

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 122



**Number 122 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Sunday 02-05-2010**

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**The MEKHANIK FOMIN seen in Moerdijk (The Netherlands)  
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## **EVENTS, INCIDENTS & OPERATIONS**



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## **T&T MARINE SALVAGE SURVEYS SUNKEN VESSEL**



**T&T MARINE SALVAGE**, a leading provider of maritime support services, conducted survey operations of a sunken passenger vessel in 220 feet of water near Limbones Island.

**T&T MARINE SALVAGE** mobilized an ROV operator and compact ROV System that surveyed the sunken vessel and located key entry points, assisting in the recovery of victims. The operation was a joint effort with the Philippine Coast Guard and Malayan Towage and Salvage Corporation.

"Due to the depth of the wreck at 220 feet below sea level, there were limited resources available to inspect the vessel," said T&T MARINE Vice President Kevin Teichman. "We assisted by mobilizing an ROV System capable of operating in 500 feet of water."

The wooden passenger vessel was carrying 59 passengers and 15 crew members when it collided with a steel-hulled fishing boat and sank 2.8 miles northwest of Limbones Island. Twenty-four people were reported missing.

**T&T MARINE** conducted the survey aboard a Philippine Coast Guard vessel and completed operations in two days.



Above seen the Spliethoff vessel **Avataq** in the harbour of Genoa (Italy), she is there for overhauling of the main engine. In the back ground is seen the ferry Moby Tommy. In about 3 weeks the **Avataq** will be back in service again

**Photo : Jacob Heslinga ©**

## **Fleet Management rocked by another US court case**

The shipmanager that was charged with the oil spill from the Cosco Busan incident in San Francisco a couple of years ago is in more hot water with US authorities. A federal grand jury in Corpus Christi, Texas, returned an indictment yesterday charging Fleet Management Limited with obstruction of agency proceedings, making false statements and failing to keep accurate pollution control records, the Justice Department announced in a release below.

Fleet Management Limited of Hong Kong is charged with one count of failing to maintain an accurate oil record book as required by the Act to Prevent Pollution from Ships (APPS), a U.S. law which implements the International Convention for the Prevention of Pollution from Ships, commonly known as "MARPOL;" one count of making false statements to the U.S. Coast Guard; and one count of obstruction. If convicted of all counts, the company may be punished with a fine of up to \$3 million.

The two individuals, Prem Kumar, a ship superintendent for Fleet Management Limited and Prasada Reddy Mareddy, the second engineer of the **M/V Lowlands Sumida**, have both been charged with conspiracy. Kumar was also charged with obstruction of a Coast Guard investigation. If convicted of the conspiracy charge, both face up to five years in prison and a fine of \$250,000. If convicted of obstruction of justice, Kumar faces up to 20 years in prison and a \$250,000 fine.

On October 6, 2009, the Coast Guard was conducting a routine port state control inspection when an engine room crew member alleged that the vessel was illegally discharging oily wastewater and alerted them to the fact that a center fuel oil tank on the Lowlands Sumida was fitted with a "dummy" or false sounding tube and that oily waste water was being stored in the tank until it could be discharged overboard.. The "dummy" sounding tube would show the tank to be empty. The vessel also kept a tank sounding log that showed the tank as empty. When the Coast Guard



removed the "dummy" sounding tube and sounded or measured the contents of the tank they determined the tank was almost half full with oily wastewater.

Large commercial ships, such as the **Lowlands Sumida**, are required by MARPOL and APPS to maintain a record known as the oil record book to document the movement, tank to tank, and the disposal of, all oil that has originated in the engineering spaces on the ship. Sludges on the ship which are generated by the purification of fuel oil and lubrication oil which are used by the main engine and generators on the ship, must be disposed of properly at a shore-side reception facility or burned in the ship's incinerator. Oily bilge wastewater, which accumulate in the lower-most part of the ship, can only be discharged overboard if the wastes are processed through a machine known as an "oil water separator" which ensures that the water discharged overboard contains no more than 15 parts per million of oil. According to the indictment, both Kumar, a shore side manager, and Mareddy, conspired to use the "dummy" sounding tube to conceal the contents of the center fuel oil tank and to obstruct the Coast Guard's investigation and administration of a matter within the agency's jurisdiction. In addition to concealing the contents of the tank, Kumar and ship engineers obstructed the Coast Guard investigation by using a false sounding log to conceal the contents of the center fuel oil tank.

An indictment is merely an accusation, and defendants are presumed innocent unless and until proven guilty in a court of law. On April 21, 2010, John Porunnolil Zacharias, the chief engineer of the **Lowlands Sumida**, pleaded guilty to an APPS violation for failing to maintain an oil record book and to an obstruction violation for providing inspectors with a false engine room sounding log, and for altering a center fuel oil tank by installing a "dummy" sounding tube to conceal the contents of the tank. Zacharias is scheduled to be sentenced on July 7, 2010. the case was investigated by the Coast Guard Investigative Service, the Environmental Protection Agency Criminal Investigations Division in Region VI and the Texas Commission on Environmental Quality Environmental Crimes Unit. The case is being prosecuted by the Justice Department's Environmental Crimes Section and the U.S. Attorney's Office for the Southern District of Texas. **Source: SeaTradeAsia-Online**



The **VISION of the SEAS** seen departing from Amsterdam – **Photo : Willem Kruit ©**

## Shipbreaking - Hopes scuppered

Shipbreaking is still a dangerous business, and a new convention has disappointed many Shipping is one of the most cyclical of industries and nowhere is this feast or famine more acutely felt than in the shipbreaking sector. In good

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times, such as the five years before the financial collapse of 2008, shipowners try their hardest to make even the oldest patched-up rust bucket trade at all times. Come a downturn, however, and the beaches of south Asia become cluttered with huge metal hulks. India, Bangladesh, Pakistan and China carry out 80% of the world's shipbreaking. Globally, ship demolition rose to a 13-year high in 2009. London-based Clarkson Research Services says, in a new report, that this is because the shipping industry has continued to wrestle with its worst downturn for a generation. And this surge in business comes at a time when the environmentally hazardous and dangerous ship scrapping sector is at a crossroads.

Members of the International Maritime Organisation, a UN body, adopted the world's first ship recycling convention in Hong Kong in May 2009. While this was being hailed as "a new chapter in IMO's history" by Efthimios Mitropoulos, the body's secretary-general, protesters outside condemned the deal as a step backwards. The convention comprises a set of guidelines and legally binding rules governing the shipbreaking industry to ensure that "ships, when recycled, do not pose any unnecessary risk to human health, the safety of workers in the industry or the environment". Protesters from the NGO Platform on Shipbreaking say the convention is a sham. They call for a ban on ship beaching before recycling. Group director Ingvild Jenssen says the convention will not prevent a single toxic ship from being dumped on south Asia's beaches. Referring to the controversial convention, Greenpeace representative Rizwana Hasan says: "When the workers and the environment of developing countries desperately needed a life ring, the IMO threw them useless paper." She says the convention also legitimised the beaching of vessels and rejected funding mechanisms, such as a mandatory shipowners' fund, that could support use of safer and cleaner operations. When a ship is beached, it is sent full steam ahead and rammed onto the coastline where, piranha-like, workers set about disassembling the old tub.

The convention is not set to come into law for another three years. In the meantime, the dangerous conditions at shipbreaking yards across south Asian yards have resulted in a soaring number of accidents, fires and deaths this year, with more than 20 deaths in March alone. One Bangladeshi NGO suggests that 1,000 shipbreakers have died over the past 12 years because of poor conditions at the yards, with another 4,000 to 5,000 injured. And the surge in business is also having a negative effect on the local ecosystems. Professor Abul Bashar, from Dhaka University's biology department, says: "Biodiversity of the coastal area is currently under threat as the industry does not have proper measures to protect the environment. Soil pollution is on the rise too."

This is set to worsen following the recent decision by the Dhaka government to ease restrictions on ship scrapping. Shipowners now no longer need to prove their vessels are free of toxic substances. There is, however, still one destination for shipowners keen to recycle their ships in a more sustainable fashion: China. Ships are broken up there in a dry dock, rather than rammed into a beach, so wastage is much more limited. **Source: Ethical Corporation**



The **BUNGA MELATI 4** seen enroute Rotterdam – Photo : Kees Torn ©



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## **Louisiana mobilizes National Guard, BP gets bill**

The Pentagon has authorized activation of the Louisiana National Guard to help in Deepwater Horizon oil spill clean-up efforts -- and is sending the bill to BP. A statement issued today said:

"In response to the BP oil spill, the Secretary of Defense is authorizing under Title 32 the mobilization of the Louisiana National Guard to help in the ongoing efforts to assist local communities in the cleanup and removal of oil and to protect critical habitats from contamination. As the responsible party in this incident, the government will hold BP accountable for the costs of the deployment."

The authorization comes in response to a request made yesterday by Louisiana Governor Bobby Jindal.

Today, Governor Bobby Jindal said the National Guard would provide security, medical capabilities, engineers, clean-up efforts and communication support and was prepared to have 600 guardsmen on the ground as part of the first deployment. He also said that the Guard is in the process of ordering 1,500 suits so its soldiers can handle material affected by oil.

The National Guard is not the only additional manpower Louisiana will deploy. Even the Department of Corrections is being called on to play its part. It will train inmates in oil spill clean-up efforts so they can assist the federal lead agencies.

For its part, BP says that it today continued to ramp up its response to the oil spill. It said that over 2,500 personnel are now involved in the response effort and well-advanced preparations are being made for a major protection and cleaning effort on the shorelines of Louisiana, Mississippi, Alabama and Florida. A fourth onshore command center, in Mobile, Alabama, opened yesterday.

"In the past few days I have seen the full extent of BP's global resources and capability being brought to bear on this problem, and welcome the offers of further assistance we have had from government agencies, oil companies and members of the public to defend the shoreline and fight this spill," said Tony Hayward, BP Group Chief Executive. "We will be judged by the success we have in dealing with this incident and we are determined to succeed."

Work is progressing to install marine protection booms along the coast. As well as almost 220,000 feet of boom already in the water, an additional 300,000 feet is staged or in the process of being deployed, with more on the way.

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The onshore activity is focused on five locations in the potentially affected states: Venice, Louisiana; Pascagoula and Biloxi, Mississippi; Mobile, Alabama; and Pensacola, Florida. Staging posts are in place stocked with people and material, including about 100,000 feet of boom, to protect the shoreline in each area. In addition, a sixth staging post is now being set up in Port Sulphur, Louisiana.

Hayward added: "BP is fully committed to taking all possible steps to contain the spread of the oil spill. We are taking full responsibility for the spill and we will clean it up, and where people can present legitimate claims for damages we will honour them."

BP says it is making continuing attempts to prevent oil escaping from the subsea well, 5,000 feet below the surface; collecting and separating the oil which enters the water; deploying innovative technology to disperse the oil at its seabed source; and drilling a relief well to permanently isolate and secure the leaking BP has also called on expertise from other companies including Exxon, Shell, Chevron and Anadarko to help it activate the blow out preventer, and to offer technical support on other aspects of the response. **Source : MarineLog**



The **CMA CGM CHRISTOPHE COLOMB** seen arriving in Rotterdam-Europoort  
**Photo : Dave van Spronsen ©**

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## NAVY NEWS



The **D 33 HMS DAUNTLESS** seen arriving at the river Tyne – Photo : Kevin Blair ©

## India Commissions First Stealth Frigate INS Shivalik

The Defence Minister Shri AK Antony called upon the Indian Industry to give their best in developing the country's ship building programmes. Commissioning **INS Shivalik**, the first of three new stealth frigates for the Indian Navy in Mumbai, he said, over the years there has been a distinct shift in our policy from a "Buyer's Navy" to a 'Builder's Navy'.

He said the shipbuilding industry has to modernize itself through indigenous efforts and minimize its dependence on imports. "We must continue with our efforts to transform and modernize our shipyards, so that they can not only meet the domestic demands but also achieve latest international standards in quality construction. We must be able to produce quality ships in a shorter time frame at competitive costs. I strongly urge all the participants of the Indian industry to give their best in developing our ship building programmes".



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He said time and again history has taught us to maintain a strong and vigilant navy. "Our maritime heritage dates back to the ancient times. Though we have come a long way in re-establishing our capabilities on the high seas since our independence, we still have a lot to achieve before we can consider ourselves a really potent naval force. History has time and again held out lessons in maintaining a strong and an eternally vigilant Navy", the Defence Minister said.



**INS SHIVALIK**

Shri Antony said the security situation in and around our immediate neighbourhood poses several security related challenges. He reiterated that we have to maintain high levels of operational readiness at all times.

Shri Antony described the commissioning as a red letter day for the Indian Navy, our Armed Forces, the ship building industry and the entire nation. He said India's long coastline and ever expanding exclusive economic zone make it imperative to defend our main land as well as maintain the sea lanes of communication. With the commissioning of the stealth frigate, he expressed confidence that the maritime interest will further secure.

**INS Shivalik** and the follow-on-ships of the **Shivalik class** (namely, **Satpura** and **Sahyadiri**) have been conceived and designed by Indian Navy design teams. The Shivalik class will be the mainstay frigates of the Indian Navy in the first half of the 21st century.



The incorporation of numerous new design features aboard **INS Shivalik** effectively reduces the probability of her being detected at sea. The in-built structural, thermal and acoustic stealth features augment the potent capability of the ship to address threats in all dimensions of maritime warfare.

The weapon-sensor fit of the **Shivalik** is controlled through a Combat Management System called 'CMS-17', designed and developed by the Indian Navy and manufactured by Bharat Electronics (Ghaziabad). The system allows the seamless integration of the ship's systems as well as with the weapons and sensors of other Fleet

ships, thus enabling the concept of 'Co-operative Engagement Capability' (CES). With her ability to detect and engage surface, air and sub-surface assets of the enemy at extended ranges, this ship represents very significant combat-potential.

With modern LM 2500 Gas Turbine propelling her to speeds in excess of 30 knots (or over 55 kmph), the ship is a true greyhound upon the seas. The ship's electric power is provided by four Diesel Alternators, which together produce 4 Mega-Watts of power – enough to light-up a small town. The power generation and distribution on board is controlled through an 'Automated Power Management System' (APMS), which enables the optimal use of electricity at all times. The two Multi-Role helicopters that would be embarked on Shivalik will provide for enhanced surveillance and attack capability.

The Shivalik is also equipped with a proven defense against Nuclear, Biological and Chemical attack. The state-of-the art 'Total Atmospheric Control System' (TACS) ensures filtration of the air going into the ship at all times. In addition, it ensures the complete removal of radioactive, chemical or biological impurities, thereby protecting the crew and shipborne systems even when operating in areas contaminated by nuclear, biological or chemical agents.

The ship's domestic requirements of fresh water are met through two Reverse Osmosis plants, while a fully automated galley, ensures that the crew can be fed Indian, Continental and Asian meals, including freshly baked bread and home-made ice cream. The accommodation arrangements for the 35 officers and over 250 crew members of the Shivalik has been provided by M/s Godrej, whose advance ergonomic design ensures crew comfort and space management.

Among those present at today's ceremony included the Chief of Naval Staff Admiral Nirmal Verma, the Defence Secretary Shri Pradeep Kumar, the Secretary Defence Production Shri RK Singh, the Chairman and Managing Director of Mazagon Dock Limited Rear Admiral (Retd) HS Malhi, Defence Attaches and Consul Generals of different Countries.

**Source : DefenseTalk**



The German **U-17 (S 196)** arrived in Brest – **Photo : Jacques Carney ©**

## **Navy to Start Training Female Submariners in July**

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Navy officials today announced they are moving ahead with plans to integrate women onto submarines beginning in late 2011 or early 2012. The decision became public after Defense Secretary Robert M. Gates notified Congress in February of the Navy's desire to add women to submarines. With a congressional review period complete, Navy officials say they will begin taking applications with a goal of training 19 women, starting in July. "There are extremely capable women in the Navy who have the talent and desire to succeed in the submarine force," Navy Secretary Ray Mabus said in a press release. "Enabling them to serve in the submarine community is best for the submarine force and our Navy. We literally could not run the Navy without women today."

Adm. Gary Roughead, chief of Naval Operations, seconded his enthusiasm for the change. "As a former commanding officer of a ship that had a mixed-gender crew, to me it would be foolish to not take the great talent, the great confidence and intellect of the young women who serve in our Navy today and bring that into the submarine force."

Vice Adm. John J. Donnelly, commander of Naval Submarine Forces, noted that about half of all science and engineering bachelor's degrees today are awarded to women. "Maintaining the best submarine force in the world requires us to recruit from the largest possible talent pool."

The Navy's plan for integration calls for recruiting female Naval Academy graduates and providing them the same training as given to male submariners, Rear Adm. Barry L. Bruner, commander of Submarine Group 10 and the leader of the Women on Submarines Task Force, said during a phone interview with reporters.

"We're looking for the same qualifications that we have for men," Bruner said. "There is no difference." Those qualifications include a technically-based education that includes calculus and physics, he said. Female candidates for submarine duty also will undergo the Navy's intense interview and screening process for prospective underwater sailors.

Because the policy is new, officials can't yet gauge women's interest in serving on submarines, Bruner said, but added that a number of female academy students and graduates have shown interest. The plan calls for phasing in three female officers in eight different crews of guided-missile attack and ballistic missile submarines, Bruner said. The class they will serve in is comprised of 14 ballistic missile submarines and four cruise missile submarines, he said. The submarines were chosen because the berthing and restrooms are designed so they need very few changes, he said. It is too soon to say specifically which submarines they will serve on, but there will be one each in King's Bay, Ga., and Bangor, Maine, he said.

Bruner became convinced of the need to integrate women onto submarines years ago, he said, after spending some time aboard allied nations' submarines that included women crew members. "I went in really with my eyes wide open," he said. "I came away under the impression that there is no difference in the camaraderie or abilities [of crews] on ships with women on board."

Bruner later became the commander of a strike group with women on all of its ships. "I asked, 'Why aren't we doing this on submarines? It's such a viable talent pool.'" The Navy has learned from its 1994 change that integrated women onto surface ships, Bruner said. The service will have enough women on ships and submarines, he said, so that they aren't isolated. And, men and women submariners will have additional training before the integration and there will be female sailors available as mentors, he said.

After talking to current submariners and their families, Bruner said, he doesn't think the integration will cause much of a cultural change. "The change to the culture on submarines is going to be pretty minimal, to be honest," Bruner said. The only concern among current submariners, he said, is that all crew members live up to the demands of the undersea service.

"When you wear the dolphins of a submariner, you have to prove that if there is a casualty on the ship that could result in the loss of the ship and all the lives on the ship, you have to be able to react correctly to save the ship," Bruner said. "That's the most important thing to submariners." Bruner said he has no doubt that the women will prove themselves.



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"I think we have the right processes in place and we'll train on them again," he said. "We'll hit all the potential areas that could cause problems." At a town hall meeting held last night at King's Bay Naval Base, Bruner said, only two wives within an audience of about 75 expressed discontent over the new policy. Their concerns, he said, were whether women would get preferential promotions.

Bruner reiterated that the women will be held to the same workplace rules as men. "Sometimes change can be hard, and the way you get through it is through education and explaining why you're doing it and how you'll go through it," he said. **Source : DefenceTalk**

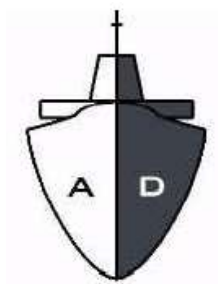


The offshore patrol vessel **20 KDB AFIAT** for Brunei Darussalam (Sistership to No. **18 KDB BERKAT**), seen passing the Kiel canal near Brunsbüttel - **Photo's : Michael Brakhage ©**



## SHIPYARD NEWS

### ANGLO DUTCH SHIPBROKERS bvba



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The DE HAAS shipyard in Maassluis built **RWS 75** seen during trials last week - **Photo : Frans Sanderse ©**

## Cochin Shipyard delivers 15th platform supply vessel

Cochin Shipyard on Wednesday delivered a platform supply vessel (PSV) to Purple Fleet Ltd, an affiliate of Tide Water Marine International, US. This is the 15th PSV built at CSL and the seventh in the Rolls-Royce UT755 LN Series. The protocol documents of the ship named "**Davis Tide**" was signed by Mr Jose Mathew, Chief General Manager (Shipbuilding), on behalf of Cochin Shipyard, and Mr Philip Grema on behalf of the owners, in the presence of Mr N. M. Paramesh, Director (Finance) and Commodore K. Subramanian, Director (Operations).

Cochin Shipyard is currently constructing 16 offshore support vessels for various foreign and Indian owners. The yard is also entrusted with the construction of the Indigenous Aircraft Carrier Project for the Indian Navy. These PSVs for the offshore industry are designed to meet the specific demands of transport of deck cargo, pipes, liquid cargo,

cement/ barite etc., and unloading to rigs and production platforms, pipe laying barges etc. They are the workhorse of offshore oilfield industry acting as a lifeline carrying all operational supplies and stores to far-off offshore installations.

As the offshore industry moves into deeper waters, demand for such advanced vessels is expected to rise. The ship is built and classified under the most stringent rules and regulations of Det Norske Veritas and is classed for unmanned engine room and dynamic positioning grade II. The vessel also satisfies "Clean" Notation of DNV which signifies high standards of environmental safety, a release said. **Source: The Hindu Business Line**

## **Mass layoffs at Loksa Shipyard**

Loksa Shipyard has announced that it would cut 525 jobs since the shipbuilder lacks orders and is shutting down the enterprise, the Baltic Reports said.

The layoff action began in February to end in April. Only two board members will keep their jobs unless new orders are received. The shipyard has been so far a major employer who created jobs for the locals of this small Estonian town.

Marju Varter, HRD Manager of the shipyard said Tuesday in an interview with Postimees that the Loksa Shipyard has not had any new orders since Q2, 2009. However, the Company is determined to get new contracts to have the workers back. The company manufactures hatch covers and non-curved steel blocks. Former Odense Steel Shipyard Ltd was renamed after it was acquired by Loksa Invest, a consortium owned by AS Freløk, OÜ Crown Solution and OÜ Stako Diler. **Source: Portnews**



The **STOLT VANGUARD** seen taking bunkers at the Mega Pier in Willemstad / Curacao  
**Photo : Kees Bustra** - [community.webshots.com/user/cornelis224](http://community.webshots.com/user/cornelis224) (c)

## **Screening for shipyard workers**

KHOO Teck Puat Hospital signed an agreement to take care of 2,300 Sembawang Shipyard workers - in sickness and in health. It will provide regular health screening, manage those who are chronically ill with diseases like diabetes, and provide emergency services for the injured.

On Monday, Bangladeshi worker Faruk Hassin Murer Zaman, 29, who had a slightly crushed forefinger caused by an accident onboard a ship, had a follow-up consultation with Dr Wong Lee Yuen. Dr Wong, an Orthopaedic surgeon, was able to view the finger with the help of Skype, a free Internet video conferencing service.

Such consultations will become routine, saving such patients a trip to the hospital and the usual long wait. Mr P.K. Ong, managing director of Sembawang Shipyard, said he plans to involve KTH in more healthcare services, such as cholesterol, weight and stress management programmes and to help workers stop smoking **Source: Straits Times**



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Harm's **PEGASUS** seen enroute Rotterdam – Photo : Frits Janse ©

## Dhaka sues polluting shipyards

Bangladesh's government has sued four of the country's ship-breaking yards for causing "excessive pollution" and operating without proper licences, an environment department official said yesterday. The move follows an about-face earlier this month when the government abandoned its attempt to impose stricter environmental standards on ship-breakers after months of strikes devastated the country's steel industry.

Ships heading for Bangladesh routinely contain chemicals like asbestos, banned in many countries, but the nation relies on recycled steel from ships for construction and manufacturing. The lawsuit lodged on Wednesday against the four yards — of 100 operating on the country's southwest coastline — claims they have not followed a March 2009 government directive on environmental standards, Abdus Sobhan said. "These ship-breaking yards did not apply for environmental clearance and they are causing excessive pollution," he said, adding that this was the first time the government has sued ship yards for polluting. Bangladesh's yards frequently lack any facilities to remove hazardous waste from old ships and the government has only recently begun attempting to regulate the industry. "Failure to apply for a clearance certificate and causing excessive pollution can mean either a 1mn taka fine or 10 years of jail or both," Sobhan said. **Source: AFP**

## **Fincantieri Awarded Two Contracts Worth over 130 Million in the US**

Marinette Marine Corporation (MMC), Fincantieri's American subsidiary, has been awarded two orders in the USA worth over 130 million dollars: a 73 million contract from the NOAA (National Oceanic and Atmospheric Administration) for a Fisheries Survey Vessel (FSV) and a 63 million contract for 30 boats for the US Coast Guard.

The research vessel is funded under the American Recovery and Reinvestment Act within the framework of a program to replace outdated vessels with cutting edge ships.

Construction of the vessel will be at Marinette shipyard in Wisconsin and delivery is scheduled for 2013 to the ship's homebase in San Diego. The ship will serve the Southwest Fisheries Science Center (SWFSC), NOAA's facility in south west America, replacing the "**David Starr Jordan**" which has logged over 1.5 million miles since 1966. 63.5 metres long and 15.2 metres wide, the vessel will be equipped with a full suite of modern instrumentation for sampling and advanced navigation systems with multifrequency acoustic sensors and extensive laboratories.

Thanks to high technological standards, the new research vessel will be able to carry out surveys on marine fauna, including mammals, turtles and fish and conduct studies into the effects of climate change on the ecosystems off the west coast of North America and in the eastern tropical Pacific Ocean.

The boats for the US Coast Guard will be built at ACE Marine (Aluminum Center of Excellence) at Green Bay, Wisconsin, and are part of a multi-year Coast Guard program at a total contract value of 600 million dollars, called "Response Boats-Medium (RB-Ms)", for which MMC is prime contractor and program manager. Delivery of the first boats is scheduled in the third quarter of 2011. This order brings the number of boats ordered to MMC to 97 out of a total of 250. Kvichak Marine Industries, located in Seattle, will collaborate in the construction of the vessels announced today with its yard in Kent, Washington.

13.5 metres long and just over 4 metres wide, the boats have a draft of almost one metre. They can reach a maximum speed of 42 knots and can operate in a range of 250 nautical miles from the coast, with a pull capacity of 100 tons.

The boats will replace outdated craft within a process of fleet renewal of the Coast Guard. The project has taken into due account indications from operations commanders who have been able to test the boats which incorporate many improvements over previous models, especially in terms of performance, operational versatility, efficiency and crew safety during missions. Giuseppe Bono, Chief Executive Officer of Fincantieri commented: "We are proud to continue to serve the US market. These orders are both further recognition of our capabilities and confirm we chose the right strategy, business diversification as a way of stimulating demand in a market which continues to stagnate."

Marinette shipyard is also engaged in the Littoral Combat Ship (LCS) program for the US Navy, a leading-edge technology ship for coastal patrols, and in an oceanographic research vessel for Fairbanks University in addition to participating in a team with Boeing with a view to the future tender for the ten-year "Sea Base-to-Shore Connector" (SSC) program, which provides for the construction of 80 hovercraft for the US Navy. **Source : cruiseindustrynews**

## Oceanco changes ownership

Oceanco, the Dutch builder of luxury superyachts, has been acquired by Mohammed Al Barwani, a private investor, who is based in the Sultanate of Oman.



Barwani has interests in oil, gas, manufacturing, and minerals in Europe, the Middle East and Asia Pacific through MB Holding Company LLC as well as investments in various other diversified assets. Barwani is enthusiastic about his new venture and says, "I see Oceanco as a great brand. The company offers an outstanding growth opportunity as the world economy recovers. Oceanco's order book is healthy and the business shows a strong balance sheet."

**Photo : Jan Oosterboer ©**

plan and started building innovative and technologically advanced yachts over 80m in length. Oceanco has the distinction of having built the largest yachts in Holland. Many of those launched over the last ten years appear on the world's top 100 superyacht list. Furthermore, numerous Oceanco yachts such as **Lady Lola**, **Amevi**, **Alfa Nero**, and **Anastasia**, to name a few, have won prestigious design awards. Oceanco's design offices are in Monaco and the shipyard is in Alblasserdam, Holland. The company works with a wide range of top international designers and naval architects.



The Oceanco built **SUNRAYS** – **Photo : Jan Simons ©**

Currently under construction at Oceanco are three motor yachts over 80m, a fourth is in the planning phases, and various other designs and proposals are on the drawing boards. Plans are underway for construction of a new shed that can accommodate yachts up to 110m in length. **Source : The Motorship**



## Red Sormovo eyes a tanker contract with Turkmenistan

Red Sormovo Plant, part of MNP Group, hopes to get an order for building a 7.000dwt crude carrier, river-sea-going tanker for Turkmenendizderyayollary, a Turkmenistan freight carrier. The Russian shipbuilder has prepared all documents required for the contract and handed them over to the customer. The tanker contract is expected to be signed soon, the MNP's press service said.

The tanker dimensions are as follows: length - 141.4 m, width - 16.84 m, depth - 6,82 m, deadweight at sea - about 7000 tons, laden tanker draft 4,60 m, in the river - 4700 tons, draft 3.6 m, capacity of twelve cargo tanks and two slop tanks - 8256m<sup>2</sup>, of main engine power rated 2x1200 kW, operating speed - 10,5 knots. The shipbuilder installs two medium-diesel engines rated 1200 kW, operating on heavy fuel viscosity IFO380.

The tanker specifications include full-circle steerable propeller, facilitating the ship control, submersible pumps, etc.

Earlier, the Russian Shipyard had built for Turkmenendizderyayollary two tankers. Sumbar ship was delivered to the customer in August 2009, the second vessel Khazar - in October 2009.

MNP Group, Sea, Oil & Gas Projects, is the Company Manager of shipbuilding projects. The Group is comprised of Plant Krasnoye (Red) Sormovo (Nizhny Novgorod), Sormovskoe (Sormovo) Engineering (Nizhny Novgorod) and the Volga-Caspian Design Bureau (Nizhny Novgorod). **Source : MarineLog**



The **DELTA HAMBURG** seen in Hamburg – **Photo : Cornelia Klier ©**

## Chkalovskaya Shipyard posts net loss at RUB3.992m

Net loss of Chkalovskaya Shipyard (Chkalovsk, Nizhny Novgorod region) in the first quarter of 2010 totaled 3,992,000 rubles (roughly about \$137.000) versus 2,439,000 rubles of net income a year earlier, the Shipyard's financial statement said.

In Q4, 2009 the Company's net loss reached 10.963 million rubles. The Company's statement does not clarify the reason of the cutback.

Chkalovskaya Shipyard is one of the oldest Russian River Fleet enterprises. The Chkalovskaya's authorized capital stock is 5 million rubles, comprising of 39,955,848 common stock and 44,152 preferred stock, 0,125 rubles a stock. Veterans of Afghanistan LLC holds a 24.85% stake in the Shipyard's authorized capital (24.88% common stock), two Russian entrepreneurs, Alexander Frolov and Oleg Drinov, hold 50% stock (50.5%) and 24.95% (24.98%), accordingly.

Source : MarineLog

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The **FUGRO SYNERGY** seen passing Vlissingen outward bound - Photo : Henk Reurink ©

## OOCL announce s new China/Thailand/Vietnam (CTV) service

OOCL is pleased to announce that we will introduce a new China/ Thailand/ Vietnam service, (CTV), in response to increasing customer demand in the region. The new service, which starts on May 5, 2010, will be operated by OOCL independently with 4 x1,300 TEU vessels. The port rotation is Dalian / Xingang / Qingdao / Xiamen / Hong Kong / Ho Chi Minh / Laem Chabang / Bangkok / Laem Chabang / Ho Chi Minh / Hong Kong / Dalian.

The m.v. **Cape Forby** will depart Bangkok for the inaugural sailing of the CTV. This is a dedicated service offered by OOCL on the trade between China/Thailand and Vietnam, serving both Laem Chabang and Bangkok, offering high reliability and superior customer service. Orient Overseas Container Line (OOCL) is a wholly-owned subsidiary of Hong Kong Stock Exchange listed Orient Overseas (International) Ltd. Headquartered in Hong Kong, OOCL is one of the world's leading container transport and logistics service providers, with more than 280 offices in 55 countries. Linking Asia, Europe, North America, the Mediterranean, the Indian sub-continent, the Middle East and Australia/New Zealand, the company offers transportation services to all major east/west trading economies of the world. OOCL is one of the leading international carriers serving China, providing a full range of logistics and transportation services throughout the country. It is also an industry leader in the use of information technology and e-commerce to manage the entire cargo process. **Source: OOCL**



The **COSCO PANAMA** seen at the Westerscheldt River - **Photo : Rob Oostdijk ©**

## Petrobras seals eight-hull deal

Petrobras has signed a letter of intent with Brazilian Engevix Engenharia for the construction of eight floating storage, production and offloading hulls. The LOI authorises the start-up of the procurement services for the eight FPSO hulls, Petrobras said in a statement

A final contract will be signed after the formal approval of Petrobras' partners, the Brazilian state player said.



Upstream has earlier reported Engevix and its Swedish partner GVA emerged as the lowest bidder in the tender for the eight FPSO hulls, with a proposed price of \$3.748 billion or about \$468 million per hull. The FPSO units are expected to be delayed in the pre-salt Santos basin. **Source: Upstreamonline**

## **UNIEKE VAARTOCHT OP DE s.s. FURIE**



**Foto : Roger van der Kraan ©**

**Stichting Havendagen Terneuzen biedt een ieder de kans om op donderdag 24 en maandag 28 juni mee te varen op de Furie. Route: Willemstad – Terneuzen. Kosten € 50,00 p.p. Inlichtingen: [info@havendagen-terneuzen.nl](mailto:info@havendagen-terneuzen.nl)**

## **Dredging Corporation of India signs agreement with IHC Dredgers BV, Netherlands**

**For procurement of two trailer suction hopper dredgers**

Dredging Corporation of India (DCI) has signed an agreement with IHC Dredgers BV, Netherlands for design, construction and delivery of two trailer suction hopper dredgers at a total cost of about Rs. 900 crore. With the addition of these dredgers, the fleet of trailer suction hopper dredgers of the company will be increased to twelve from the present ten. The company made this announcement after the trading hours on 30 April 2010. **Source : Bloomberg**

## **34th International Seminar on Dredging and Reclamation**

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For (future) decision makers and their advisors in governments, port and harbour authorities, offshore companies and other organisations that have to execute dredging projects, the International Association of Dredging Companies, in co-operation with UNESCO – IHE, organises the International Seminar on Dredging and Reclamation. The Seminar will take place in Delft, The Netherlands from Monday 21 to Friday 25 June 2010. Since 1993 IADC has, often in co-operation with local technical universities, provided a week-long seminar especially developed for professionals in dredging-related industries. These intensive courses have been successfully presented in Delft, Singapore, Dubai, Buenos Aires, Bahrain, Mexico and Abu Dhabi.

The Seminars reflect IADC's commitment to education, to encouraging young people to enter the field of dredging, and to improving knowledge about dredging throughout the world. This five-day course strives to provide an understanding through lectures by experts in the field and workshops. Some of the subjects covered are:

- the development of new ports and maintenance of existing ports;
- project phasing (identification, investigation, feasibility studies, design, construction, and maintenance);
- descriptions of types of dredging equipment and boundary conditions for their use;
- state-of-the-art dredging techniques as well as environmentally sound techniques;
- pre-dredging and soil investigations, designing and estimating from the contractor's view;
- costing of projects and types of contracts such as charter, unit rates, lump sum and risksharing agreements.

An important feature of the seminars is a visit to a dredging project, if possible combined with a trip on a working trailing suction hopper or cutter dredger. A visit to a dredging yard is also included.

The cost of the seminar will be € 1.950,- ; this fee includes all tuition, seminar proceedings and workshops and a special participants dinner during the week but is exclusive of travel costs and accommodation. If needed, we can assist with finding accommodation.

For further information contact Frans-Herman Cammel, International Association of Dredging Companies (IADC) at or [cammel@iadc-dredging.com](mailto:cammel@iadc-dredging.com)

IADC stands for "International Association of Dredging Companies" and is the global umbrella organisation for contractors in the private dredging industry. As such IADC is dedicated to not only promoting the skills, integrity and reliability of its members, but also the dredging industry in general. IADC has over hundred main and associated members. Together they represent the forefront of the dredging industry.



The SD 14 **NAMA** seen in Rio Grande April 24<sup>th</sup> – Photo : Marcelo Vieira ©

## Excel Maritime Announces Delivery of Newbuild Capesize M/V "Christine" and Secures M/V "Fortezza" Under New Time Charter

Excel Maritime Carriers Ltd an owner and operator of dry bulk carriers and a leading international provider of worldwide seaborne transportation services for dry bulk cargoes, today announced that it has taken delivery of the Newbuild Capesize, **M/V Christine** and secured a time charter agreement for **M/V Fortezza**.

The Company has taken delivery of the newbuild Capesize vessel **M/V Christine** from the Imabari Shipyard in Japan. The vessel has a carrying capacity of 180,000 dwt. Upon its delivery, the **M/V Christine** commenced a 5-year time charter with a first class European charterer at a base rate of \$25,000 per day with a 50% profit sharing above the base rate, based on the monthly AV4 BCI time charter rates as published by the Baltic Exchange.

The **M/V Fortezza**, a 1993 built Panamax bulk carrier with a carrying capacity of 69,634 dwt, has entered into a charter agreement for a minimum period of 13 months to a maximum period of 16 months at the gross daily rate of \$27,000. The vessel is expected to commence this charter by early May 2010.

Mr. Pavlos Kanellopoulos, Chief Financial Officer of the Company, commented, "We are pleased to have taken delivery of the **M/V Christine** which expands our operational fleet to 48 vessels. We continue to implement our balanced charter strategy by securing period employment for both the **M/V Christine** and the **M/V Fortezza** under time charters at profitable rates. As of today, our time charter coverage stands at 63% for the remaining of 2010. We continue to pursue our business strategy to maximize the generation of stable and predictable cash flows thereby ensuring shareholder value for the long term."



Above seen the TSHD "**Alpha B**" with alongside the Rockdumper "**Cetus**" and multicat "**Rebecca S**". Behind the **Alpha B** is the backhoe dredger "**Rocky 1**". All are at the moment laid up in Abu Dhabi Mussafah port.

Photo : Crew Alpha B ©



## Baltic Trading Limited Takes Delivery of Supramax Vessel

Baltic Trading Limited, a drybulk company focused on the spot market, announced that it has taken delivery of the **Baltic Panther**, a 2009-built Supramax vessel. The **Baltic Panther** is the second vessel to be delivered to the Company under agreements signed in February 2010 to acquire four 2009-built Supramax drybulk vessels from an unaffiliated third party as well as two Capesize newbuildings from another unaffiliated third party.

The **Baltic Panther** is expected to be delivered to its charterer, Oldendorff GMBH and Co. KG., on or about May 1, 2010 to commence a spot market-related time charter for 11 to 13.5 months. The rate for the spot market-related time charter will be based on 95% of the average of the daily rates of the Baltic Supramax Index (BSI), an index published by The Baltic Exchange reflecting the average freight rate for six major Supramax time charter routes, as reflected in daily published reports. Hire will be paid every 15 days in arrears net of a 5% brokerage commission, which includes the 1.25% commission payable to Genco Shipping & Trading Limited. Baltic Trading will not be responsible for voyage expenses, including fuel.

The Company also announced it has reached an agreement to enter into a spot market-related time charter for the **Baltic Jaguar**, a 2009-built Supramax vessel, with Clipper Bulk Shipping N.V., Curacao, for 11 to 13.5 months. The rate for the spot market-related time charter will be based on 95% of the average of the daily rates of the BSI. Hire will be paid every 15 days in arrears net of a 5% brokerage commission, which includes the 1.25% commission payable to Genco Shipping & Trading Limited. Baltic Trading will not be responsible for voyage expenses, including fuel.

The spot market-related time charter for the **Baltic Jaguar** will commence upon delivery of the vessel, which is expected during the first half of May 2010, and is subject to the completion of definitive documentation.



The **AUTOSTAR** seen at the Westerscheldt river – Photo : Henk de Winde ©

## Odfjell brings additional ships under Norwegian flag

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Odfjell has now brought M/T **Bow Brasilia** (5, 870 DWT/built 1997) and a newbuilding from Korea into the Norwegian International Ship Register (NIS). The M/T **Bow Brasilia** and the 51,000 DWT newbuilding are two out of five vessels that Odfjell has planned to bring into NIS registration in 2010..

Odfjell took delivery of the newbuilding on 28 April from SLS Shipbuilding Co Ltd, Korea. The change of flag on Bow Brasilia is due to relocation of chartering, operation and ship management from Germany to Bergen.

Odfjell has today 25 vessels registered in NIS, and is the largest employer of Norwegian mariners under NIS flag.

Source : Odfjell



AVRA's tug **EAST** seen enroute Moerdijk – Photo : Frans Sanderse ©





Above seen the 254mtr **Bahia Castillo** arriving in the Eem harbour / Alexanderharbour (Rotterdam)  
**Photo : Marijn van Hoorn (c)**

## **Fairstar delivers a 56% increase in EBITDA for Q1 with operating revenue of USD 12 Million and fleet utilisation steady at 79%**

Fairstar Heavy Transport NV (FAIR) released its Directors' Report Q1 2010. In the first quarter FJORD successfully completed the transportation of FPSO topside components for DSME from Lobito Angola to Okpo, South Korea. The FJELL is currently underway towards the Halfdan Field in the North Sea on behalf of Heerema, carrying a Jacket and associated sea-bed pilings to install in an off-shore platform being constructed by Heerema. These voyages involve Fairstar in the type of high value, complex, energy infrastructure projects that we believe will create the highest returns for our shareholders. Gross revenue for Q1 2010 totaled USD 11.9 million (+46% vs. Q1 2009) and EBITDA totaled USD 5.9 million (+54% vs. Q1 2009). Fairstar achieved net profits of USD 1.3 million for the quarter.



Above seen the **Fjell** passing Heerema's Thialf enroute Halfdan field last week - **Photo: Jack Geluk ©**



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One time re-financing expenses, included in Net Financing Cost were USD 1.1 million. These costs reduced the after tax profitability for the period. However, management believes that the re-financing of Fairstar's outstanding NOK Bond issue, at a premium to par value, demonstrates Fairstar's commitment to our financial partners. .

Mark de Haas, Fairstar CFO highlighted: "Fairstar's Balance Sheet continues to show impressive strength. Net Interest Bearing Debt has declined by USD 8 million since the end of last year. Shareholders' Equity increased USD 10.2 million over the same time frame. The current Gearing of 48% reflects the growing reality that Fairstar has achieved financial strength and stability."

Philip Adkins, Fairstar CEO added: "Leadership in our industry will not be determined by size. Fairstar is now well on its way to establishing itself as the new industry leader for marine heavy transport services." **Source: Fairstar**



The **Global Standard** seen arriving at Port Chalmers April 29<sup>th</sup> to load a part load of logs.

**Photo : Ross Walker ©**

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## **OLDIE – FROM THE SHOEBOX**



**Jacob Versteeg** is scanning old slides of his father, the above photo shows the **Tjitalengka** during November 1966 at Mauritius whilst enroute from Hong Kong to Durban, Jacob's father (who took the photo) was the Captain onboard, for him it was his last trip for the KJCPL and handed the command of the ship over in Durban

**Photo : Capt Versteeg ©**

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



The **CARIBBEAN PRINCESS** seen moored in Bonaire – **Photo : Henk Ram ©**