

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 158



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**The CALA PULA seen in Moin Costa Rica  
Photo : Wilco Langeweg (c)**

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## EVENTS, INCIDENTS & OPERATIONS



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## Tough times ahead for WMU

The IMO:s World Maritime University in Malmö, Sweden is facing a financial crisis. According to the present budget WMU could face a EUR 900,000 deficit both this year and 2011. The new executive board rejected the first budget and are demanding a sustainable solution for the future financing. This will be discussed at the IMO Council meeting 7-11 June. A contributing factor to the deficit is that former donors have withdrawn their support, with reference to the current world economic situation. **Source : ShipGaz**

## Ladies in Dredging meet Women in Shipping

55 women in management and executive positions in the maritime and dredging industry were present at the network meeting "**Ladies in Dredging meet Women in Shipping**". The meeting was organized by the **Dutch Association of Dredging Contractors (Vereniging van Waterbouwers)** in association with the **WISTA (Women in Shipping and Trading Association)**, at the Van Oord complex in Rotterdam.

**Isolde Struijk**, director **Van den Herik Sliedrecht**, told the women what it's like to work in the dredging industry, a typical men's world, and how she manages successfully. **Ruth Huisman** of **De Klerk Aannemersbedrijf** works as a contract manager in a dredging company and explained that her technical background helps her in her daily work of project planning, calculation, obtaining the necessary permits and coordinating the design of maritime infrastructure. **Lonneke Holierhoek** is regional manager of **Van Oord Offshore** in North America, Europe, CIS-country's (Russia) and Mediterranean sea. She is responsible for acquisition of offshore projects. Lonneke explained that, due to her frequent trips abroad, she finds it challenging to balance her international career with her personal life, but finds extreme amounts of satisfaction in her job.



Than **Fay van Dongen** and **Karin Orsel**, President **WISTA (Women's International Shipping & Trading Association)** had an interactive conversation about what its like to be women in the maritime industry. **Karin Orsel** is CEO of the Management Facilities Group, a company which belongs to the top 5 of shipping companies in The Netherlands. Karin has been named "business women off the year 2009" by the federation of business women. The judges deemed her a "top woman in a typical men's world".

**Fay van Dongen** is the legal advisor to the **Dutch Association off Dredging Contractors (Vereniging van Waterbouwers)**. Her maritime background as MAROFF, combined with her current position of legal advisor to the **Dutch Association off Dredging Contractors** , makes her a good example of the career possibilities for maritime women in The Netherlands.

## OMSA slams offshore drilling moratorium

The Obama Administration's sweeping moratorium on offshore drilling is already causing irreparable economic harm for America's maritime industry, according to the Offshore Marine Service Association (OMSA), the national trade association for the U.S. flag vessels that work in the offshore energy sector.

"We are already dealing with both an ecological and economic disaster. This kind of sudden and ill-conceived government policy can only make it worse," said OMSA Chairman Otto Candies, III.

On May 27 the Administration ordered a halt to offshore drilling in water depths over 500 feet, canceling 33 drilling projects, an action that, says OMSA, will have both immediate and long-term negative economic consequences for the businesses that are associated with drilling. OMSA reports that oil companies have already started canceling contracts for vessels that carry supplies to drilling rigs, putting those vessels out of work and forcing vessel companies to plan imminent layoffs.

Early estimates indicate that, in short order, more than 100 vessels may be tied up. The economic harm will very quickly spread through the offshore maritime industry, the shipyards that build offshore vessels and the hundreds of service companies that support the industry as drilling comes to a halt.

"A study of the offshore vessel sector earlier this year showed that our industry supports more than 100,000 families in this country," said Ken Wells, OMSA President. "The industry has struggled to climb out of a severe economic downturn. The moratorium threatens any hope of recovery and creates the potential for economic hardship that could



last a decade or longer." OMSA estimates that for every mariner who works on-board a vessel, there are nine other Americans working in shore-side jobs that support vessel operations.

Beyond the vessel crew, the negative consequences of the moratorium could impact everyone from service technicians supporting everything from diesel engines to the air condition systems to the local grocer who supplies food for the boat's galley." Gulf Coast state and local government revenues will also decrease due to lower income tax and sales tax collections.

"The oil companies and drilling rigs will leave for projects in other parts of the world and the local communities will be left to pick up the pieces," said Mr. Wells, pointing out that offshore vessels are a major part of the tax base in some coastal communities. **Source : MarineLog**



The **SKANDI BERGEN** seen in Cape Town – **Photo : Aad Noorland ©**

## **Baltic Dry Freight Index is bellow a 4000pts level**

As of June 3rd, Baltic Dry Freight Index dropped sharply by 108 points from the previous trading session, to 3933 points, the Exchange trading data said. The 2009's BDI maximum, 4661 points, was posted on November 19th. In May, 2008 BDI gained its highest level ever, to over 11,700 points, beginning its slump in mid-July the same year. In Dec.5, 2008 it settled at 663 pts, the lowest Baltic Dry Index rate.

Baltic Dry Freight is an index reflecting changes in the value of the overseas shipments of basic commodities: metal, iron ore, coal and grain. The index includes three other indexes of freight rates, different sizes of ships for which they are calculated - Capesize, Supramax and Panamax. Dynamics of changes in BDI allows investors and market traders to analyze major trends in world demand and supply. Often the index is considered as the main indicator of future economic growth (if the index increases) or recession (if it falls), since the raw material on which the index is calculated, has a low potential for speculative operations.

## DAG VAN DE SLEEPVAART IN MAASSLUIS



Last Saturday in the city of Maassluis de "**Dag van de Sleepvaart**" was held, it became a very nice day with a lot of sunshine and ofcourse a lot of tugs gathered together

Left : The **SMIT PANTHER** seen in action  
**Photo : Dave van Spronsen ©**



Right Harms **CENTAURUS** in action - **Photo : Jan Steehouwer ©**



The **ELBE** seen leaving her homeport assisted by the **ADRIAAN** – **Photo : Gunther Spruit ©**



**Left :** The steam powered tug Furie seen towing the 75 year old steam powered dredger **FRIESLAND**  
**Photo : Adri Lokker ©**





A congested port of Maassluis, tugs everywhere – **Photo : Jan Steehouwer (c)**



The Parade seen from the **TARKA 3**  
**Photo : Michel Kodde (c)**



The Polish **OPAL** seen leaving the port of Maassluis  
**Photo : Kees Torn ©**



Left, after years of restoration by a lot of volunteers the salvage vessel **BRUINVISCH** left for the first time her berth in Maassluis, **great job guys !! well done looks great !!**  
**Photo : Adri Lokker ©**

**See also Fred Vloo's made VIDEO of this great day at :**

<http://www.youtube.com/watch?v=huHYbWNzEPk>

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The **TESEO** seen arriving in Willemstad – Curacao

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

## BP places cap on leaking riser

BP has succeeded in placing the Lower Marine Riser Package cap on the leaking riser of the Deepwater Horizon well. But, as might be expected with operations being carried out at twice the collapse depth of a nuclear sub, all did not go optimally. Efforts to make a precision cut through the riser pipe with a diamond wire saw were unsuccessful. Instead, shears had to be used producing a jagged cut and thus a less well fitting cap.

Initially, as much oil as ever appeared to be spewing past the cap, which was lifted into place about 8.35 p.m. Thursday. Much of this is coming from four vents at the top of the cap. Plans were for these to be progressively closed as the well is connected to the Discoverer Enterprise drillship on the surface. This is another tricky operation that involves taking steps to prevent formation of the methane hydrate crystals that frustrated earlier attempts to cap the well. And even if all goes successfully, some oil will still leak out the bottom of the cap.

"We do have the cap successfully in place. É And the oil you see escaping right now is actually part of the design," BP's chief operating officer Doug Suttles told CBS's The Early Show today. "What we have is four vent valves on the top of this cap. We'll be successfully closing those vent valves through the course of the day."

Suttles said the goal is to capture more than 90 percent of the flow. Meanwhile, subsea dispersants are being released at the spill site. **Source : MarineLog**



The **EUGEN MAERSK** seen at Maaspilot station – **Photo : Paul Borsboom (c)**

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## **Another Toxic Ship Lands at Port**

A vessel carrying about three containers of toxic items classified as dangerous under the Basel Convention has been intercepted for the third time in three months by the National Environmental Standard Regulation and Enforcement Agency (NESREA) in Tin Can Island in Lagos.

This came barely two months after the toxic ship episode that caused much uproar in the country. The vessel, **MV Gumel Panama**, landed at the Tin Can Island Port on Wednesday night with eight suspected truck heads laden with hazardous materials such as used fridges with CFC, tyres, television sets, batteries and compressor pots.

The vessel came in from Antwerp and berthed at Berth 9, Tin Can Island port.

Mrs. Miranda Amachree, head of NESREA at the port, said that they got intelligence report from their counterpart in Antwerp that the vessel brought in used fridges, television sets, compressor pots and batteries.

Amachree explained that the intelligence report from Antwerp was as a result of the agreement entered into by Nigeria and other nations to do away with Chloral Fluoro Carbon (CFC) which was contained in the items brought in by the vessel.



The ship, which berthed at berth 9 at the Tin-can Port, was detained on the orders of officials of the National Environmental Standards Regulations Enforcement Agency (NESREA). When LEADERSHIP visited the vessel, officials of NESREA, Nigerian Ports Authority (NPA) and Nigeria Customs Service (NCS) were seen inspecting the six 40-footer and two 20-footer containers on board the ship.

The Head, Public Relations of NPA, Iliya Musa, confirmed the arrival of the ship and said the relevant government agencies that inspected the ship and its contents decided that the ship must return with its cargo.

The vessel, **MV GUMEL PANAMA**, arrived from Antwerp port through an agent named Alhaji Aminu Usman, managing director of Socar Talamiz Ltd, who has agreed to indemnify any loss, has expressed deep regret over the importation of such wastes into the country. The ship has been sent back to the port of entry. **Source " AllAfrica**

## **CASUALTY REPORTING**



## **Barbecue explosion destroys \$2m yacht in Middle Harbour**

**A \$2 million luxury cabin cruiser has gone up in flames on Sydney Harbour.**

AN exploding gas barbecue Saturday destroyed a \$2 million cabin cruiser and a smaller boat in Middle Harbour. Water police and emergency services were called to Sugarloaf Bay, off Castlecrag, just before 3pm after residents reported the luxury cruiser was ablaze. The owner of the 50ft Riviera-brand game boat said a small barbecue fire on deck got out of hand, spraying flaming fat onto the fibreglass boat hull.

"Once the fibreglass caught alight there was no stopping the fire," said the father, who was aboard with his two sons. "The fire extinguisher was useless." The three managed to escape without injury on their small inflatable boat.

The second vessel, the owner's coffee vendor which he had spent six months fitting out, quickly caught alight when the explosion sent flaming meat and fat flying. **Source : The Daily Telegraph**

## **NAVY NEWS**

### **Germany Retires 6 Of Its 10 Submarines**

The German Navy abruptly decommissioned more than half of its submarine fleet on June 1, well ahead of the planned 2016 retirement of the six 500-ton U-206A-class diesel submarines. Now the German sub fleet consists of four U-212A-class vessels. The 1,830-ton boats, among the world's most modern conventional submarines, have a new hybrid drive with a fuel cell that allows them to operate fully submerged for several weeks.

All four were commissioned between 2005 and 2007; the Navy is expecting the delivery of two more slightly modified U-212A-class subs by 2012 or 2013.

"At the moment, we expect their operational readiness not later than 2015," a German Navy spokesman said.

The spokesman did not say whether the decommissioning was related to recently announced government plans to cut defense spending. The newspaper Kieler Nachrichten said the decommissioning of the U-206As has dropped Germany from second to sixth place among nations that operate non-nuclear submarines.

Between 1973 and 1975, Germany commissioned 18 U-206-class submarines. In the early 1990s, the service modernized 12 of them to the U-206 A standard, when they were the smallest operating armed submarines in the world, according to Navy officials.

The crews of the decommissioned boats will be retrained to serve on the U-212A subs. "Until now, every crew was assigned to its own boat, but we will change this to a two-crew concept," the spokesman said.

That way, the submarines themselves can remain longer in an operational area while only their crews will have to be changed. Germany's planned F125 frigates also will use this approach. **Source : DefenseNews**



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## Ready for Norwegian-Russian navy exercise

Russian and Norwegian soldiers and officers are ready for the first joint navy exercise since 1994. Today the Northern Fleet's anti-submarine destroyer "**Severomorsk**" arrives in Norway's main navy base Haakonsværn outside Bergen. The exercise **POMOR 2010** starts today (Monday) The Russian destroyer will be met by the Norwegian frigate "**KNM Otto Sverdrup**" and together the two vessels will sail to Haakonsværn, the Norwegian Armed Forces write on its web site. - This exercise will bring us one step further in the military relations between Russia and Norway, says Commander of the National Joint Headquarters, General Bernt Brovold. The first joint navy exercises were held in 1994, when a Norwegian and a Russian vessel sailed together from Tromsø to Kirkenes. Forces from Denmark, Germany, Great Britain and Canada also took part in that event.

The **Pomor 2010** will have a far more advanced program than last time, Brovold says: - We have gone from just sailing next to each other to cooperating across military branches and procedures and conducting joint shooting drills and manoeuvring.

Also the Head of the Northern Fleet Admiral Nikolay Maksimov underlines the importance of the upcoming exercise:

- This exercise gives our sailors an excellent opportunity to develop cooperation in combating modern threats in Arctic areas, our common home. We all clearly understand that the responsibility for maintaining security in these areas lies on our shoulders, he says in a press release on the Norwegian Armed Forces' web site.

As BarentsObserver reported, the Norwegian side will participate in the exercise with the frigate "**Otto Sverdrup**" and the coast guard vessel "**KV Nordkapp**" together with one Orion maritime surveillance aircraft, F-16 jet fighter aircrafts

and Lynx helicopters. The Northern Fleet will take part in the exercise with the anti-submarine destroyer "Severomorsk", one Il-38 maritime patrol aircraft, Su-33 jet fighter aircrafts and Ka-27 rescue helicopters.

The exercise will end with a visit to the Northern Fleet's main base Severomorsk on June 12-15. During the visit, Norway's operational commander and Head of the Northern Fleet will have their annual meeting.

Source : **BarentsObserver** ©

## **Ship Christened in Maine Honors WWII Commander**

A U.S. Navy destroyer bearing the name of a commander who won a pivotal battle in the Pacific during World War II was christened with a bottle of champagne Saturday by his granddaughter, who said the naval officer would've blushed at all the attention.

The 9,200-ton Aegis destroyer bears the name of **Adm. Raymond Spruance**, who commanded a battle group comprised of two of three U.S. aircraft carriers whose warplanes sank four Japanese carriers at the Battle of Midway, which was hailed as the turning point in the Pacific in World War II. Ellen Spruance Holscher whacked the champagne bottle several times against the ship's bow before it finally broke with a bubbly spray before a cheering crowd that included four of Spruance's other grandchildren and six of his great-grandchildren at Bath Iron Works, where the ship is being built.

"My grandfather would be awe of all this fuss, because he didn't like all the fuss," she said of Spruance, who enjoyed a reputation as quiet, determined and shy. Heavy rain and thunderstorms rolled through the region before the event, but the rain held off for hundreds of people attending the ceremony at the shipyard.

Spruance, who previously led a division of cruisers, was hand-picked for the Battle of Midway by Adm. William "Bull" Halsey, who was sidelined with a health problem.

Japan planned to take over the atoll and draw the U.S. Navy into a decisive battle in June 1942. But the U.S. cracked the Japanese code and learned of their intentions. Once the Japanese fleet was located, Spruance ordered an all-out air attack that caught Japanese aircraft being refueled and reloaded on the carrier decks. There was some luck involved, as Japanese Zero fighters were engaged with torpedo bombers and didn't see high-flying dive bombers approaching.

By the time the battle ended, all four Japanese aircraft carriers and a cruiser were sunk, making it a turning point in the war by weakening the Japanese navy. Spruance went on to command the Pacific Fleet from 1945 to 1946 and to serve as ambassador to the Philippines. He died in 1969.

Holscher, of Atlanta, said her grandfather had a reputation for quiet determination that prompted author Thomas Buell to title his Spruance biography "The Quiet Warrior." "He's portrayed as quiet, cool, calm and collected. But with us he could be this sort of mischievous, fun grandfather," Holscher said before the ceremony.

The new Spruance isn't the first warship to bear his name. The first **USS Spruance** was the lead ship in the Spruance-class of destroyers, built in the 1970s. Aegis destroyers use powerful computers and phased-array radar to simultaneously wage war with aircraft, missiles, submarines and surface warships. They're also the only surface warships in the Navy's arsenal that can be sealed off to withstand biological, chemical and nuclear attacks.

Source : **NY Times**



## SHIPYARD NEWS



The **BULLY I** seen in drydock in Singapore - Photo : Bart Klos ©

### **DSME and United Shipbuilding Corporation sign an agreement to modernise shipyard in Zvezda**

South Korean shipbuilder Daewoo Shipbuilding & Marine Engineering president Nam Sang-tae and Russian 100% state-owned United Shipbuilding Corporation president Roman Trotsenko signed an agreement in Moscow yesterday to build a joint shipyard in Zvezda near Vladivostok, Primorsky Krai. Having already inked a contract to modernize the Zvezda shipyard in November 2009, both shipbuilding giants plan to finalize establishing a joint company tentatively called 'Zvezda-DSME' within this month. The construction of the new shipyard is scheduled to be finished before the 24th APEC Summit to be held in Vladivostok in 2012.

The signing ceremony, held on Thursday, was also attended by South Korean ambassador to Russia Lee Yoon-ho, Russia's Deputy Prime Minister Igor Sechin (who is also the chairman of USC board of directors and the chairman of Rosneft), Primorsky Territory Governor Sergey Darkin, Sovcomflot president Sergey O. Frank and high ranking officials from Gazprom and Rosneft. At present Zvezda shipyard is building and repairing only naval vessels on a yard site of 600,000 square meters. Under the contract, DSME will construct a new state-of-the-art shipyard on an additional 1 million square meter site, equipped with dry dock, goliath crane, etc. for Zvezda-DSME to be able to build large commercial vessels and offshore plants. DSME and Russia's Sovcomflot are teaming up to bid for ice breaking contracts for the Sakhalin-1 field. If successful, two ships will be built at DSME's new shipyard venture in Zvezda. Sakhalin-1 is Exxon Mobil's big gas and oil field in the far east of Russia. The tender closes in September. The ships will cost \$100m each, Sovcomflot boss Sergey Frank told reporters. **Source: [seatradeasia-online.com](http://seatradeasia-online.com)**



The final 2 cranes standing at **Swan Hunter**, Wallsend yard were flattened Friday morning at 11 o'clock. The once a great yard is now just a piece of history



**Photo's : Kevin Blair ©**

## **Abolitz still keen on reopening Cebu shipyard**

Abolitz Transport System Corp. (ATSC) is still interested in reopening its shuttered small shipyard in Cebu, FBMA Marine Inc., but only if there are firm orders from overseas. Jon Ramon Aboitiz, ATSC chairman, said that the FBMA's shipyard in Balamban town, Cebu, can be taken over by any party who is interested since the property belongs to the Cebu Industrial Park. "That property belongs to the industrial estate, and if somebody will take over the plant or the

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shipyard, it's okay," Aboitiz said. He said, however, that the Aboitiz family is still interested in opening up FBMA, which constructs smaller vessels such as fast crafts and ferry boats. For the entire 2009, FBMA did not operate after most of its orders were canceled due to the global financial crunch that saw many shipping firms defaulting on its loans. "But the facilities are all there and we can always open once there are orders," Aboitiz said.

FBMA's last delivery was in September 2008, a catamaran for a company in New Caledonia, a French overseas territory in the South Pacific. Aboitiz said FBMA has less than 1,000 employees, but most of them were retrained and absorbed by the nearby shipyard Tsuneishi Heavy Industries (Cebu) Inc., a company minority owned by the Aboitiz family. "Both shipyards are vastly different so FBMA cannot be just absorbed by Tsuneishi," Aboitiz said. FBMA deals mostly on aluminum and fast craft vessels while Tsuneishi works on larger vessels and uses steel, he explained. Tsuneishi was not affected by the ship-order cancellations due to the global economic downturn as most of the vessels that they build are bulk carriers, and car and truck carriers. The commodities carried by these kinds of vessels were minimally affected by the downturn as these are basic consumption goods such as coal and grains. "We were not affected so much [by the crisis] as we have order until 2013 and we don't have any cancellations," Shinji Watanadi, president of Tsuneishi, earlier said. The company said it will hire 1,000 more people toward the end of the year in order to keep up with the larger orders. At the end of the year, Tsuneishi will build a 180,000-deadweight-ton capesize vessel, Watanadi said.

Currently, Tsuneishi has about 7,500 workers, including contractual ones. It is expected to churn out revenues of P37.5 billion, and of these only P400 million will come from ship repair and the rest from new buildings. Last April, Tsuneishi, which is 20 percent owned by the Aboitiz group, has launched a bulk carrier made in its shipyard located at the western seaboard in Balamban. The 58,100-metric-ton vessel, named MV **Spring Eagle**, is owned by Nissen Kauin Co. Ltd. It will be chartered in the next few months by Greek firm Atlantic Bulk Carriers Management Ltd. It will be delivered to the charterer by June this year. Work on the said vessel only started late June and Tsuneishi spent 500,000 man-hours to complete the job, Watanadi said. According to the company's schedule, it will build 12 more vessels this year on top of the seven completed ships. By next year, they are expected to build six capesize vessels or those vessels too large to traverse either Suez Canal or Panama Canal, with a size of at least 150,000 deadweight tons—and 14 bulk carriers. **Source: Business Mirror**

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## Meer cruiseschepen in 2010



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Het aantal cruiseschepen in de haven van **St. Maarten** is in de eerste maanden van dit jaar met 3,7 procent gestegen ten opzichte van dezelfde periode vorig jaar. Dit is 7 procent meer dan voorspeld in de periode januari-mei.

In totaal kwamen er in de eerste helft van 2010 764.876 cruise-passagiers naar de haven van St. Maarten, Dr. A.C. Wathey Cruise and Cargo Facilities. Dit zijn 50.327 bezoekers meer dan voorspeld door de St. Maarten Harbour Group of Companies. Het aantal passagiers voor de periode tot mei was gesteld op 77.355, maar in werkelijkheid waren dat er in april al 79.075. In mei 2009 zijn er 50.266 passagiers naar het eiland gekomen.

Het voorspelde aantal passagiers voor het hele jaar is 1.454.274. Dit aantal wordt bijgesteld zodra er nieuwe schepen worden toegevoegd aan de lijst van cruiseschepen die St. Maarten aandoen. 2009 was een van de slechtste jaren voor de cruise-industrie. Er kwamen in 2009 1.215.146 passagiers naar St. Maarten en in totaal 518 cruiseschepen.

In de tweede helft van 2009, van juni tot oktober, kwamen er maandelijks tussen de 43.000 en de 52.000 passagiers aan in de haven. Voor dit jaar is de voorspelling maandelijks tussen de 77.000 en 89.000 passagiers. **Bron : Amigoe**



The **TOISA SONATA** seen in Hansweert

Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)

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## Danena sells its last vessel

The Danena Group, Aarhus, has sold its very last vessel - the chemical tanker **Anna Johanne**. The buyer is the Uruguayan operator Agencia Maritima Doderio, Montevideo, which has taken over the tanker in Antwerp and renamed it **Nany**. The **Nany** will sail in the La Plata area. The Danena Group was founded in 1943 by captain Ejnar Nygaard, Aarhus, with cargo ships (coaster-size). Later, Ejnar Nygaard started to operate suction dredgers. The vessels were mainly built and rebuilt at his own shipyard in Aalborg, Limfjords-Værftet. The **Anna Johanne**, delivered in 1994, was also a product of Limfjords-Værftet. The ship was built under license from Nordsøværftet, which actually delivered all the steel components to the shipyard in Aalborg. Since Ejnar Nygaard died in 1996, his daughter Inger Nygaard has been in charge of the Danena Group. The commercial management of the **Anna Johanne** has been in the hands of Uni-Chartering, Svendborg, while Nordic Tankers has been responsible for the technical management. **Source : ShipGaz**



The **COSCO PHILIPPINES** seen in Hamburg - **Photo : Chris Semmens (c)**

## Barendrecht Trading BV announced as Distributor for Benelux



With the appointment of **Barendrecht Trading BV** and the inclusion of the skills of Johan Barendrecht, **Auto-Maskin AS** has gained a valuable partner in the Benelux area.

The expansion of the global Distribution network continues with the inclusion of **Barendrecht Trading BV** as the Distributor for Benelux. Johan Barendrecht has an extensive background in the Marine industry, and in particular a long and expert knowledge of Auto-Maskin products both past and present.

Barendrecht will expand its offerings into the Marine business in this region with the inclusion of the MarinePlus and MarinePro range of products, providing the same level of service and expertise that is synonymous with the Auto-Maskin brand. Holding stocks of products to meet the immediate requirements of the local customer base, and with detailed training in the latest elements of the Auto-Maskin product line, Barendrecht training is ideally placed to meet the needs of the Marine professionals in the territory.



Vroon's 2008 built 82.300 DWT **PHILIPPINE EXPRESS** seen eastbound in the Singapore Straits  
Photo : Piet Sinke ©

## Novoship sells two cargo ships to foreign shipping companies

Novorossiysk Shipping Company (Novoship OJSC, part of Sovcomflot Group) has closed the deals on its two old vessels. The **Leonid Sobolev** bulker and the **Trogir** tanker have been sold and delivered to foreign shipping companies on May 31 and June 3, the Novoship press service said. The buyers of the ships were not disclosed.

The 25.860dwt bulk cargo carrier **Leonid Sobolev** had operated since 1985, immediately after its completion. The 40.730dwt T-series tanker **Trogir** came off the stocks of the Croatian shipyard ten years later to replenish the Novoship fleet. The selling of these ships, obsolete and less competitive was due to ever-increasing demands by charterers, port state control authorities and international classification societies, Novoship said.

The company operates currently its fleet comprised of 54 ships of total deadweight of more than 4.5 million tons and a ship average age of about 7 years (two times lower as much as the average world's rate). Novoship's fleet upgrade program includes two Suezmax tankers to be delivered by the end of this year and 11 vessels with total deadweight of 850,000 tons.

## First Mærsk tanker switches to Bro name

The A P Møller-Mærsk owned tanker **Nibe Mærsk** is the first unit to switch names to fit into the Broström fleet. The Nibe Mærsk is now sailing under the name **Bro Nibe**. The tanker has a deadweight of 16,400 tons and is part of the Broström fleet. Broström operates all tankers below 25,000 DWT in the A P Møller-Mærsk group. The **Bro Nibe** is one of five N class tankers owned in the A P Møller-Mærsk group and was built in Shanghai along with another four chartered tankers owned by the German Harren & Partners. **Source : ShipGaz**

## Boskalis sets stock dividend conversion rate

On 12 May 2010 the dividend of Royal Boskalis Westminster NV for 2009 was set at €1.19 per ordinary share with a choice of stock or cash dividend. With the dividend distribution as stock, shareholders will receive one new ordinary share per 26.5 dividend rights of ordinary shares.

The conversion rate has been based on the volume weighted average stock price of Boskalis shares traded on NYSE Euronext Amsterdam over the period 2, 3 and 4 June 2010. The value of the stock dividend is virtually the same as the value of the cash dividend based on the 1:26.5 conversion rate and an average share price of € 31.8058.

Both the cash and stock dividend will be made payable from Wednesday 9 June 2010. Cash distribution will be subject to deduction of dividend tax as required by law. **Source : Dredging News Online**



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The Great Lakes Freighter "**Saginaw**" seen in Goderich Harbour, Lake Huron, Ontario, Canada

Photo : **Lee Heard (c)**

## Local people rally in support of Sydney Harbour dredging effort

Cape Breton Post reports that hundreds of people braved the cold, wind and rain on Thursday to rally in support of the Sydney harbour dredging project in Canada.

About 400 people gathered at the Sydney Marine Terminal, many carrying shovels and placards, demanding the federal government pay for the job.

"Our region has been dealt punishing blows, but if this project proceeds we can honour the words of the old Cape Breton anthem and rise again," said John Morgan, mayor of the Cape Breton Regional Municipality.

Like Morgan, many supporters believe the plan to deepen Sydney harbour will mean more jobs and greater prosperity for the region.

With a deeper harbour, Sydney would be able to accept larger cargo ships that are too big for most ports. This would help the region position itself as a world-class shipping depot.

The Sydney Marine Group wants to start the dredging work this summer. A self-imposed deadline has already passed, but CEO Jim Wooder said he has been given more time by the dredging contractor to get the funding together.

The Cape Breton Regional Municipality agreed to contribute \$2 million for the project, but neither the provincial or federal governments have committed any funds. Provincial officials say they're waiting on Ottawa, which would cover the bulk of the costs. **Source : Dredging News Online**



The **BOURBON THETYS** seen anchored off Singapore last Saturday – **Photo : Piet Sinke ©**

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## Herning Shipping in the red

Danish Herning Shipping had a terrible year in 2009, reporting a loss of EUR 16.2 million (DKK 120.5 million) compared to a profit of EUR 6.8 million (DKK 50.6 million) in 2008. The loss is due to compensation in connection with re-deliveries of chartered tonnage and cancellations of newbuilding contracts. Furthermore, Herning Shipping was hit by a dramatic rate fall and overcapacity in the market. In 2009, Herning Shipping took delivery of five newbuildings and sold three older vessels. At the end of the year the company controlled a fleet of 39 245,000 DWT tankers with an average age of 3.5 years. The fleet is a mix of chartered and owned vessels. **Source : ShipGaz**



## THE OLD AND THE NEW



Above the "old" **MSC SONIA** in drydock in Genoa **Photo : Piet Sinke ©** in July 2005 and below seen the brand new **MSC SONIA** last week at the Westerscheldt river enroute Antwerp – **Photo below : Adri de Schipper (c)**



## Adani orders two bulk cargo ships for \$120 mn

The flagship company of the Ahmedabad-based Adani Group, Adani Enterprises Ltd, has placed orders for two new capesize bulk carriers with South Korea's Hanjin Heavy Industries and Construction Co. Ltd worth around \$120 million (around Rs566 crore), at least two ship brokers briefed on the order said on condition of anonymity because the purchase has not been made public yet. Capesize vessels are the largest ships capable of carrying dry bulk commodities and typically can carry as much as 175,000 tonnes of coal, steel or iron ore. The ships are being



acquired through Adani Shipping Pte Ltd, the Singapore-based wholly owned subsidiary of Adani Enterprises, and will fly the Singapore flag. The city-state is seen by fleet owners as an ideal place to own and operate ships, given the conducive fiscal regime prevailing there. The two ships will be constructed by Hanjin at its Subic Bay yard in the Philippines, said one of the brokers cited above.

A spokesman for Adani confirmed the orders, but did not give details. Adani Group trades in commodities, makes edible oil, runs Mundra port in Gujarat and distributes natural gas. The ships will be used by Adani to transport coal from Indonesia and South Africa to its 2,000MW coal-based power plant coming up at Mundra. On the return leg, the ships will carry iron ore to China from the company's mines at Belekeri in north Karnataka, ensuring business on both trips and helping the firm gain control over cargo and save on ship hiring charges. By doubling its fleet to four, India's biggest coal trader is taking greater control of its freight logistics chain. The growing arbitrage trades in iron ore mean the freight rate component now plays an influential role in sales and marketing patterns.

India's growing appetite for coal will generate demand for capesize bulk carriers on the route to Asia as it looks to Colombia as a new source of imports.

"Indian thermal coal imports are expected to grow by as much as 25% this year and importers are looking to diversify their sources," the ship broker mentioned earlier said. "The Adani Group has recently begun purchasing small amounts of Colombian thermal coal on the spot market and is reportedly in talks to import Colombian coal on a long-term contract basis," he added. This could not be independently verified by Mint. In 2009, India imported more than 60 million tonnes (mt) of coal, including both thermal and metallurgical, representing a growth of 5% from 2008, London-based ICAP Shipping International Ltd said in a recent report. A survey by 12 major coal producers said India's coal imports could climb by one-third this year to 80 mt, ICAP Shipping said. **Source: Livemint**



The **VOS ODYSSEY** seen anchored at Singapore Eastern working anchorage last Saturday

**Photo : Piet Sinke ©**

## SCI may raise Rs 3,000-cr loan to fund fleet expansion plans

Navratna public sector undertaking (PSU) Shipping Corporation of India (SCI) may raise a loan of Rs 3,000 crore to fund its fleet expansion. According to government officials, the company plans to use disinvestment proceeds to the tune of Rs 700 crore as seed money for raising the debt. The Rs 700 crore is expected to come from a public offer of 10 per cent, the proposal for which is being processed by the finance ministry. In addition, the government also proposes to raise an additional Rs 700 crore from diluting 10 per cent of its promoter holding in the company in the issue, which is expected over the next couple of months.

The company had announced a massive fleet expansion plan about two years ago, which could not take off with the global recession setting in and collapse of European banks that had been financing fleet acquisitions in the past. The company needs \$2.5 billion for its fleet expansion, which is slated for completion between 2009 and 2012. It plans to add about 29 liners to its existing fleet of 60. **Source: Indian Express**

## **Crude Carriers announces delivery of M/T 'Aias'**

Crude Carriers Corp. announced that it took delivery of the **M/T Waltz** to be renamed **M/T 'Aias'** (150,096 dwt) and was renamed, June 3, 2010. In addition, the 12-month fixed-price option to acquire the **M/T 'Atlantas'** from Capital Maritime & Trading Corp. commenced on June 1, 2010. The **M/T 'Aias'**, a modern, high-specification Suezmax-class oil tanker was built in 2008 at Universal Shipbuilding Corporation in Japan, the same yard as its sister ship M/T Amoureux which was delivered to the Company on May 10, 2010. The vessel was acquired at a purchase price of \$66.2 million, a cost significantly below the average 10-year historical values and is the fourth vessel of the Company's fleet to be delivered. The acquisition will be financed with cash and with \$59.6 million of debt drawn down from the Company's \$150.0 million revolving credit facility. The vessel was delivered as planned within the expected time frame, became immediately available for operations and is currently trading in the spot market.

The Company expects to take delivery of the Very Large Crude Carrier (VLCC) **M/T 'Achilleas'** in the second half of June. Following its delivery, the Company's fleet will consist of five vessels, comprised of two VLCCs and three Suezmax-class tankers with a weighted average age of approximately 1.2 years and a total carrying capacity of approximately 1,060,000 dwt.

The newly built VLCC **M/T 'Atlantas'** was delivered to Capital Maritime & Trading Corp. from Daewoo Shipyard in South Korea on June 1, 2010, and hence the zero-cost option granted to Crude Carriers Corp. to acquire the vessel is expected to expire on June 2, 2011. As announced in the Company's press release of May 4, 2010, Crude Carriers Corp. secured a 12-month option from the date of delivery, to purchase the vessel at the same acquisition price of \$108 million plus delivery costs. The option is exercisable at the sole discretion of the Company's Board of Directors. Immediately upon its delivery from the shipyard the 320,000 dwt vessel commenced a voyage charter with BP Shipping Ltd.

Mr. Evangelos Marinakis, Crude Carriers' Chairman and Chief Executive Officer, commented: "We are very pleased with the successful delivery of the **M/T 'Aias'**, thus completing the acquisition of the two additional Suezmaxes which we acquired shortly after our IPO. In addition, the commencement of our zero-cost, 12-month option to acquire the **M/T 'Atlantas'** at a fixed price provides our shareholders with visibility of the next step in our growth path. We believe that both the recent acquisition of our two Suezmaxes and the 12-month purchase option were concluded at attractive prices compared to current market levels and are in line with our strategy of acquiring modern high-specification vessels at opportune times in the cycle. We are committed to building Crude Carriers into an industry leader and positioning the company to take advantage of the favorable fundamentals of the crude oil tanker market."

Crude Carriers Corp. is a Marshall Islands corporation focusing on the maritime transportation of crude oil cargoes. The company's common shares trade on The New York Stock Exchange under the symbol "CRU". **Source: Crude Carriers**

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## Bruneian box terminal sees 7% increase in box volumes

Brunei Darussalam's Muara Container Terminal (MCT) handled 7% more box volumes at in the first quarter (Q1) compared to a year ago, said terminal operator New Muara Container Terminal Services Sdn. Bhd. (NMCTS) on Friday. The terminal handled 20,109 TEU in Q1 2010 compared to 18,878 twenty-foot equivalent unit (TEU) in 2009, NMCTS revealed as it celebrated its first anniversary of operations at the terminal.

NMCTS, a wholly owned subsidiary of Philippine-based port operator International Container Terminal Services, Inc. (ICTSI) took over operations at MCT from the Brunei Ports Department in May 2009 and intends to lease the facility until May 2013.

"ICTSI's entry into Brunei is not only a model of a successful public-private sector partnership but also a testimony to the cooperation between two peoples, Bruneians and Filipinos working together towards a common objective," said Jose Manuel M. de Jesus, ICTSI vice president for business development and NMCTS managing director.

"We are glad to be Brunei's private sector partner of choice, and are committed to making the MCT a key port in the Brunei-Indonesia-Malaysia-Philippines East Asia Growth Area," added Rico T. Cruz, NMCTS general manager. The MCT has a terminal area of five hectares, a 12 meter controlling depth, 250 meter berth equipped with two quay cranes, a 72,500 square meter (m<sup>2</sup>) container yard with a reefer facility of 145 reefer points, a 5,000 m<sup>2</sup> container freight station, and a four-lane gate and gatehouse. The terminal, estimated to handle an annual capacity of 220,000 TEUs, is located at the estuary of the Brunei River, 20 kilometers from the Brunei's capital Bandar Seri Begawan.

Source: Portworld

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





The **MOL ENDOWMENT** seen arriving in Rotterdam-Europoort

Photo : Fred Vloo ©

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