which can be used for working capital purposes.

"We are very pleased that Crude Carriers has acquired two sistership modern Suezmaxes and is adding to its initial fleet, shortly after its IPO," commented Mr. Evangelos Marinakis, Crude Carriers' Chairman and Chief Executive Officer. "This transaction is in-line with our strategy of growing our fleet through accretive acquisitions and acquiring vessels at a cost significantly below average historical values. Importantly, these two additional vessels are expected to start generating income promptly, within approximately one month from today." Following the delivery of the '**Amoureux**' and the '**Aias**' in May 2010, and the delivery of the '**Achilleas**', the third vessel of the Crude Carriers IPO fleet in the second half of June 2010, the Company's fleet will consist of two VLCCs and three Suezmaxes with an average weighted age of approximately 1 year and total carrying capacity of approximately 1,050,000 dwt. **Source: Crude Carriers Corporation**

## Evergreen Line raises rates on its services from May 1st

Evergreen Line has announced it restores rates for transportation of containers on services from Far East (including Japan) and India to Europe and to the Mediterranean Sea from May 1, 2010, the Company press release said. The



increased rate will be at \$225 per 20-foot container equivalent unit and \$450 per 40-foot equivalent unit and will be applied to all cargoes and commodities, including reefer freight, the Evergreen statement says.

A Taiwan-based Evergreen shipping company operates fleet of 150 ships of total capacity of 560 thousand TEUs. The company's 240 offices are scattered throughout the world, in Asia, America, Europe, Australia, Africa and the Middle East. **Source: Portnews**



The **STATENDAM** seen arriving in Willemstad (Curacao)  
Photo : Kees Bustra - [community.webshots.com/user/cornelis224](http://community.webshots.com/user/cornelis224) (c)

## **Ghana to modernise sea port for oil production**

Ghana's western sea port in Takoradi is to be redeveloped and expanded to meet the challenges of the emerging oil and gas industry in the West African country, the Minister of Transport, Mike Hammah said. The first phase involves a detailed engineering design while the second phase will consist of marine works. The third phase will cover both marine and civil works. Ghana has discovered oil in commercial quantities off-shore the west of the country and the first barrel is expected to be pumped in the last quarter of this year.

Hammah said at a stakeholders forum in Takoradi that the ministry had a crucial role to play in the successful oil and gas industry. He said the current situation where services needed by the oil companies were being provided by western neighbour Cote d'Ivoire could not be allowed to continue. The managers of the port, Ghana Ports and Harbours Authority, say the weaknesses of the port, which was built in 1928, include shallow berths, low operational productivity and land space limitation. The Takoradi Port handles over 600 vessels a year. It handles Ghana's main exports including manganese, bauxite, cocoa and forest products while key imports are clinker, containerized cargo, oil products and wheat.

In recent years the port has been handling large volumes of transit cargo for landlocked countries of Burkina Faso, Mali and Niger. Takoradi handles about 4 million tons of goods, while the Tema port in the east handles about 9 million tons. **Source: African Manager**

## First female Captain of a P&O Cruise ship

The first female Captain of a P&O Cruises ship has been appointed in the company's 173 year history.



The **ARTEMIS** seen in Southampton – **Photo : Chris Brooks - [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk) ©**

Sarah Breton, 45, from Essex, is also understood by the company to be the first female captain of a cruise ship in Britain. Captain Sarah Breton, who set sail on the 1,200 passenger ship **Artemis**, said: "Growing up near the water I always loved boats and the ocean, so it really does fulfill a lifelong ambition of mine to be a Captain with P&O Cruises. It is made even more special to be Captain of the first cruise ship I ever served on, after joining P&O Cruises as third officer back in 1989."

Carol Marlow, managing director of P&O Cruises, added: "We are delighted that Sarah Breton has been promoted to the role of Captain on board **Artemis**. Sarah has worked on board P&O Cruises ships for many years and truly deserves to be Master of Artemis. We wish her every success in her new role." **Source : [telegraph.co.uk](http://telegraph.co.uk)**

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The **TUMAK** seen in her new ISKES colours – Photo : Joop Marechal ©

## Bangladesh to expand fleet

Bangladesh is looking to raise its share of national cargo transport from today's mere 6-7% by acquiring six ships.

Government-owned Bangladesh Shipping Corp would spend about \$173M from the national budget for the acquisitions in the financial year starting 1 July.

The vessels, not exceeding 10 years old, would be a crude carrier, two product carriers, two drybulkers and a medium-size box ship. Shipping minister Shajahan Khan, who is also the chairman of BSC, said it now has 13 vessels that aggregate 196,619dwt.

"The vessel shortage has badly affected operations, causing losses," said Commodore Moqsumul Quader, managing director of BSC. "Existing vessels are 20-30 years old and half the number is inoperative most of the time."

A BSC official told Fairplay that the national carrier incurred losses of \$3.8M during the six months from July to December 2009. Losses were \$1.4M in the previous year and \$6.8M in the financial year 2007-8.

Bangladesh's total seaborne cargoes exceeded 30M tonnes per year in 2009, the Chittagong Port Authority and Mongla Port Authority estimated. **Source : Fairplay 24**

## Petromin signs shipping deal

Petromin PNG Holdings Limited, the country's national oil, gas and minerals company, has entered into a joint venture agreement with Misc Berhard (MISC) to establish a joint venture company (JVC) Western Pacific Shipping Limited. This JVC will assist Petromin to provide LNG transportation solutions for future LNG projects in support of Papua New Guinea's national content plan and to provide other general shipping. Petromin Shipping Limited (wholly owned by Petromin) will have 40 per cent equity in Western Pacific Shipping Limited while MISC will own 60 per cent. MISC is one of the world's leading shipping operators in LNG, oil, petrochemical and general container shipping. It is a subsidiary of Petronas and has a large network of ships including 29 wholly owned and operated LNG vessels. The shipping company was selected through a competitive bidding process. One other international LNG shipping company also participated.



The joint venture company could offer more opportunities according to chairman of Petromin's board Brown Bai. Mr Bai said that the JVC, once operational, will provide employment opportunities for Papua New Guineans in the maritime industry, especially in LNG tanker and other shipping opportunities. He said the JVC will also enable the structuring of LNG training programs for local sea-going professionals and ship management employees in line with the country's national agenda. Mr Brown said the joint venture would initiate and the nation's maritime industry. Petromin also announced that it was exploring training opportunities at the Malaysian maritime academy for Papua New Guineans in the maritime profession. **Source : postcourier**

## **PIL and Wan Hai resume Northern Europe service**

Pacific International Lines (PIL) and Wan Hai Lines have resumed operation of their FES scheduled container liner service from the Far East to northern Europe, according to Euclid Infotech.

On April 15, the Kota Lambai, owned by Pacific International Lines was the first ship to call at the Port of Hamburg. Some 2,032 TEUs were loaded and unloaded at the HHLA Container Terminal Tollerort.

The second vessel to call at Hamburg as part of the service will be Wan Hai 510, scheduled to arrive a week later.

Due to reduced demand as a result of the global economic crisis,

the FES service, which has been in existence since 2004, was suspended at the end of 2008 and replaced with a slot charter operation. Since the cargo flows on the Asia route have picked up again, PIL and Wan Hai have now reinstated their service. **Source: cargonewsasia**

## **Iran adds four supertankers to oil storage**

Iran, OPEC's second-biggest oil producer, added four supertankers to its fleet of vessels storing crude, taking the total to 11 after two others set sail, ship tracking data show. At least 11 such vessels are idling in the Persian Gulf and the Gulf of Oman, according to data from the ships collected by AISLive Ltd. Combined, the tankers can store about 22 million barrels of oil, more than Europe consumes in a day.

"Aside from the Iranian charters, the fundamentals don't suggest it should be this firm," Jeff McGee, an analyst at Simpson, Spence & Young Ltd. in London, the world's second- largest shipbroker, said by phone. Two years ago, Iran used as many as 15 tankers for storage, constricting vessel supply and helping to more than triple freight rates in less than three months.

Iran is likely storing oil because of weakening demand as refineries across Asia, accounting for almost two-thirds of global demand for supertankers, carry out maintenance. National Iranian Tanker Co., which operates the supertankers, also has a laden suezmax tanker idling off Iran, ship-tracking data show. A suezmax can hold about 1 million barrels of oil.

The discount on Iran Heavy crude compared with Oman and Dubai petroleum is at its widest in more than a year, according to data compiled by Bloomberg. The discounts on Iran's Forozan, Soroosh and Norooz crudes have also widened. Seifollah Jashnsaz, managing director of National Iranian Oil Co., referred questions to Ali Asghar Arshi, the company's manager of international affairs. Calls to Arshi's mobile phone weren't answered. Calls to the office of Mohammad Souri, managing director of National Iranian Tanker, weren't answered. National Iranian Tanker has a fleet of 28 supertankers, according to Lloyd's Register-Fairplay data on Bloomberg. The remaining 17 carriers are all either moving or have been at their present locations for less than two weeks, according to the tracking data.

Of the nine supertankers that were recorded as likely to be storing last week, the Harsin and Noor departed. The last signal from the Harsin was more than 24 hours ago and it has yet to announce a destination. The ship last signaled almost 9 miles away from where it had been circling for several weeks in the Gulf of Suez. The Noor is now signaling Kharg Island off Iran as its destination and is about 800 miles away from where it was sitting south of the Suez Canal.

**Source: bloomberg**



The **SD RESOURCEFUL** commenced yard trials – Photo : Ruud Zegwaard ©

## Hamburg Sud 2009 revenue down 28 percent to \$4.3 billion

Hamburg Sud said Tuesday that its 2009 revenue dropped 28 percent from the previous year to \$4.3 billion as the volume of containers it carried fell 13 percent to 2.3 billion 20-foot equivalent units.

The German shipping line said it posted a loss for the year despite the comparatively positive performance of dry tramp shipping. As a privately owned company, it did not report the size of its loss.

"Considering the historic crisis in liner shipping, however, the fact that the Group overall recorded a positive operational cash flow sufficient to cover the – albeit reduced – investment budget can be viewed as a success," the company said in its announcement.



The **MONTE OLIVIA** seen moored in Durban – Photo : Trevor Jones ©

Hamburg Sud trimmed the sizes of both its container fleet and of its container pool during the year in response to the global economic and trade downturn. It cut the number of ships in its fleet by 13 percent to 96 vessels and replaced smaller charter vessels with larger new ships in order to lower its unit costs. As a result the slot capacity of its

deployed vessels remained roughly constant at 304,000 TEUs. Against the backdrop of declining volume, the carrier reduced the number of containers in its container pool by returning leased containers and selling old owned boxes. The fleet operated by the Hamburg Sud Group, with the inclusion of 52 vessels in the tramp division, consisted of 148 ships of which 36 are owned by the group.

During 2009, Hamburg Sud took delivery of a new "**Monte**" ship of 5,500 TEUs and three "**Rio**" vessels of 5,900 TEUs apiece, which will be deployed on the Europe and Asia to East Coast South America trade lanes together with the sister ships delivered in previous years. The group said it plans to continue increasing the fleet share of the vessels it owns in the years ahead. By 2012, it will take delivery of 12 ships with a total capacity of some 80,000 TEUs. They include 10 vessels of the "**Santa**" class, which, with a nominal capacity of 7,100 TEUs, will be the largest ships in its fleet. During 2009, which it called a "crisis year," Hamburg Sud limited capital spending to \$225 million, compared to \$714 million in 2008. It plans to increase capital spending to \$944 million in the coming three years.

The group said it avoided cutting staff in order to preserve employee expertise and motivation. It did reduce the number of employees ashore by 14 percent to 3,597. At sea this figure rose by 31 percent to 1,194 seamen as a result of the delivery of new ships. Overall, the number of its employees increased by 17 percent to 4,791. Hamburg Sud said that because of the significant decline in earnings, it cut costs by approximately \$404 million. To lower ship system costs, it rationalized liner services in conjunction with partners and instituted slow steaming. It adopted a wide range of individual measures to cut cargo-handling, intermodal and depot costs. It said the lower fuel surcharges levied by haulage contractors and rail companies had a positive effect. The group said exchange rates had a positive impact on its operations, including the stronger U.S. dollar as well as the weaker rates of the cost currencies, like the Brazilian real and Australian dollar. The sharp fall in bunker prices, by contrast, relieved the pressure on costs and results. Fuel expenditure fell to roughly \$700 million, down \$400 million from the previous year. Of this figure, approximately three-quarters was attributable to lower bunker prices, and one quarter to reduced consumption as a result of slow steaming and the restructuring of the fleet to larger and fewer units. **Source:** [joc.com](http://joc.com)

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## Penang terminal container throughput up 32% in Q1 2010

The North Butterworth Container Terminal handled 264,041 TEUs in the first quarter of this year, up 32 percent from the previous corresponding period, reported StarBiz. Penang Port general manager Obaid Mansor told StarBiz that the achievement exceeded the forecast of 240,000 TEUs for the first quarter.

A significant volume of container cargo came from South Thailand in the form of steel products and other commodities, he said. There was less automotive component cargo handled this time. The quarter also saw an increase in the handling of bulk cargo, due to higher freight charges for container cargo, Obaid said. For the first two



months, we handled 1.3 million tonnes of bulk cargo, compared with 1.1 million in the equivalent period last year, he said. Bulk cargo contributed about 40 percent to the port's revenue while container cargo contributed the remaining 60 percent. Of the 24 million tonnes of cargo handled in 2009, bulk cargo made up nine million and container cargo 15 million. **Source: cargonewsasia**

## **PSA International 2009 profit falls 6.1pc on trade contraction**

SINGAPORE's global terminal operator PSA International profit fell 6.1 per cent to S\$976 million (US\$698 million) drawn from revenues of S\$3.83 billion, which declined 2.7 per cent in 2009 as year-on-year container volumes fell 9.9 per cent to 56.9 million TEU.

Higher than expected profit was attributed to the company's "prudent control of capital expenditure and effective cost-cutting measures implemented since the end of 2008." PSA's flagship Singapore terminal saw a 13.1 per cent decrease to 25.1 million TEU, but remained the world's busiest container port, said a Seatrade Asia report. Throughput at the group's 27 other port projects in 15 countries was down 7.1 per cent to 31.8 million TEU.

PSA said the smaller decline internationally reflected both its presence in countries such as China less affected by the global crisis and the contribution of container volumes from new port start-ups in Chennai and Vietnam.

PSA chief executive Eddie Teh pointed out that 2009 had been "a year of unprecedented hardship and challenges for the port and shipping industries," resulting in PSA suffering its first ever decline in containers handled.

The last two months of 2009 and first two of 2010 had shown "tentative signs of recovery," he added, "but the road ahead will be bumpy and uncertain, and all indications point towards a slow and drawn out recovery with different regions rebounding at different rates. The fear remains that a macro-economic storm will be inevitable to clear all the excess global production capacity that was created." **Source : Schednet**



The **EEMSGRACHT** spotted at South Wharf Melbourne April 21st.

**Photo : Andrew Mackinnon ©**



## Teekay looking to expand shuttle tanker fleet

Teekay, a Hamilton, Bermuda- based owner of oil tankers, will expand its fleet serving in Brazil to take advantage of the country's rising offshore oil production, chief executive officer Bjorn Moller said.



The **NAVION EUROPA** seen moored in Rotterdam – Photo : Rob Smith ©

The company has 11 shuttle tankers in Brazil and operates 35 of these tankers globally through its subsidiary Teekay Offshore Partners. "We can move our tankers to where they can earn maximum revenue, and we are planning to build our business in Brazil further," Moller said. "Brazil is clearly the biggest growth market in the near future" in offshore oil production.

Oil production in Brazil will rise 7.2 percent this year to 2.67 million barrels a day, according to the Paris-based International Energy Agency. Production in Norway, which also produces oil from offshore fields, will fall 7.6 percent to 2.2 million barrels a day, the agency said in a monthly report on 13 April.

Teekay's offshore fleet last year resisted the worst economic recession since the last WW2 with revenue from the tanker segment slumping by 40 percent to \$229.2 million in the fourth quarter, while revenue from the offshore segment fell 5.5 percent to \$178.8 million.

Two new shuttle tankers are scheduled to be delivered to Teekay in the second half of this year and two more in the first half of next year. "Brazil is currently looking for additional tankers, and Teekay has the option of offering existing vessels or new vessels," Moller said. Teekay may also "order other newbuildings for Brazil." Source : The Motorship

## OLDIE – FROM THE SHOEBOX



The 1940 built **PORTOGRANDE** seen at Mindelo (Cape Verde Islands) on March 9<sup>th</sup> 2010, she is a converted sister of the **FRESHTARN** as seen left.

Photo top : Cor Clarisse ©



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



Above seen the **DEEPWATER HORIZON** on fire in the Gulf of Mexico

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