

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 146



**Number 146 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Wednesday 26-05-2010**

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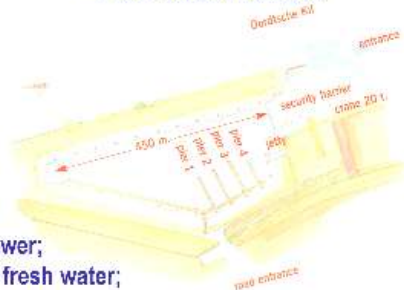
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**The slow steaming 398 mtr long 'Eleonora Maersk', seen in Dover Strait with a visible emission due to the wind from the stern**

**Photo : Capt. Jan Berghuis (c)**

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The **EVELYN MAERSK** seen arriving in Hong Kong – Photo : Raoul Shair-Ali (c)

### PCG rescues tug boat

Elements of the Philippine Coast Guard (PCG) recently rescued a motor tug boat vessel after it encountered engine trouble along the shores of Lubang Island in Occidental Mindoro.

PCG Public Information Officer Lt. Cmdr. Armando Balilo said based on the recent radio message they received from Lt. Cmdr. Troy Cornelio of Coast Guard District-Batangas, a cell phone call was received from their detachment in Calatagan informing them that a certain Lito Sajagun, operations manager of M/Tug **Norcon 1**, was requesting for a search and rescue assistance after the vessel suffered engine failure along the area of Lubang Islands.

The Calatagan Station immediately dispatched a search and rescue team and conducted towing operations of the tug boat and arrived Balong Bato Point in Calatagan on Sunday night. No casualties were reported in the incident.

Source : **Manila Bulletin**

## **US Navy says it located, shadowed hijacked ship**



The U.S. Navy says one of its destroyers had located a hijacked ship loaded with dozens of pirates off the coast of Somalia last week.

The Bahrain-based 5th Fleet said on Monday that the **USS McFaul** discovered the Panamanian-flagged M/V **Iceberg I** on May 19 with as many as 50 pirates and more than 20 crew members on board. It says the location of the hijacked ship was previously unknown.

The Navy says the ship's name had been painted over with the name "**Sea Express**." The crew onboard told the destroyer by radio there were heavily armed pirates on the ship. The **McFaul** followed the ship for more than a day and a half before the pirates turned

back toward the Somali coast. Source : **Google News**

## **BP still preparing for "top kill"**

As the response to the **Deepwater Horizon** oil spill continued on multiple fronts, BP announced that it will commit of up to \$500 million to an open research program studying the impact of the Deepwater Horizon incident, and its associated response, on the marine and shoreline environment of the Gulf of Mexico.

In an update Monday on response activity, BP said subsea efforts continue to focus on options to stop the flow of oil through interventions via the blow out preventer (BOP) and to collect the flow of oil from the leak points.

The so called "top kill" has yet to be attempted. It will see heavy drilling fluids injected into the well to stem the flow of oil and gas and ultimately kill the well. Successfully killing the well may be followed by cement to seal the well.

"Most of the equipment is on site and preparations continue for this operation, with a view to deployment in a few days," says BP.

"This is a complex operation requiring sophisticated diagnostic work and precise execution," BP says. "As a result, it involves significant uncertainties and it is not possible to assure its success or to put a definite timescale on its deployment."



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Drilling of the first relief well, which began on May 2 continues as does drilling of a second relief well, begun on May 16. Each of these wells is estimated to take some three months to complete from the commencement of drilling.

Work goes on to optimise the oil and gas collected from the damaged riser through the riser insertion tube tool (RITT). The collection rate continues to vary, primarily due to the flow parameters and physical characteristics within the riser.

In the period from May 17 to May 23, the daily oil rate collected by the RITT has ranged from 1,360 barrels of oil per day (b/d) to 3,000 b/d, and the daily gas rate has ranged from 4 million cubic feet per day (MMCFD) to 17 MMCFD.

In the same period, the average daily rate of oil and gas collected by the RITT containment system at the end of the leaking riser has been 2,010 barrels of oil per day (BOPD) and 10 MMCFD of gas. The oil is being stored and gas is being flared on the drillship Discoverer Enterprise, on the surface 5,000 feet above.

The RITT remains a new technology and both its continued operation and its effectiveness in capturing the oil and gas remain uncertain.

The U.S. Government has appointed a flow rate technical team (FRTT) to determine the well flow rate. The FRTT includes the U.S. Coast Guard, NOAA, MMS, Department of Energy and the U.S. Geological Survey. BP says it will continue to promptly provide all information necessary to make as accurate an assessment as possible of the rate of flow.

Work continues to collect and disperse oil that has reached the surface of the sea. Over 1,100 vessels are involved in the response effort, including skimmers, tugs, barges and recovery vessels.

Intensive operations to skim oil from the surface of the water have now recovered, in total, some 243,000 barrels (10.2 million gallons) of oily liquid. The total length of boom deployed as part of efforts to prevent oil reaching the coast is now nearly 2.5 million feet, including over 730,000 feet of sorbent boom.

In total, over 22,000 personnel from BP, other companies and government agencies are currently involved in the response to this incident. So far 23,000 claims have been filed and 9,000 have already been paid.

The cost of the response to date amounts to about \$760 million, including the cost of the spill response, containment, relief well drilling, grants to the Gulf states, claims paid and federal costs. It is too early to quantify other potential costs and liabilities associated with the incident.

Separately, BP announced a commitment of up to \$500 million to an open research program studying the impact of the **Deepwater Horizon** incident, and its associated response, on the marine and shoreline environment of the Gulf of Mexico.

"BP has made a commitment to doing everything we can to lessen the impact of this tragic incident on the people and environment of the Gulf Coast. We must make every effort to understand that impact. This will be a key part of the process of restoration, and for improving the industry response capability for the future. There is an urgent need to ensure that the scientific community has access to the samples and the raw data it needs to begin this work," said Tony Hayward, BP's chief executive.

The key questions to be addressed by this 10-year research program reflect discussions with the US government and academic scientists in Washington D.C. last week.

BP already has ongoing marine research programs in the Gulf of Mexico. Building on these, BP will appoint an independent advisory panel to construct the long term research program. Where appropriate, the studies may be coordinated with the ongoing natural resources damages assessment. More immediately, a baseline of information for the long term research program is needed. A first grant to Louisiana State University will help kick start this work, says BP.

"LSU has a significant amount of experience in dealing with the oil and gas industry and deep knowledge pertaining to the Gulf of Mexico across numerous topical disciplines. The first part of the program is about obtaining and analyzing samples and assessing immediate impacts. Other areas of importance will emerge as researchers become engaged and the potential impacts from the spill are better understood," said Professor Christopher D'Eli **Source : MarineLog**



Above seen the submerged **Rolldock Sun** loading the backhoe dredger **Miman Sinan** of Jan de Nul in Noumea, New Caledonia with destination Port Hedland in North West Australia.

**Photo : Rik Hofste (c)**

## **Somalia says relations with Russia may be harmed over pirates' treatment**

Somalia's Western-backed government says it still waiting for an apology from the Russian government for a recent incident in which Russian commandos set adrift captured Somali pirates hundreds of kilometers off the coast of Yemen with no navigation equipment. Somalia's Information Ministry spokesman Abdirasak Aden tells VOA that diplomatic relations between the Transitional Federal Government and Russia may be harmed if the Russian government does not apologize to the Somali people for the incident at sea earlier this month. Aden says Russia violated international human rights laws by casting suspected pirates adrift and not offering them the right to a fair trial. He says the Russian navy should have handed the suspects over to the Somali government for prosecution.

On the morning of May 5, a Russian destroyer was dispatched to rescue the crew of a hijacked Russian oil tanker in the Gulf of Aden. When the pirates refused to give up the ship, Russian Special Forces stormed the tanker. One pirate was reportedly killed and nearly a dozen others were captured. The pirates, mostly Somalis, were stripped of their weapons and set adrift in an inflatable raft, without any navigation equipment, about 560 kilometers off the coast of Yemen. The raft disappeared and the men are presumed to have drowned. The Russian navy said it released the pirates because there were no legal grounds to prosecute them in Russia. Somali pirates insist Russian troops executed their colleagues and dumped their bodies in the raft before setting it adrift. The pirates' claim could not be independently verified.

Piracy off the coast of Somalia has been escalating since 2008, costing the international shipping industry more than \$100 million a year in ransom payments and rising insurance premiums. Pirates are currently holding more than 20 vessels and nearly 400 crew members at various locations along the Somali coast. An armada of ships from several

dozen countries is patrolling the waters in the Gulf of Aden and the Indian Ocean to disrupt pirate activities. But once captured, prosecuting suspected pirates has been no easy task. Somalia, which has not had a functioning central government for nearly 20 years, lacks an independent court system to try suspected pirates. Some suspects have been flown to Europe and the United States for trial. But most are sent to Kenya and the Seychelles, where pirate cases are piling up faster than the courts can process. Last month, Kenya said it would not accept any more suspects for trial because its legal system was overburdened. Under pressure from the international community to reconsider, the Kenyan government agreed last week to resume prosecuting but only on a case-by-case basis. Because of legal difficulties, an estimated 60 percent of suspected pirates are released before they reach shore. **Source: voanews**



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## The 1st EU piracy trial starts in the Netherlands

The first in Europe trial of pirates is to be held today at the Netherlands court. Five pirates from Somalia aged 25-45 years, who allegedly attempted to hijack on January 2, 2010 a Dutch bulker, the Antilles-flagged **Samanyolu**, in the Gulf of Aden. The pirates may face a 12-year-term in jail, Prime-Tass reports.

That day a Danish frigate intercepted the pirates' assault, seized the attackers and sank their boat. In February the Denmark extradited the pirates for trial in the Netherlands. The first hearing of the piracy case was held in May 2009.

The trial is expected to last for 5 days, a verdict to be announced on June 16, Vincent de Winkel spokesman for the District Court of Rotterdam said in an interview with journalists. The defendants' lawyers insist that their clients are just "poor fishermen, brought to despair of their poverty".

There is still no special international tribunal for the prosecution of sea pirates. The Netherlands has proposed a year ago to set up such trial on its territory. This country is ready to take a leading role in preparing for such a project. In the meantime, the Netherlands authorities suggest that the piracy trials should be held on the basis located in The Hague International Criminal Court.



## TUCP warns of displacement among seafarers

Filipino seafarers could be displaced by the debt crisis in Greece. Ernesto Herrera, Trade Union Congress of the Philippines (TUCP) secretary-general, said the economic slump in Greece might adversely affect shipping activities in Greece and other European countries. "We are also deeply worried about Greece's lingering debt crisis, which could depress economic conditions as well as shipping activity in Europe," he said. However, the economic crisis has not affected the remittances from Filipino seafarers, he added. Herrera said seafarers on ocean-going vessels wired home a total of \$888 million in the first quarter. The figure was 11 percent higher than the money they remitted during the same period last year, he added. Herrera said the 11.04 percent growth in money from Filipino seafarers was nearly double the 5.96 percent increase in remittances from land-based Filipino workers. Of the 10 biggest sources of remittances from Filipino seamen, six are European countries, he added. Herrera said the top 10 sources of remittances from Filipino seamen are the United States, Japan, Norway, Germany, the United Kingdom, Singapore, Greece, the Netherlands, Hong Kong, and Cyprus.

Remittances from Filipino seafarers in Greece also went up by 18 percent in the first quarter to \$34.7 million versus \$29.3 million a year ago, he added. Money from Filipino seamen in Norway, the Netherlands, Cyprus, Denmark, Ireland and Sweden went down an average of 20.81 percent, Herrera said. **Source: The Philippine Star**



The **HUNTEBORG** seen enroute Kiel - **Photo : Marcel Coster ©**



## Southampton cruise ship cocaine smugglers jailed

Two Spanish men have been jailed for 12 years each for attempting to smuggle cocaine into Britain through the Port of Southampton. Tanasu De Jesus Quevedo-Ojeda, 28, and Oliver Vidal Hernandez, 27, were arrested as they disembarked the **Black Watch** cruise liner on 27 March. The pair pleaded guilty at Southampton Magistrates' Court in March to cocaine smuggling. They were sentenced earlier at Southampton Crown Court. The court was told the 33kg of cocaine, with a street value of £ 8m, was concealed inside leggings which were due to be delivered to the UK, Gran Canaria and Tenerife.

The men boarded the vessel in Peru and planned to stay with the ship as it travelled to the Canary Islands via Southampton. Following the sentencing, Malcolm Bragg of the UK Border Agency said: "Drugs like cocaine devastate lives and communities and this sentence is a strong warning to anyone who believes drug smuggling is acceptable."

Source : BBC

## Griend trekt kajuitjacht Anna weer vlot.

Zondag 23 mei om 15.28 uur werd de bemanning van de **Griend** van KNRM station Ouddorp binnen, door het Kustwacht Centrum gealarmeerd voor een jacht aan de grond bij de boei SP 40, op de Grevelingen.

Met de reddingboot **Griend** werd ter plaatse gegaan. Daar aangekomen werd het jacht **Anna**, van 11 meter lengte en met 4 personen aan boord, losgetrokken. Het jacht werd gecontroleerd op eventuele schade, maar het bleek geen schade te hebben opgelopen. Hierna kon de **Anna** haar weg op eigen kracht vervolgen naar Bruinisse. De reddingboot keerde hierna terug naar station, gereed voor een volgende actie.

## Deutschland" ankert vor Bergen



Das Kreuzfahrtschiff „**Deutschland**“ ist in den Morgenstunden in einem Fjord bei Bergen eingetroffen. Das 175 Meter lange Schiff war am Pfingstsonntag durch ein Feuer im Maschinenraum im Hafen von Eidfjord schwer beschädigt worden und kann gegenwärtig nicht mehr aus eigener Kraft fahren. Die beiden Schlepper „**BB Ocean**“ und „**BB**



**Worker**" hatten das Schiff deshalb in Eidfjord abgeholt und nach Bergen gezogen. Nahe des Ortes Hanoytangen liegt das Schiff seit 8 Uhr in einer abgelegenen Bucht am nördlichen Eingang zum Bergen-Fjord vor Anker. Am Dienstag sollen Sachverständige von Versicherungen und der Klassifikationsgesellschaft Germanischer Lloyd ihre Untersuchungen an Bord fortsetzen.



Dabei sollen auch Möglichkeiten zur Reparatur des Schadens geprüft werden. Wenn die Versicherungen grünes Licht geben, soll zügig eine Werft den Auftrag zur Reparatur bekommen. In Deutschland haben besonders die Lloyd Werft in Bremerhaven, Blohm + Voss in Hamburg und die Werft Nobiskrug in Rendsburg gute Chancen auf den Auftrag. Alle drei Werften haben bereits Schiffe mit Brandschäden repariert **Source : KN-online / photos : Bergen Tidende**

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## **Customs impound foreign fishing trawler for smuggling**

NIGERIA Customs Service, Eastern Marine Command, said yesterday that it had seized a foreign fishing trawler in Oron allegedly used in smuggling of contraband into the country.

The Comptroller of the command, Alhaji Abdulkarim Hussain, told newsmen in Calabar, the Cross River State capital, that the trawler marked **K-081I51200 Felistar** was conveying 300 cartons of frozen chicken and 1,600 cartons of baron wine.

Hussain said the smugglers came from Equatorial Guinea and passed through the Calabar channel before they were intercepted on the high sea at Oron waterways in Akwa Ibom.

He said the trawler had been cannibalised to suit smuggling purposes. Besides, he said that other seized goods worth N4.03 million by the command had been destroyed at the Oron Local Government Council premises.

Hussain said the seized goods included apple, chemicals, second-hand clothings, hides and skin, rice, baron wine and used fridges, among others. He said two weeks ago, two large boats loaded with 3,200 bags of rice were seized, noting that the smugglers jumped into the water and escaped.

The comptroller added that his command patrolled the waterways on daily basis to ensure that illegal goods do not come into the country. **Source : embarege-londres**

## CASUALTY REPORTING



### Ships collision results in oil spill in Singapore Strait

A Malaysian-registered tanker and a St Vincents and The Grenadines-registered bulk carrier collided on Tuesday morning, resulting in an oil spill, the Maritime and Port Authority of Singapore (MPA) said in a statement.

The statement said that it received a report at about 6:10 am local time on Tuesday that that a Malaysian-registered tanker, **MT Bunga Kelana 3** and a St Vincents and The Grenadines-registered bulk carrier, **MV Waily** had collided in the Traffic Separation Scheme (TSS) of the Singapore Strait. The incident location is about 13 km southeast of Changi East. There was no report of injury to crew members. However, **MT Bunga Kelana 3** suffered damage to one of its cargo tanks, resulting in an oil spill. The Master of MT **Bunga Kelana 3** estimated that 2,000 tonnes of crude oil could have spilled into the sea.

Both vessels are currently anchored in the Singapore Strait. **MV Waily** is currently about 11 km southeast of Changi East and MT **Bunga Kelana 3** is about 7 km south of Changi East.

MPA's Port Operations Control Center has issued navigational broadcasts to ships transiting the TSS to keep clear of the anchored vessels. Traffic in the TSS remains unaffected. Upon notification, MPA immediately dispatched four patrol and emergency response craft to the affected area. MPA also activated oil spill response companies which have deployed three craft equipped with oil spill equipment. Work is ongoing to contain and clean up the oil spill. **Source : Xinhua**

## NAVY NEWS

### UK Royal Navy Deploys Vessels for Multinational Exercise

The UK Royal Navy has deployed a fleet of vessels to the eastern seaboard of the US and Western Atlantic to participate in the AURIGA multinational naval exercise.

During the four-month deployment, the Royal Navy vessels will join warships deployed from US and French Navies that departed to carry out maritime drills last month.

AURIGA aims to enhance several maritime capabilities including carrier strike, amphibious assault and anti-submarine warfare with all joint and coalition partners.

Ships involved in the AURIGA multinational naval task group include the Type 23 frigate **HMS Sutherland**, the Arleigh Burke Class destroyer **USS Barry**, **RFA Fort George**, French nuclear submarine **FS Perle**, **HMS Ark Royal** and **HMS Liverpool**.

The task group commanded by **HMS Ark Royal** worked as a combined unit and engaged in simulated underwater battles with French Navy attack submarine **FS Perle**. Source : [naval-technology](#)

## VAN AMSTEL ARRIVEERD IN WILLEMSTAD



Photo : Kees Bustraan - [community.webshots.com/user/cornelis224](http://community.webshots.com/user/cornelis224) (c)

Met het afgeven van de traditionele 21 ceremoniële saluutschoten aan de Koninkrijksvlag en de Gouverneur van de Nederlandse Antillen, passeerde het nieuwe stationsschip van de Nederlandse Antillen en Aruba, **Hr.Ms. Van Amstel**, majestueus de havenhoofden van Willemstad.

Het nieuwe stationsschip voert onder meer counterdrugsoperaties uit voor de Koninklijke Marine en voor de Kustwacht voor de Nederlandse Antillen en Aruba. Ter voorbereiding op haar uitzending onderging het schip en haar bemanning een intensief opwerkprogramma bij de kust van Zuid-Engeland. De bemanning bereidde zich voor op één van de hoofdtaken die zij komende maanden gaat vervullen. Naast het bestrijden van drugstransporten is het schip ook inzetbaar voor het verlenen van noodhulp na een orkaanpassage. In verband met het naderende orkaanseizoen vanaf 1 juni trainde de Van Amstel nog specifiek op het assisteren van civiele autoriteiten bij noodhulp.

De commandant van **Hr.Ms. Van Amstel** is kapitein-luitenant-ter-zee Richard Keulen.

## US Navy's New Destroyer Completes Acceptance Trials

The US Navy's guided missile destroyer **USS Jason Dunham** has successfully completed acceptance trials in the Atlantic Ocean. During the trials, the US Navy, in cooperation with Bath Iron Works tested the ship's weapons, communications and propulsion systems, and conducted several other inspections including habitability and water purification.

**USS Jason Dunham** is an Arleigh Burke Class guided missile destroyer specifically designed to operate in multithreat air, surface and subsurface threat environments.



The future **USS Jason Dunham** is expected to be delivered this summer and officially commissioned in November 2010. **Source : naval-technology**

## **Phoenix Express 2010 Gets Underway**

The second phase of exercise Phoenix Express 2010 (PE10) began after the successful completion of the in-port segment of the exercise in Souda Bay, Greece, May 24. Participants from 17 countries, including Morocco, Turkey, Algeria, Senegal, Spain, Portugal, Greece, Italy and the United States, are taking part in both phases of PE10.



The reason for the at-sea portion is to provide trainees the opportunity to test their skills, which were developed during the in-port section of the exercise, in a real-time environment. "The in-port portion was the training phase," said Lt. William Phillips, 6th Fleet's assessment analyst for PE10. "The at-sea portion is the execution part."

Maritime interdiction operations will be a large focus of the at-sea exercise. Forces from the different countries will also conduct search and rescue, medical, Maritime Domain Awareness and Automatic Identification System drills.

Participants will also enhance their techniques, tactics and procedures during visit, board, search and seizure drills.

A combined effort from the coalition of maritime forces will enable members to work together on various exercises designed to enhance security in the region. These exercises allow foreign militaries the opportunity to become more acclimated in conducting boardings on their own more efficiently.

"The purpose is to apprehend would-be illicit traffickers while they're at sea before they reach their intended destination," said Phillips. The training among partners from Africa, Europe and the United States allows for an increased interoperability between forces to keep the region safe, said Phillips. PE10 is a two-week exercise designed to strengthen maritime partnerships and enhance stability in the region through increased interoperability and cooperation among partners from Africa, Europe and United States. **Source : US Navy**

## **Russia in final stage of talks to buy 4 Mistral-class warships**

Russia has reached the final stage of talks on the purchase of four French Mistral-class helicopter carriers, the Russian defense minister said on Monday, according to RIA Novosti.

"At the moment we are in pre-contract talks on the warships with three states: Spain, the Netherlands and France. We plan to sign a contract for four of these ships," Anatoly Serdyukov said.

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Serdyukov said one vessel would be built abroad and the other three with the help of Russian shipbuilders. He said the full construction of the fourth vessel would take place in Russia.

The minister said Russia would agree to purchase the ships only if no amendments were made to the agreements, particularly those concerning financing.

If they are purchased, the ships will be deployed by the Northern and Pacific Fleets.

Many Russian military and industry experts have questioned the financial and military sense of the purchase, and some believe that Russia simply wants to gain access to advanced naval technology that could be used in the future in potential conflicts with NATO and its allies. **Source : RIA Novosti**



The **HMS D 32 DARING** seen leaving Plymouth – **Photo : Ian Denton (c)**

## SHIPYARD NEWS

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The **VALIANT** seen enroute the Damen shipyard - Photo : Lia Mets ©

## Pella Shipyard gets Sberbank loan until 2013

Leningrad Shipyard Pella signed a contract with Russian Sberbank on the open-end credit line for replenishment of its current and non-current assets, the Shipyard official statement said. The loan volume was not disclosed, the term of the obligations under the transaction is scheduled on May 17, 2013.

Leningrad Shipyard 'Pella' OJSC was founded in 1950. In 1992 the publicly owned enterprise became a private entity. The Shipyard has become part of a Holding with the head office, and a number of its subsidiaries. In 2009 the Shipyard posted net income of \$471.818 million rubles, up 9.24 times from 2008's results. Last year's revenues amounted to 2,100,748,000 rubles, a 2,9 times as much rise year-over-year. **Source : Port News**

## STX Pan Ocean inks bulker order

STX Pan Ocean has added a capesize and a panamax bulker to its orderbook. The Singapore and Seoul listed shipowner said it had signed contracts with undisclosed Chinese shipyards for the two bulkers. "The purchase of these new bulkers is to strengthen the competitiveness of the Company's dry bulk fleet," the company said. It did not disclose the price or the delivery dates of the new bulkers. **Source : searadeasia-online**

## ROUTE, PORTS & SERVICES

## Evergreen, China Shipping join in China-California service

Evergreen and China Shipping have teamed up to offer a new service connecting ports in China and California, called the China/US West Coast Service 2-CPS2 ComPair Data said the service will have a fixed-day weekly schedule and deploy five ships with an average capacity of 4,187 TEU. Evergreen will supply three ships with China Shipping providing two.



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The port rotation is: Qingdao, Shanghai, Ningbo, Oakland, Los Angeles and back to Qingdao. The first vessel to be deployed on the service is scheduled to arrive in Oakland on June 6. **Source:** [schednet.com](http://schednet.com)

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After the **JAN BLANKEN** was spotted last week, now the 2<sup>nd</sup> newbuilding splithopper barge built in China for Van Oord named **JAN LEEGHWATER**, visited the port of Cape Town for bunkers. The ships, each with a hopper capacity of 2,850 cubic metres, were built under IHC management. Together with the backhoe **Goliath** the **Jan Blanken** and **Jan Leeghwater** will be deployed on the harbour deepening project in Rio de Janeiro, Brazil as of the summer of 2010. After final construction the **Pieter Caland** and **Cornelis Lely** will be operational mid 2010.

**Photo : Aad Noorland (c)**

## Ship manager sees growing interest in single-hull tankers

Hong Kong headquartered Accord Shipmanagement is forecasting a surge of interest in single hull tankers across the world as the vessels are phased out this year.

The company explains that a revised IMO regulation allows the use of single hull vessels as long as the flag administration sanctions the vessel for this purpose. Vessels cannot be older than 25 years and must pass the Condition Assessment Scheme administered by the vessel's flag.

"We are receiving enquiries from countries around the world where owners want to utilize single hull tankers in their territorial waters for transshipment purposes. Demand is mostly for use in the crude oil sector," says Sanjay Shesh, Managing Director of Accord Shipmanagement.

"We are working with owners in India and Nigeria who want to use the vessels to transship oil to and from smaller lighters due to draft restrictions in river estuaries or tidal ports. We've also had enquiries from Latin America," he says. "Accord has many older vessels under its management and well maintained vessels with proper supervision can have an extended life as transshipment vessels." **Source : MarineLog**

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The banner features three images: on the left, a yellow pump unit; in the center, two workers in red protective suits; and on the right, a blue pump unit. The Mariflex logo is on the left, and the text 'Pump Services B.V.' is in the center. Below the images, contact information is provided for three locations: Kon. Wilhelminahaven, 3134 KG Vlaardingen, and The Netherlands.

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## **Torm profit of 3 million dollar Q1**

Torm posted a profit before tax of USD 3 million in the first quarter of 2010, compared to USD 39 million in the same period last year. The result for the first quarter was in line with expectations and the full-year forecast for 2010.

"During the first quarter of 2010, the winter market and the increased industry throughput in the Far East supported the product tanker market. We continue to believe that the underlying growth in global oil demand will support the product tanker rates in the longer term, however we do not expect this to have significant effect on our 2010 result", CEO Jacob Meldgaard says.

□ The result was positively impacted by USD 18 million from the sale of two bulk carriers, as earlier announced. The vessels were sold during the fourth quarter of 2009, but the profit is recognised in this quarter in which delivery took place.

□ Product tanker rates remained low during the first quarter of 2010. The positive impact on the LR segment from continued naphtha demand in the Far East was somewhat offset by discharging of floating storage, freeing up tonnage. The cold winter in the Northern Hemisphere increased demand for heating oil and supported the MR segment despite the continued low demand for gasoline in the USA. Influx of new tonnage has continued in 2010 though considerable delays in new deliveries are seen.

□ The Panamax bulk rates have remained strong during the first quarter of 2010. Due to Torm's high coverage of earning days, the developments in bulk spot rates had limited impact on Torm's earnings.

□ Torm's efficiency improvement programme - Greater Efficiency Power - remains on track to deliver the projected annual USD 50 million cost savings in 2010 compared to 2008 operating levels.



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- ☐ On a quarterly basis, Torm calculates the long-term earnings potential of its fleet based on discounted expected future cash flows. The calculated value of the fleet as of 31 March 2010 supports book values.
- ☐ At 31 March 2010, equity amounted to USD 1,248 million, equivalent to USD 18.0 per share (DKK 99.4 per share), excluding treasury shares, corresponding to an equity ratio of 39%.



Photo : Marcel Coster (c)

- ☐ Torm's unutilised loan facilities and cash totalled approximately USD 700 million at the end of the first quarter. The remaining capex relating to the order book amounts to USD 435 million.
- ☐ Net interest-bearing debt totalled USD 1,622 million at 31 March 2010 compared to USD 1,683 million by year-end 2009.
- ☐ At 31 March 2010, Torm had covered 26% of the remaining earning days for 2010 in the Tanker Division at USD/day 18,821 and 81% of the remaining earning days in the Bulk Division at USD/day 18,972.
- ☐ Torm maintains its forecast of a loss before tax of USD 15 to 60 million for 2010, however towards the lower end of the range given the estimated product tanker rates for the remainder of 2010. **Source: Torm**

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The TSHD **OSTSEE** seen operating in the port of Vlissingen – Photo : Willem Kruit (c)

## Safmarine Now Introduce Direct Container Ship Call At Sharjah

Container shipping line Safmarine has announced an enhancement to its Masiika Express service between the Arabian Persian Gulf and East Africa with the addition of a direct call at the UAE port of Sharjah. The call provides direct access to the East African ports of Dar es Salaam and Mombasa. According to Safmarine's Liner Executive, Jan Scheck, "Sharjah is currently served via a feeder to Jebel Ali and a direct call will allow Safmarine to further improve on the service we're currently offering our growing customer base in the Gulf and Africa. The first call at Sharjah will be made on June 9, 2010 by the vessel, ER Elsleth."

The revised port rotation will be as follows: Sharjah - Jebel Ali - Salalah - Dar Es Salaam - Mombasa - Salalah - Sharjah. The service is billed as a joint Safmarine - Maersk Line operation whereas Safmarine have in fact been owned by Maersk since 1999. Capacity will not be increased and the service will continue to employ the current fleet of 2500 TEU vessels.

Safmarine also announced a change to their "225" service. This will now incorporate a direct call at the port of Cotonou in Benin as well as an improved sailing frequency of 13 days. In addition, the terminal in Lagos, Nigeria will change from Apapa Terminal to the Tinian Island (TICT) Terminal. **Source: Handy Shipping Guide**



Above seen the **Friendship**, from Friendship Offshore BV Terschelling lifting wreckage from the Vinca Gorthon wreck for Titan Salvage.

**Photo : Johan Meerkkerk - Friendship Offshore BV**

## China Shipping Israel announced renewed service to Australia

China Shipping (Israel) Agency Co., Ltd. issued a press release noting that shipping services from Israel to Australian main seaports, which were terminated last September due to the economic crisis, will return to operate within the renewed AUS3service. The company noted that the service will commence from Haifa via Port Kelang, Malaysia's principal gateway and busiest port, situated on the West coast of the Malaysian peninsula.

China Shipping's services from Israel will call at Australia's main maritime gateways: Brisbane, Adelaide, Sydney, Freemantle and Melbourne.

The company said that it will also accept cargo destined to Australia at Ashdod. Containers delivered at Ashdod will be moved by rail, overland, from Ashdod to Haifa. Port rotation will be: Haifa - Port Kelang –Freemantle –Brisbane – Sydney – Melbourne – Adelaide. On the first leg, from Haifa to Port Kelang, containers will be shipped on board Zim Line vessels as per ZIM/CSCL space charter agreement. **Source: Port2port**





The **MAERSK FUKOKA** – Photo : Alan Calvert (c)

## Erria to sell two container vessels

Erria has decided to sell off two of its four container vessels - **M/V Karoline** and **M/V Filipa** - as it continues to cut back its activity in the container business. Both ships are laid-up in Malmo.

Erria sold two containerships last year as it increasingly focuses on the product tanker market, where it operates 29 tankers. The two 1.100 TEU ships will be transferred to their new owners May 31. **Source: Erria**

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## CHANGE OF NAME OF SWIBER SUBSIDIARY COMPANIES

The Board of Directors of Swiber Holdings Limited wishes to announce the change of name of the following subsidiary companies:

- (a) Kreuz International Pte. Ltd. has been changed to Newcruz International Pte. Ltd. with effect from 12 May 2010;
- (b) Kreuz Offshore Marine Pte. Ltd. has been changed to Newcruz Offshore Marine Pte Ltd with effect from 14 May 2010; and
- (c) Kreuz Shipbuilding & Engineering Pte. Ltd. has been changed to Newcruz Shipbuilding & Engineering Pte. Ltd. with effect from 14 May 2010.





The latest newbuilding for ARKLOW shipping is the 136 mtr long **ARKLOW MILL** which is the 3rd vessel of a series of 6 ships 14.008 tons bulkcarriers under construction at Mokpo Shipbuilding in South Korea for Arklow Shipping Ltd. The **ARKLOW MILL** is delivered by the builder May 6th, above seen the newbuilding loading cargo in Gwang Yang (South Korea) bound for Singapore followed by Europe

Photo : C.Eindhoven – Arklow Shipping (c)

## NEW JOBS PROMISED AS WORKS START ON £3 MILLION ABERDEEN HEADQUARTERS

Work started on a new, £3million headquarters building that promises to bring new jobs to Aberdeen.



Hallin Marine UK Ltd's managing director, Mike Arnold, dug the first shovel of soil for the foundations of the subsea contractor's office and workshop complex in the Westhill area of the city and promised new jobs would follow.

Mr Arnold said: 'We started our business from nothing some four years ago and have grown it at a fantastic rate, a rate that resulted in us recently being chosen to receive the Queen's Award for Enterprise.

'We intend to carry on growing it at the same rate and for that we need great premises, like the purpose designed buildings we have

started on today, and great people.

'The vast majority of our Hallin team have come from Aberdeen and the surrounding area and, by the time this building is ready to move into in 2011 we will need another 50!'

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The state of the art development will provide Hallin and sister engineering design company, Prospect, with 18,000 square feet of office space and 12,000 square feet of workshop facilities and house some 180 staff.

The location of the £3 million development is ideal for Hallin Marine as a number of its biggest clients are already based at Westhill. The development was designed by Tinto Architecture in collaboration with Hallin and is located on the Arnhall Business Park.

Tinto Architecture is managing the design process throughout the duration of the project, estimated for completion by Spring 2011. It is the biggest single new build that Tinto has worked on since the launch of the company seven years ago. Tinto have worked closely with Hallin Marine and its major equity holder, Gresham House, over several months to help secure the former Scottish Water site.

Richard Tinto, managing director of Tinto Architecture, said: 'Tinto are delighted to be working with Both Hallin and Gresham on this project. This exciting development sees Tinto establishing themselves in the firmly in the local commercial market and sets a benchmark of quality for our future developments.' **Source : Hallin**



The **COTINGA ARROW** seen in Rio Grande – **Photo : Marcelo Vieira (c)**

## OLDIE – FROM THE SHOEBOX



Above seen an unique passage of the "Ivar Skaugen" owned tanker "**Forest Lake**" (Capt. V.A. Santing)  
(Under Management of: Wm H. Muller & Co's Transport Mij. N.V. Rederijkantoor)

Chartered by B.P. from Abadan (dep. 18-05-1963) to "Crater Aden BP Refinery" waiting for orders. (24/29-05-1963)  
Suez Canal passage 02/03-06-'63 bound for N.W. Europe. Received orders in the English Channel to set course for  
IJmuiden. Arrived Amsterdam - Usselinck Harbour the 14th of June late afternoon.

**Photo : Col. Capt. Ronald R. Jansen.**

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





The **BUGSIER 6** seen assisting the **ASIAN MAJESTY** in Bremerhaven

Photo : Bas van Hoorn ©

## BOEKBESPREKING

Door : Frank NEYTS

### “Rotterdam Oorlogshaven”.

Bij Uitgeversmaatschappij Walburg Pers verscheen onlangs “**Rotterdam Oorlogshaven**”, geschreven door Jac J. Baart. Door het bombardement van mei 1940 raakten – in het toch al door werkloosheid geteisterde Rotterdam – 80.000 mensen dakloos en gingen vele honderden bedrijven in vlammen op. De economie had zwaar te lijden onder het feit dat koopvaardij- en passagiersschepen wegbleven. Tijdens de bezettingsjaren waren vele tienduizenden Rotterdammers dan ook min of meer afhankelijk van de belangrijkste werkgever in de regio: de Duitse ‘Kriegsmarine’. In Nederland werden ruim 800 schepen voor Duitse rekening gebouwd en circa 2.000 vaartuigen omgebouwd voor oorlogsdoeleinden. Rotterdam en omgeving leverden daaraan een aanzienlijke bijdrage. Ongetwijfeld is schaamte er de oorzaak van dat er tot op heden bijzonder weinig gepubliceerd is over deze zwarte bladzijde in de geschiedenis van de stad. In het boek “**Rotterdam Oorlogshaven**” wordt de onaangename, decennialang doodgezwegen waarheid echter boven water gehaald, een wezenlijke aanvulling op de Rotterdamse geschiedschrijving.

“**Rotterdam Oorlogshaven**” (ISBN 90-5730-673-5) telt 319 pagina’s en werd als hardback uitgegeven. Het boek kost 39.50 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. . In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: [info@agorabooks.com](mailto:info@agorabooks.com)