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**The tug PW ZETA seen in Sembawang - Singapore
Photo : Piet Sinke ©**

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Staten Island ferry crashes into pier



The Staten Island ferry boat **Andrew J. Barberi** struck the pier at the St.George Terminal at around 9.30 a.m. Saturday morning, resulting in what the Coast Guard described as "serious damage to the facility's ramps and the main decks of the boat above the waterline."

There were 252 passengers and 18 crew members onboard at the time of incident.



According to one report, 37 people were hurt, 17 of whom were taken to area hospitals with one man being rushed in critical condition to Richmond University Medical Center with chest pains. The **Andrew J. Barberi** is the same ferry that crashed into a pier in 2003 with 11 fatalities.

Saturday's morning incident reportedly occurred when the ferry's reverse throttle failed. Though the crew were unable to stop the ferry, there was time to move passengers away from the front of the ferry.

After the 2003 incident, New York City instituted major changes in the operation of the Staten Island Ferry system. Undoubtedly there will now be extensive

examination of how effectively promised changes have been implemented. **Source : MarineLog**

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore

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Correction : The **NORMANDY** as seen above moored in Singapore was previously operating for **IRISH FERRIES** and not as mentioned in the captioning for **BRITTANY FERRIES** - **Photo : Piet Sinke ©**

Iran navy says it fended off pirate attack on ship

Iranian naval forces intervened to repel pirates attacking a commercial ship from the Islamic Republic in the Gulf of Aden, the semi-official Fars News Agency reported on Saturday. "Last night ... an Iranian commercial vessel passing the Gulf of Aden was attacked twice by pirates," said commander Habibollah Sayari, adding the attackers fled the scene after the navy's intervention. The report did not reveal the ship's cargo.

Last month, the Iranian navy said it fended off an attack on an oil supertanker in the same area with a cargo worth \$150 million. Iran is the world's fifth-largest crude exporter.

A regional maritime body based in Kenya said on Saturday suspected Somali pirates had seized a Taiwanese fishing vessel off the waters of Seychelles, the second incident off Somalia in two days.

Somali sea gangs have made off with millions of dollars in ransoms by roaming the Gulf of Aden and Indian Ocean and seizing vessels and their crews. The pirates have extended their reach southwards and towards India to avoid a flotilla of foreign navies patrolling the waters off Somalia. **Source : Khaleej Times**



Above seen the "**VESTBAS**" in Fosnavag - Norway. - **Photo : Svetozar Catovic RRM ©**

Product tanker rates about to settle down says BIMCO analyst

According to a latest report by BIMCO's analyst Peter Sand, after a harsh winter season, which helped product tanker rates increase, the coming of spring is about to force earnings back down again. The report stated that freight rates in all clean tanker segments are getting down to the cash-breakeven level again and MR tankers are already there earning only USD 6,199 per day in the current market. With the absence of short term drivers to improve rate levels it becomes important to take a look into the future prospects of the business.

Shipping analyst at BIMCO, Peter Sand says, "supply and demand indicators are both pointing at a market that may return to the depressed levels of 2009 for some time, before the long term balance is restored and rates are brought

back to more healthy levels.” Second and third quarter is traditionally low season for product tanker demand and the use for larger product tankers, primarily LR2, to store products in floating stocks are getting close to 1-year-low on the back of narrowing gasoil contango, with just 41 vessels reported to be in use for storage. If you combine this with an overcapacity of tonnage in the market you get a fundamental imbalance between supply and demand that favors charterers as rates head south. The most important long term driver behind product tanker demand is the building of new refineries far away from the large oil consuming developed countries. As refinery capacity in developed countries has not grown for many years, import of refined oil products have increased. But recent years have shown that oil consumption is stagnating in developed countries and that is having a dampening effect on product tanker demand. This means that strongest of the two legs in the “refinery dislocation story” is limping. Meanwhile the weaker leg, where new demand is rooted in refinery capacity being reduced, is under amplified pressure from increased use of bio fuels.



View from the Dutch chemical tanker **TOLI** (Chemical Tankers Europe Management) whilst approaching the Maasmond, with clearly seen all three leading light lines, the red one on the left for the traffic towards Rotterdam city and the green line for the traffic into Europoort

Photo : Capt Gert Berghuis ©

Combined with the fact that existing refineries are expanding at the same pace as old refineries get closed down, trading on specifications seems to be the driver to look out for in future. There has always been a product tanker demand driven by oil trading caused by differences in prices, which is best exemplified by the Atlantic gasoline arbitrage trade. Trade on specifications is a trade based on differences in sulfur content of the refined products. This means that basically the same products can be transported from A to B and back again because of the difference in sulfur content in the output from the local refineries. Different regional restrictions on fuel specifications means low-sulfur products are imported into North America, Europe and FSU while high-sulfur products imported into Latin America, Africa, Middle East and Asia Pacific.

“Demand originates from stricter rules on sulfur content in refined oil products consumed in developed countries which cannot be supplied by local old refineries which hesitate to make heavy investments in desulfurization facilities. This creates a trade where low-sulfur products from modern refineries in the Middle East are imported into US and Europe, while oil products of higher sulfur content go the other way” adds Peter Sand.

The markets may not see consistently healthy levels until the next winter market arrives, unless floating storage goes through the roof. But more sophisticated trade patterns and changes to existing ones will provide extra ton-miles in coming years to push fleet utilisation and freight rates up once again.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **KRISTINA REGINA** seen moored in Malta – Photo : Gaeta Spiteri ©

Deepwater horizon oil spill

The response to the 22 April sinking of the Transocean Deepwater Horizon drilling rig 130 miles southeast of New Orleans continues on an unprecedented scale. Response teams from BP and federal and state government agencies are using dispersants and in-situ burning to remove the oil and have deployed over 275,000 feet of boom to contain the spill. Over 68 response vessels have been deployed including skimmers, tugs, barges and recovery vessels. Staging areas for the protection of the shoreline have been established in Louisiana, Mississippi, Alabama and Florida. Status of Ports The latest spill trajectories show the largest concentration of oil sheen to the south/southeast of the Mississippi River Delta, but sheen is starting to appear a few miles off Southwest Pass. All ports in the vicinity of the oil spill remain open; however, members who are operating vessels in the Mississippi River/Gulfport/Mobile/Pensacola areas and other affected locations should closely monitor US Coast Guard advisories and should contact their local agents for up-to-date information regarding possible restrictions on commercial traffic.

General information regarding the response may be found at the following sites:

At present US Coast Guard Sector New Orleans reports that there are no restrictions on vessel traffic entering or exiting the Lower Mississippi River. The Southwest Pass remains open to deep draft vessels and free of any restrictions to commercial traffic.

The Captain of the Port (COTP) of New Orleans has stated the intention "to facilitate the movement of marine traffic to the fullest extent possible throughout the duration of the oil spill response. To that end, the Coast Guard will examine all measures necessary to ensure commerce through the Mississippi River and the Intracoastal Waterway continues with a minimum of restrictions." COTP New Orleans encourages vessel traffic to avoid the spill areas during voyages in the vicinity of southeast Louisiana, as well as the approaches to Southwest Pass. Vessels that must transit through the affected zone should maintain a safe speed through the oil that appears light, bright, and on the surface. Vessels should make every effort to avoid pockets of heavy black oil, while ensuring safe navigation. Vessels which follow these procedures will greatly reduce the possibility that they will need their hulls cleaned at some future date. Vessels transiting the Lower Mississippi which have a visible sheen emanating from their hulls must proceed to cleaning stations established near "The Jump" at Venice, Louisiana or at Boothville, Louisiana in the vicinity of Fort Jackson. Vessel cleaning will be coordinated with the New Orleans Decon Group via VHF Channel 16 through the pilot

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directing the ship's movement, once it has been established that the vessel is actively sheening. A third cleaning station has been established on the Gulf Intracoastal Waterway at Mile 34 EHL in the vicinity of Rabbit Island. These cleaning stations are only intended for vessels that are sheening. Vessels wishing to be cleaned which do not meet this criteria should coordinate their own cleaning and seek reimbursement through the claims procedures established by BP (see below) if their hulls were oiled as a result of the Deepwater Horizon spill. US Coast Guard Sector Mobile advises that the port status of the ports of Gulfport, Pascagoula, Mobile, Pensacola and Panama City are normal and all waterways are open with no restrictions. However, restrictions may occur in smaller passes due to booming operations. Decontamination sites are also being implemented in Sector Mobile.

Claims

BP has taken responsibility for responding to the Deepwater Horizon oil spill and has announced that it will pay "all necessary and appropriate clean-up costs" as well as "legitimate and objectively verifiable claims for other loss and damage caused by the spill - this may include claims for assessment, mitigation and cleanup of spilled oil, real and property damage caused by the oil, personal injury caused by the spill, commercial losses including loss of earnings/profit and other losses as contemplated by applicable laws and regulations."

BP has established a Claims Hotline for spill-related claims. The toll free number is 1-800-440-0858. The line is available 24 hours a day, 7 days a week.

In addition to claims relating to the cost of hull cleaning and delays to their vessels, members may also face issues relating to charterparty obligations, voyage orders, and new fixtures. The law firm of Wikborg & Rein has provided useful information concerning the legal implications of the spill for voyage orders in the US Gulf which link can be found in yesterday's newsclippings click > [here](#) Skuld's Defence Team is available to provide further assistance and advice concerning legal issues arising from the spill.

Vessel Response Plan Issues

Concerns have also been expressed regarding the possible impact of the movement of response resources to site of the Gulf spill on vessel response plan requirements to ensure the availability of cleanup resources to respond to an average most probable (AMPD), maximum most probable (MMPD) or a worst case discharge (WCD). In accordance with Coast Guard guidelines, Oil Spill Removal Organizations (OSROs) must report any significant changes to their response resources capabilities to the local Coast Guard COTP within 72 hours.

The Coast Guard has determined that as of 30 April 2010 both the Marine Spill Response Corporation (MSRC) and the National Response Corporation (NRC) have sufficient resources to provide coverage to their plan holder customers for MMPD and WCD through the "cascading" of available owned and contracted resources for the ports of Miami, New Orleans, Houston/Galveston, Mobile, and Morgan City. With respect to AMPD coverage, which is normally arranged for immediately prior to cargo transfer operations, Coast Guard regulations allow for switching of an AMPD provider on a case-by-case basis without formal notification to the Coast Guard. COTPs may also consider requests for temporary exemptions from equipment and response time requirements. Because of the likelihood that additional OSRO resources will be deployed in ongoing cleanup operations in the Gulf, members are advised to contact their OSROs for updated information on their response resource capabilities in the relevant ports. **Source: Skuld**





The **STAR PRINCESS** seen departing from Rotterdam – Photo : Pieter Borg ©

Russia jails 'pirate' over Arctic Sea ship mystery

A Moscow court has handed down a five-year jail term to one of the eight men detained over the mysterious seizure of the cargo ship **Arctic Sea**. Andrei Lunev, from the Estonian capital Tallinn, is the first to be sentenced over the incident last July. He was found guilty of piracy. The Maltese-flagged **Arctic Sea** and its 15 Russian crew vanished soon after leaving Finland with a cargo of timber. The mystery sparked speculation about a possible arms shipment for Iran. Russia dismissed speculation that Russian S-300 missiles were on board the ship. The **Arctic Sea** was eventually found on 16 August off West Africa. Moscow announced that the Russian navy had captured the hijackers and rescued the crew. Eight were charged over the incident - citizens of Russia, Estonia and Latvia.

This week Lunev and one of the others - Dmitry Savins - admitted their guilt, Russia's RIA Novosti news agency said. Unanswered questions Lunev could have faced much longer but had agreed to plead guilty as part of a deal with prosecutors. While the authorities will be pleased to see these men convicted, there are still many unanswered questions about the whole **Arctic Sea** affair, which became one of the great mysteries of last summer, the BBC's Richard Galpin in Moscow says. He adds that a lawyer representing one of the accused told the BBC last September that his client said they had been set up: that they had not hijacked the ship, instead they had been rescued by it. The journalist who first broke the story that the ship had gone missing fled Russia shortly afterwards, saying he had been warned to leave after suggesting it may have been carrying a secret consignment of weapons. The crew and their families have also been under intense pressure to keep quiet, our correspondent says. Also last September, a senior figure close to Israeli intelligence told the BBC that Israel had been linked to the interception of the **Arctic Sea**. The source said Israel had told Moscow it knew the ship was secretly carrying a Russian air defence system for Iran. There has been no official confirmation of the report. **Source: BBC**

Coast Guard rescues captain after tug runs aground near Fishers Island



A Coast Guard helicopter crew hoists Doug Walker of New London, the captain of a tug boat, to safety after his vessel ran aground near Race Point off Fishers Island. Walker had just purchased the boat in Baltimore and was bringing it back to New London when the boat began taking on water and the bilge pumps couldn't keep up.

Courtesy of Tracy Brock

A Coast Guard helicopter crew rescued the operator of a 50-foot tugboat that ran aground in the vicinity of Race Point off Fishers Island this morning, Coast Guard officials said.

"The master of the 50-foot black and red tug boat ran aground on the rocks south of island and punched a

good-sized hole in his hull," said Lt. Bobbie-Jean Felix, Coast Guard Sector Long Island Sound's command duty officer. "Initially, it was reported the boat was taking on water so fast the boat's bilge pumps couldn't keep up."

Coast Guard crews out of New London responded to the incident, which occurred around 7:30 a.m. A Coast Guard helicopter out of Cape Cod was used to hoist the tug operator, Doug Walker of New London, off the boat. Walker was the only person on board at the time, Coast Guard Petty Officer Chris Winters said. Walker was not injured and was taken to Groton-New London Airport, where he was questioned by Coast Guard officials about the incident, Coast Guard Lt. John Vasilarakis of Sector Long Island Sound said. He said Walker had recently purchased the boat in Baltimore and was bringing it back to Connecticut when it ran aground. The vessel has taken on about 1,000 gallons of water, Vasilarakis said. No other vessels were involved.

It is unclear what caused the tug to run aground. A salvage plan for the vessel is being determined. It is currently aground in about two feet of water, the Coast Guard said. **Source : The Day**

BP turns to Norway for help

The oil company BP has turned to the Norwegian Clean Seas Association for Operating Companies, NOFO, for help to clean up the oil in the Gulf of Mexico. NOFO will ship 150 cubic metres of dispersant across the Atlantic in the first of these efforts. NOFO handles oil spill preparedness for the operating companies on the Norwegian Shelf, but has taken part in international oil spill response campaigns on a number of occasions. NOFO's efforts in the Gulf of Mexico may be also be increased.

In addition to the dispersants, we have equipment suitable for both seagoing and coastal operations, as well as personnel who can be mobilised quickly if we are asked to help, says NOFO managing director Sjur W. Knudsen. The contribution to the Gulf of Mexico has been cleared with the Norwegian authorities. We will maintain a high level of preparedness on the Norwegian Shelf, while also lending a helping hand abroad. We already have experience from previous international operations, says Knudsen.

Swiss-based Transocean Ltd's **Deepwater Horizon** rig sank on April 22, two days after it exploded and caught fire while it was finishing a well for BP Plc about 40 miles southeast of the mouth of the Mississippi River. 126 people were on the **Deepwater Horizon** drilling rig when the incident occurred. Eleven persons remain missing. **Source : ShipGaz**



The **CAPTAIN MICHALIS S** seen arriving in Brest – Photo : Jacques Carney ©

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Cobelfret's **PEREGRINE** seen departing from Rotterdam-Caland canal - Photo : Cees de Bijl ©

NAVY NEWS

Russia set to keep Typhoon class nuclear subs until 2019



Russia's Typhoon class strategic nuclear-powered submarines will remain in service with the Navy until 2019, the Navy commander said on Friday. The world's largest Typhoon class submarines entered service with the Soviet Navy in the 1980s. Three of the six vessels built are still in use.

"They [the Typhoon class subs] will remain in operation until 2019. They have good modernization potential," Adm. Vladimir Vysotsky said. The **Dmitry Donskoy** submarine has been modernized as a test platform for Russia's new Bulava submarine-launched ballistic missile. Two reserve vessels, the **Arkhangelsk** and the

Severstal, are awaiting overhaul at a naval base in Severodvinsk in northern Russia. They will most likely be modernized to carry new-generation sea-based cruise missiles to match the U.S. Ohio-class submarines.

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The Typhoon class subs have a maximum displacement of 33,800 tons and were built to carry 20 SS-N-20 Sturgeon solid-propellant SLBMs, all of which have been retired. The Typhoons will be replaced in the future with the new Borey class strategic nuclear-powered submarines, which will be equipped with Bulava missiles. **Source : RIA Novosti**



The 1993 built US Naval VICTORIOUS class SWATH ocean surveillance ship **EFFECTIVE (T-AGOS 21)** seen moored in Singapore – **Photo : Piet Sinke ©**

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The newbuilding hull of the **ACERGY BOREALIS** seen in the President Dock at Sembawang shipyard in Singapore
Photo : Piet Sinke ©

Halifax Shipyards floating repair dock sinks while trying to hoist tugboat

Efforts are underway to raise a large floating repair dock that sank at the Irving-owned Halifax Shipyards. The dock was submerging to accommodate a tugboat that was coming in for repairs.

But instead of lifting the tug out of the water it kept sinking. The tug was safely removed without incident and there were no injuries. The dock is resting in 15 metres of water and containment booms have been put in place to capture any diesel or hydraulic fluid that may be released.

A coast guard spokesman says their help was not required and Irving officials are now looking into the cause.

Source : Canadian Press

Russian plant Red Sormovo launches third tanker

Russian shipyard "Red Sormovo" launched the third water tanker, built for the National Maritime Shipping Company Kazmortransflot May 8. The tanker is called "**Oral**". The contract was signed between Kazmortransflot "and Red Sormovo in April 2009. It stipulates the construction of three oil tankers. The first tanker "**Aktau**" was delivered to the customer in September 2009, the second tanker, **Aktobe** successfully passed sea trials in April 2010.

The maximum length of the vessel is 150 m, width - 17,30 m, sediment - 7 m, deadweight - 13,000 tons. The tanker is capable of carrying up to three grades of petroleum products. It has a double casing, preventing oil spills in the event

of an accident, twelve cargo tanks totaling 14,770 cubic meters, two slop tanks and ballast tanks in the double sides and double bottom. **Source: Capital Trend**



Seen from the **MSC Genova** the new building **MSC Melatilde** fitting out at the Daewoo shipyard (South Korea)
Photo : Cees de Jong

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Odense takes over ro-ro under construction

Odense Steel Shipyard has taken over a ro-ro ship under construction at the shipyard. The vessel was originally ordered by Hong Kong based investors. However, due to a dull market for ro-ro combined with financial problems, they were forced to cancel the contract when more than half of the vessels price already had been paid in instalments. The newbuilding, hull no. 222, will be built for the yard's own account and offered for sale. The ship will be launched next week and will be outfitted for registration under British flag.

Hull no. 222 belongs to a series of eight ro-ro's built under license from Flensburg Schiffsbau Ges. The third and last unit for Epic Shipping will be hull nr. 221, named **Mercia**. The vessel will leave Odense for sea trials on Friday this week. The 11,900 DWT, 3,700 lane-meters ro-ro is fitted with a double MaK/Caterpillar plant that develops 16,200 kW for a service speed of 21.5 knots. **Source : ShipGaz**

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Trencor container group rebounds

SHIPPING container group Trencor has "turned the corner" after a slump in business in the economic downturn, with a steady increase in utilisation since last July, MD Hennie van der Merwe said yesterday. Trencor derives nearly all of its income from the US-based container leasing company Textainer, in which it has a 62% stake. Textainer reported an annual earnings rise of 15,8% to 24,2m in the first quarter as international freight volumes recovered, with particularly strong growth in shipping between Asian countries. Van der Merwe cited a number of secondary factors in the growth in Textainer's container utilisation rate, which rose from 88,6% at the end of December last year to 94,9% in the last week of last month. "Tight financial conditions mean the shipping lines have been steaming more slowly to conserve fuel, which keeps the containers on the water for longer. That has boosted utilisation rates by about 5%." Funding constraints had also seen shipping lines cut back on buying new containers, adding to demand at leasing companies.

"Before the crisis they tended to buy more containers — the proportion of leased containers fell to about 40% or less. But now it's growing again; it helps us if the shipping lines overextend themselves and don't have money to buy their own containers," said Van der Merwe. Production of new containers had also slumped last year, which was helping to concentrate the growing demand. Van der Merwe expected Textainer's utilisation rate to recover to its pre-crisis level of 96%- 97% in the near future. The dip in business last year had been cushioned by the long-term nature of Textainer's deals with clients, with 70% of initial contracts fixed for about five years. Textainer had seen particularly strong demand in the quarter for its refrigerated containers, a market it moved into only 18 months ago.

"The utilisation there didn't dip as much as in our dry freight business — refrigerated containers are used mainly for foodstuffs, which are always in demand." Refrigerated containers cost "about 10 times as much" as the dry variety, however, meaning Textainer had limited its purchases to roughly 15000 units — compared with over 2-million dry freight containers. There were no immediate plans to significantly increase the proportion of refrigerated containers in the fleet. Textainer would receive more than 70000 new containers in the first half of this year, only a few hundred of them refrigerated units. This follows new investment of \$200m last year, when Textainer made three new acquisitions. The company would continue to pursue both organic and acquisitive growth, said Van der Merwe. Despite Textainer's earnings growth, Trencor saw its headline earnings slump by an annual 49% to 46,3c in the quarter. Van der Merwe attributed the decline to the strength of the rand. Adjusted headline earnings grew 8% to 6,5 US cents. **Source: Business Day**

TRANSSHelf DISCHARGED NEWBUILDING HULLS IN ROTTERDAM



Photo : Mark Popken ©



The submerged **TRANSSHelf** discharged the newbuilding hulls which were transported to Rotterdam as can be seen above and below, above seen the **VORSTENBOSCH** and the **ATLANTIC PROGRESS** passing Maassluis assisted by the **EN AVANT 27** and **ALBATROS**.

Photo BELOW : Jan Steehouwer - TOP : Bas van den Bos ©





Photographer **Mark Popken** seen in action to take photos of the **TRANSSELF** in Rotterdam-Europoort
Photo : Jan Oosterboer ©

First Sirius tankers to Danish flag

Sirius Rederi AB has initiated the transfer of its tankers to Danish flag - three units are now sailing under the red and white flag. The first two units to be transferred were the **Marinus** and the **Olympus**, which have now been followed by the **Tellus**. The ships will now be managed by the Danish subsidiary Sirius Shipping ApS based in Fredericia. The ships, however, are registered on the Danish island closest to Donsö: Læsø. Læsø is usually not a home port, but Sirius Shipping has been granted permission to use the name Læsø as the port of registry of their tankers. The rest of the fleet will follow in the coming months, but there will be no changes in trading pattern. **Source : ShipGaz**



The **TEAM OMAN** seen outward bound from Rotterdam – **Photo : Henk van der Heijden ©**

Clipper adds tonnage

ELMIRA Shipping and Trading has appointed Clipper Projects as commercial managers for **MPP Shield**, **MPP Arrow** and **MPP Triumph**. These three vessels were originally built as the **CEC Cardiff**, **CEC Culembourg** and **CEC Castle** and are sister vessels to Clipper Projects' own Confidence class vessels and will also join the Clipper Confidence pool. This brings the total number of Confidence class vessels to 19.

The addition of Confidence class vessels will further strengthen Clipper Projects' trading flexibility and ensure a continuous growth in market shares worldwide, said the company. **Source: Heavy Liftpi**



The **CELEBRITY CONSTELLATION** seen enroute Amsterdam – **Photo : Joop Marechal ©**

Two Norwegian coasters sold for recycling at Esbjerg

Two Norwegian coasters end their careers at the Danish recycler Smedegaarden, Esbjerg. The first one to arrive was the 765 DWT **Linn Kristin**, which was towed to Esbjerg from Karmøy by the Danish tug **Odin**. The coaster was built in 1962 at Ferrol, Spain, for Fred. Olsen's liner service under the name of **Bonn**. The second one, which also arrived in tow by the Danish tug **Eurosund**, were the 4,265 DWT **Ability**. Ability has been lying at Rostock for some months after a fire broke out in the engine room while the vessel was sailing off the German. The coaster was built in 1978 and was declared Constructive Total Loss, and will be recycled at Esbjerg within a week. Three former Isle of Wright ferries have also arrived to Esbjerg for recycling, they were all towed. **Source : ShipGaz**

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A Turtle grounded on a reef in Tristan da Cunha.

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The TSHD **CORNELIS ZANEN** seen operating in Dampier - Photo : Rob van Belzen ©

Vietnam's Phnom Penh port traffic up 32% in April 2010

Freight shipments through Phnom Penh Autonomous Port last month increased by 32 percent on April 2009, Phnom Penh Post reported. A total of 4,207 TEUs were shipped to and from the transport hub in April 2010, compared to 3,186 TEUs one year earlier. Director General of Phnom Penh Autonomous Port, Hei Bavy, said that the increase resulted from a rise in shipping of goods such as rice, red corn, soy beans, general goods and construction materials. "We hope that the increase will continue in the coming months, as Cambodia's demand for materials increases. "At the same time, the export of agricultural products is also increasing a lot," said Hei Bavy. Phnom Penh Autonomous Port, which has links with the new Vietnamese deepwater port Cai Mep, plans to increase its shipments of TEUs by 44 percent this year in order to reach the 62,500 containers per year mark. Hei Bavy said: "I believe that as long as consumption demand increases, the demand of shipment services will keep increasing too."

In order to increase its shipment services, the port has set out development plans to equip the port with cranes for loading and unloading heavy goods. New warehouses are set to store goods. Officials are also cooperating with companies from South Korea to obtain technology to enable the port to examine agricultural materials, as buyers start to purchase products directly from Cambodia. "I think that the future of Cambodian agriculture is the main factor in ensuring the increase of shipment services at the port in the future," Hei Bavy said. The rise in freight at the port is a pattern experienced by other haulage companies in recent months. Sok Chheang, executive director of the Cambodia Trucking Association, which comprises of 16 big transportation companies, said that the transport services are increasing compared to the same time last year. **Source: CargoNewsAsia**



The container feeder ship **Spirit of Endurance** seen arriving at Lyttelton 02.05.10. - Photo : Alan Calvert ©

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Scandlines open direct ferry service between Liepaja and Travemunde

With the entry of the ferry "**Kaunas**" into the port of Liepaja, Scandlines officially opened their direct ferry service between the west Latvian city and the port of Travemunde near Lubeck, Germany, LETA was informed by Liga Ratniece-Kadege, public relations expert for the Liepaja Special Economic Zone. The company Ave Line previously operated on the route between November 2008 and December 2009, before suspending the service. The ferry "**Kaunas**" will travel the Travemunde-Liepaja route twice a week, leaving Travemunde on Tuesday and Friday evenings, and returning from Liepaja on Thursday and Sunday mornings. Scandlines GmbH is one of the largest ferry companies in Europe, formed in 1998 through a merger of the national ferry companies of Denmark and Germany.

Source : baltic-course

Fjord Line launches new ferry route

Fjord Line A/S has opened the fastest connection between Hirtshals and Kristiansand with the HSC Ferry **Fjord Cat**. The new service will sail between the two cities on two hours and fifteen minutes, or 45 minutes faster than its competitor Color Line's Superspeed ferries. The fast ferry service has been in the pipeline for several years, but was halted in 2008 by Port of Kristiansand, which stipulated an all-year service as a special criterion for Fjord Line. This was, however, dropped after several letters from the Danish Maritime Authorities and Fjord Line's lawyers. Fjord Line is in fact preparing a trial in order to seek compensation for the lost 2009 season. The **Fjord Cat** is the former **Mads Mols**, which on its delivery voyage in June 1998 took the Blue Ribbon for the fastest crossing from New York to Southampton. This record is still unbeaten. Source : ShipGaz



The brandnew superferry **STENA HOLLANDICA** seen for the route Hoek van Holland <> Harwich
Photo's : Stena Line ©



50% of ferries plying in state not seaworthy

You could be risking your life every time you step into a ferry in Goa. Of the 28 ferries in the state plying on 19 routes, just 14 are seaworthy. Information obtained under the Right to Information Act (RTI) from the river navigation department (RND) states that only half of the total number of ferries in Goa are seaworthy.

Captain of ports A P Mascarenhas, however, said there is no such thing as a seaworthy certificate, but a certificate of survey. "The government on its own volunteered to register and have the vessels surveyed. The process was started two years ago and we have further asked the court for another two years to complete the process," Mascarenhas said.

A PIL had been filed in the high court of Bombay at Goa objecting to the ferries not being registered. Based on that the high court had asked the department to register the ferries.

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Mascarenhas said that the survey process is still on. He also set aside the question of accidents saying, "This does not arise as till date there has been no accident. However, we have checked all the ferries and though they do not have a certificate of survey, they are fit and can ply in the waters of Goa."



The ferry service run by the river navigation department (RND) is a large drain on the exchequer as the loss amounts to lakhs of rupees. Information obtained under the Right to Information Act shows that the department incurred an expenditure of Rs 1,697.32 lakh as against an income of Rs 43.43 lakh in 2008-09 resulting in a loss of Rs 1653.89 lakh.

In 2009-10 the department's expenditure was Rs 2,161.03 lakh as against an income of Rs 152 lakhs, which translates into a loss of Rs 2009.03 lakh. Captain of ports AP Mascarenhas said, "It is a public service and not meant for profits."

To augment its services, the department recently acquired six new ferries and has sent a proposal to the government to acquire another four ferries. A while back the government had also proposed levying a fee on passengers, but the proposal is still with the government, Mascarenhas said. The department is also planning a facelift. "We have put forth a proposal to develop the captain of ports jetties at Betim and Old Goa. In addition a proposal to conduct a study on the overall improvement of the RND has also been made," Mascarenhas said. He added that the government is yet to decide on declaring the rivers as national waterways and to constitute a study with regard to the formation of a Goa Maritime Board. **Source : timesofindia**



The **ALPINE ETERNITY** seen passing Maassluis outward bound – **Photo : Henk van der Heijden ©**

OLDIE – FROM THE SHOEBOX



Above seen the 20-12-1938 launched and July 1939 completed **Devonia** owned by British India Steam Navigation Ltd. The photo was taken in October 1963. The details of the ship are gross tonnage is 11,275, she was built by Fairfield Shipbuilding and engineering Co Ltd, Govan, as **Devonshire** for the Bibby Line Ltd. It was not until 1962 that she was bought B.I. and renamed **Devonia** where she spent five successful years with B.I. Sold on the 15 December 1967 for scrapping, where work commenced at Spezia in January 1968.

Photo : Coll Ross Walker

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.... PHOTO OF THE DAY



The brandnew **DMS OSPREY** seen in Great Yarmouth – **Photo : Paul Gowen ©**