

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 177



**Number 177 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Saturday 26-06-2010**

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Last week still named **VOS RELIEVER** and now seen in her new Van Laar colours and is now named **EAGLE**  
**Photo : Joop Marechal ©**

# Farewell to a Tugboat Bard

By : ALAN FEUER

Last Tuesday evening, at just past 6, a few dozen people — tugboat captains, towing company owners, a maritime journalist or two — gathered on the rusting deck of the **Mary A. Whalen**, a retired oil tanker tied up in a berth at Pier 9B in Red Hook, Brooklyn.

The sun was going down over Governors Island, and a bagpiper, in traditional cap and kilt, was playing Scottish tunes. A cheese plate had been set out on a table near a dozen rows of folding chairs. A container crane loomed in the distance. There were Heineken Lights on ice in a cooler near the bulkhead. Scotch was served in Dixie cups. The occasion — solemn, funky and peppered with the spice of waterfront lore — was a memorial service for **Donald S. Sutherland**, the star reporter and photographer for Marine News magazine, and a man who would eventually be described in the eulogies that night as an advocate for tugboats, a champion of tugboats and the closest thing New York had ever had to a tugboat bard.

"He was one of the few guys who really understood our industry," said Sam Zapadinsky, a mate on the **Falcon**, a 4,000-horsepower tug, which every three weeks hauls 32 million pounds of sugar from the fields in Florida to refineries in New Orleans, Baltimore and Yonkers. "In the inner circles of our community, a story published by Don — it was gold." **Mr. Sutherland**, a bearded man who looked a little like a younger version of the actor Jim Broadbent, died of cancer on May 24, much to the surprise of his colleagues, friends and subjects. Despite reports of its passage, the working waterfront is actually still working, if not exactly thriving, these days, and its populace — in Hawaiian shirts, khakis, high heels and patterned summer dresses — came out to celebrate the life of one of its own while, at the same time, putting to rest the exaggerated rumors of its demise. A dead industry does not, after all, tell stories like the one that put **Mr. Sutherland** at the Tugboat Roundup in Waterford, N.Y., a few years ago, where he apparently took part in a shipside bender so severe the entire bulkhead of a tugboat was ringed with empty bottles. Nor was there anything particularly quaint or elegiac in his reported ability to quote — from a dock, while consuming beer and oysters — the precise bollard strength of a passing tug.

"He had a passion, as we all do, for things maritime," said Jonathan Atkin, a photographer who also captains launches for the Manhattan Yacht Club. "He knew his stuff. He could be profane, and he never missed a ribald joke. He was also very opinionated. But that's the waterfront." At a waterfront memorial, one learns about the waterfront. Tuggers, for example, tend to work in 21-day cycles, three weeks on, three weeks off. It's often called tugboat time: "I tell my wife," Mr. Zapadinsky said, "that she gets 100 percent of my attention, 50 percent of the time." Then there's tugboat tired — "When you're so exhausted," said Matt Perricone, the owner/captain of the tug Cornell, "that you could fall asleep on a fork." Also: Who knew (beyond those on the water) that the Sandy Hook pilots, the men who help guide freighters, tankers and cruise ships through the harbor, board vessels they are working on only while dressed in coats and ties?

As for **Mr. Sutherland**, he emerged by evening's end as an almost improbable collection of interests and fascinating passions. It was said that he enjoyed, at one part or another in his life, Wagner, Quaaludes, cats, dogs, historic houses, Tiffany windows, the American transcendentalists, dancers, juiced fruit, old cars and redheads. He was an avid collector of magic lanterns, cameras and business machines. At the time of his death, at age 66, he was planning to open his own museum — of antique typewriters. "He was a true eccentric," said Bob McAndrew, a self-professed landlubber who was **Mr. Sutherland's** neighbor on Staten Island for nearly 30 years. It was there, apparently, in the Stapleton section of the island, that a young **Don Sutherland** grew to love the boats that later came to occupy the center of his life. "I think he found the allure of tugs hanging out on the shores of Stapleton," Mr. Zapadinsky said. "I think he thought, 'What are those creatures doing down there? What's their life like?'"

After getting published in, among other places, Playboy (he had, it seemed, a connoisseur's eye for nautical and human female forms), **Mr. Sutherland** went to work snapping tugs, often spending weeks at a time on the water and making himself a known commodity in container ports from Newark to New Orleans. On Sept. 11, 2001, he presented himself — and several shots of the maritime rescue effort — to Greg Trauthwein, the associate publisher and editor of Marine News. "Most everyone who met or knew Don has a story to share," Mr. Trauthwein wrote in an obituary printed in the June issue, "as he housed a strong personality, a sharp wit and a keen sense of humor. He was a born communicator, with the unique capability to eloquently tell a story in 5,000 words when 500 would suffice." Back on the **Mary Whalen**, it was time to make a toast. Once again, the Dixie cups of Johnnie Walker Red were passed around. From the east, a storm was rolling in. Rick Farraj, an old friend, read a version of "**A Scots Farewell**." When he reached the line, "For this is a journey we all must take/And each must go alone," one could hear in the harbor — and this is not a sea tale — a tugboat's distant horn.

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## **EVENTS, INCIDENTS & OPERATIONS**



Above seen Vroon's latest fleet addition, **VOS PRECIOUS**, the first platform supply vessel in a series of four vessels built at Cochin Shipyard in India which was delivered on Friday 28 May 2010 in India entering Valletta, Malta on her delivery voyage piloted by [Capt. Joseph Micallef](#).

**Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

## **Come By Chance wants explanation on tug boat crew reductions**

The town of Come By Chance wants an explanation from Transport Canada as to why tug boats operating out of Placentia Bay for North Atlantic Refining Limited can operate with just two people onboard.

On April 28, federal Transportation Minister John Baird announced changes to tug boat regulations in Placentia Bay. According to reports, tug boats in the bay were supposed to have four-person crews, but the North Atlantic Oil Refinery pressured Baird to allow crews of only two. Baird relaxed the rules allowing each boat to operate with just a captain and an engineer. In a news release, the town says that with Placentia Bay being a high-traffic area and prone to fog and high tides, the move is a major safety issue for the residents. "These tugs are guiding tugs for tankers and also operate as fire and emergency vessels," the release states. "We find the timing of this, give the spill in the Gulf of Mexico, extremely disturbing." **Source : The Telegram**





The **NEFTEGAZ 66** seen departing from Vlissingen – note the “**Seaway**” logo in the funnel  
Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)

## Constitution Mining looks to IHC Merwede for dredging expertise

Constitution Mining Corporation says early indications and analysis of gold grades from the first 40 drill holes completed during its current Phase II 100-hole drill programme now being conducted in a 2.5km<sup>2</sup> region in Peru "are cause to have a discussion with IHC Merwede" about the economics of implementing a potential future test production gold mining operation at CMIN's gold sands project.

Constitution Mining CEO Dr Michael Stocker, said: "Based on CMIN's previous discussions with IHC, the world's largest manufacturer of gold dredging and processing machinery, we are optimistic that results obtained from our Phase II drill programme may be sufficient to support the implementation of a test-dredging production operation in the near future."

"We have scheduled a management meeting with IHC to inquire as to the economics of putting the 2.5km<sup>2</sup> region that is subject to the Phase II 100-hole drill programme into production."

CMIN recently hosted a community relations meeting in San Lorenzo (the nearest village to CMIN's field operations) attended by more than 1,200 dignitaries, community leaders and citizens. The meeting was facilitated as part of CMIN's efforts to obtain final legal approval to proceed with a regional gold test-production dredging operation and community development plan. Dr Stocker said: "We believe it was an overwhelming success. CMIN made significant strides forward in bridging the societal gaps of possible misunderstanding about our overall intentions. We are optimistic that this is not only a major potential win for our shareholders, but also for the residents of the region."

The company intends to release a partial resource estimate, based on the completion of the first 50 holes of its actively-ongoing 100-hole drill programme. With a new hole completed every 1.5 days, CMIN is hopeful the interim report should be available within the next several weeks. "We are very encouraged by the efficiency and pace at which our Phase II drill programme is proceeding," Dr. Stocker added. "We look forward to our upcoming meeting with IHC and to report back the baseline economics associated with a similar Colombian-based private gold dredging operation - though smaller in scope and apparently lower in grade than our gold sands project - in order to provide a benchmark against which to measure our pending numbers". **Source : Dredging News Online**

# Dry bulk market at lowest point in eight months

The dry bulk market's demise has failed to turn around so far this week, with the industry's benchmark, the Baltic Dry Index (BDI), yesterday fell for the 20th consecutive day, now standing at 2,515 points, which is the longest negative series since April of 2009. It's also the lowest point of the market since early October last year. This time around, the fall has impacted almost all ship types, with the capesize market once again finding itself earning lower daily rates than the smaller in size panamax segment. Daily rates for capesizes are now at \$24,064, with the trend predicted even lower. By contrast, some dynamics evolved in the panamax market, with the Baltic's Panamax Index rising by 45 points yesterday to 3,062 (versus 2,698 of the Capesize Index). According to Commodore's weekly report, "chartering activity was subdued as Chinese players were away from the market celebrating the three-day Dragon Boat Festival which began on Monday. Market sentiment has remained negative due to the growing fear of an approaching slowdown in Chinese real estate construction; this fear has intensified as Chinese steel mills have announced temporary cuts in steel output in order to reverse falling prices. Spot iron ore demand, however, remained firm throughout last week. 23 vessels were reportedly fixed to export iron ore, only 2 less than the previous week. In addition, overall spot chartering activity increased at the end the week after Chinese players returned from the holiday".

Commenting on the capesize market in its latest report, shipbroker Fearnley's said that these are challenging times for the biggest ships as spot demand presently not matching flow of early units. "The Atlantic is struggling in particular, as fronthaul cargoes for July dates are few and far between. Ballasters from FEast are plentiful, and consequently the Tubarao/Qingdao conference trade has fallen by usd 3.50 pmt/usd 14k per day to present usd 37k. The W.Aust/China trade is on a similar track, with daily earnings for Pacific rounds cut by more than 30% to come in at below usd 20k. Although no sign of recovery is evident, numerous major players are considering present levels temporary and thus willing cough up upto almost 50% hire premiums for tonnage willing short period" the report said.

ICAP forecast the main index would reach 2,441 points in the third quarter and 2,677 in the first quarter of 2011. As quoted by Reuters, Georgi Slavov, head of dry freight research at ICAP Shipping said: "we remain bearish especially on the capes for the next month or two. After that, I do expect again a revival of activity". He also said that while the pace of fleet growth was likely to keep pressure on capesizes, the outlook for panamaxes and handysizes was better due to expectations for slower fleet growth. "We may see for a prolonged period of time later on this year and especially next year capes trading below panamaxes," he said. "(Capesizes) will be under pressure." Meanwhile, China, the biggest and most important powerhouse of the dry bulk shipping market is apparently using large amounts of domestic ore. The country produced 91.05 million tons of iron ore in May, an increase of 2.95 (3%) from 88.1mt produced in April. In the first five months of 2010, China has produced 383.2mt of ore, an increase of 90.74mt (31%) from 292.46mt of ore produced during the same period last year. Iron ore imports, however, have only increased by only 8% (China imported 262.24mt of iron ore in the first five months of 2010 and 241.93mt in the first five months of 2009). "A greater proportion of domestic iron ore has been used by steel mills this year to produce a record amount of steel. Chinese steel mills have produced 269.4mt of crude steel in the first five months of 2010, an increase of 52.36mt (24%) from the 217.04mt of crude steel produced in the first five months of 2009" Commodore noted.

Another factor weighing down of dry bulk rates is the fact that Indian iron ore exports remain under more pressure. India's Supreme Court recently issued a restraint order restricting the Bellary Mines Company from mining iron ore in Andhra Pradesh, a state in southeast India. The company is suspected of transporting iron ore that has been mined illegally. India's government has been consistently cracking down on illegal mining and raling of ore, as there has been widespread suspicion that government officials have been working with local mafia to transport illegal shipments of iron ore. Indian iron ore exports are under additional pressure due to monsoon rains limiting shipments. In the upcoming weeks, China will continue to source a large amount of ore from Australia and Brazil.

**Nikos Roussanoglou, Hellenic Shipping News Worldwide**

## MOTOR YACHT "A" VISIT DUTCH ANTILLES



The 119 mtr long Sigma – SF 99 type yacht "A" is above and left seen in Bonaire, the yacht is built in 2008 by Blohm & Voss in Hamburg under yard number 970. The "A" is powered by 2 MAN diesels with a total output of 9000 hp for a topspeed of 23 knots, onboard beside the owners cabin, there is accommodation for 14 guests and 42 crew members. The motor yacht A is owned by Russian billionaire **Andrey Melnichenko**. The mega yacht's name is a tribute to **Andrey Melnichenko** and his wife Serbian fashion model **Aleksandra Nikolic**.

Photo's top : Henk Ram ©



And arrived the 24<sup>th</sup> offshore Willemstad – Curacao - **Photo : Aart & Yvonne van Essen ©**





## BP puts American face on Gulf response

As signaled by BP chairman Carl-Henric Svanberg last week, the oil giant is putting an American face on its long-term response to the Deepwater Horizon spill. Effective immediately, Bob Dudley (right) has been appointed President and Chief Executive Officer of BP's Gulf Coast Restoration Organization. Mr. Dudley will report to Tony Hayward, BP's Group Chief Executive, who commented that "having grown up in Mississippi, Bob has a deep appreciation and affinity for the Gulf Coast, and believes deeply in BP's commitment to restore the region."

Under this structure, BP's Gulf States response activities, which are centered in the Unified Command with the Coast Guard in New Orleans, will now report directly to Mr. Dudley.

"I look forward to engaging immediately with the Unified Command and with stakeholders across the region," said Mr. Dudley. "In the near term, my focus will be on listening to stakeholders, so we can address concerns and remove obstacles that get in the way of our effectiveness. And we'll build an organization that over the longer term fulfills BP's commitments to restore the livelihoods and the environment of the Gulf Coast."

A company statement said that the new organization will manage all aspects of the response to the Deepwater Horizon incident and the oil and gas spill in the Gulf of Mexico, ensuring that BP fulfills its promises to the people of the Gulf Coast and continues its work to restore the region's environment. It added that the decision to establish this new organization "in no way limits the resources that are available to meet the company's commitments to clean up the spill and restore the Gulf Coast."



Dockwise **MIGHTY SERVANT 3** seen operating as oil recovery vessel in the Gulf of Mexico – **Photo : BP**

BP's Exploration and Production Segment will remain accountable for all activities relating to killing the MC252 exploratory well and containing the flow of oil and gas into the Gulf of Mexico."

Specifically, says BP, the newly-formed Gulf Coast Restoration Organization will:

- continue executing clean-up operations and all associated remediation activities;
- coordinate with government officials, including with the National Incident Commander, Admiral Thad Allen, and the governors and local officials in the Gulf States, to meet BP's commitments as effectively and efficiently as possible;
- keep the public informed of BP's clean-up and remediation activities;
- implement the \$20 billion escrow account that BP announced as evidence of its commitment to compensate those individuals, businesses, and others who have been impacted by the spill;
- and continue to evaluate the spill's impact on the environment. **Source : MarineLog**

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The **ANNA** seen outward bound from Moerdijk – **Photo : Marijn van Hoorn (c)**

## **More needs to be done to avoid disaster**

Neah Bay Marine manager Chad Bowechop remembers the sicken-ing smell of the Strait of Juan de Fuca after 400,000 gallons of heavy oil spilled into it in 1991. The **Tenyo Maru**, a Japanese fishing vessel, collided with a Chinese freighter on July 22, 1991, and sank, spilling oil into the water north of Cape Flattery as it went down. The oil spread to the east and the south.



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A doctor on the scene of the **Tenyo Maru** spill described to Bowechop the effect the oil had on shellfish at low tide.

"When the tide went out and it was a hot day he could literally smell the clams and the mussels cooking on the rocks," Bowechop said. "The oil was literally cooking our shellfish." Beyond concerning, the scene of the "disastrous" spill made him heartsick, Bowechop said. The spill, just two years after the notorious **Exxon Valdez** spill, brought renewed awareness that some stakeholders in the Northwest, like the Makah Nation, weren't adequately prepared to prevent or respond to oil spills off the coast, he said.

Nearly two decades later, as oil continues to gush off the coast of the Gulf of Mexico, progress has been made but there is more to be done, Bowechop said. "What the Gulf Coast proves is there needs to be much more dedicated response equipment," he said.

Starting July 1, an emergency response tug will be stationed at Neah Bay full time and solely at the expense of the industries that use it most. State Rep. Kevin Van De Wege, D-Sequim, worked on the legislation that shifted funding for the now year-round tug from the taxpayers to the companies whose oil tankers, cargo ships, barges and cruise ships travel through the Strait of Juan de Fuca.



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According to the Washington State Department of Ecology, since 1999 the tug has been deployed to assist 45 vessels, including 11 that had the potential to run aground and spill a combined 5 million gallons of oil. "It's important for the state to ensure that our areas are protected regardless of what is happening nationwide or worldwide," he said, referring to the response resources that were sent to aid the gulf. "The tug does that."

Van De Wege said the tug also is able to go into Canadian waters to aid distressed vessels. "An oil spill even in Canadian waters could impact our shores," he said.

The Department of Ecology is one of the main response groups for oil spills in Washington. The risk of a spill off the coastlines of Northwest Washington is the result of several unique characteristics. Washington has the fifth-highest refining capacity in the nation and Puget Sound is the closest national port in the contiguous United States for ships carrying crude oil out of Valdez, Alaska, according to the department.

Port Angeles, which has a deep harbor fit for large ships, was the site of the state's eighth-largest spill. In 1985, the Arco Anchorage spilled 239,000 gallons of crude oil when it ran aground. More recently, in 2002, a Panamanian tanker spilled almost 1,000 gallons of oil into Port Angeles harbor while refueling.

The largest spill in Washington history occurred in 1972 when the **USS General M.C. Meiggs** grounded near Cape Flattery and spilled an estimated 2.3 million gallons of heavy fuel oil. Every hour, 1.5 million gallons of oil are transferred over Washington's waters, according to Ecology records. That equals 15 billion gallons a year.

Van De Wege said he knows people who were involved in the response to the 1985 spill. "I think we've made progress for prevention and

response (since then)," he said.

The National Oceanic and Atmospheric Association's Marine Sanctuary has strong interest in protecting marine life in the Northwest in the event of an oil spill. The marine ecosystem of the sanctuary is very productive and has more than 25 species of marine mammals, said Resource Protection Specialist Liam Antrim.

"If you look around the world, that's a pretty high number occurring in one place," he said. "It's an extraordinary place." Antrim, who works in Port Angeles, said he was involved in the Arco Anchorage and **Tenyo Maru** spill response efforts as an aquatic toxicologist. Even a year after the Arco Anchorage spill, there still was oil coming off the shore, he said.

While he feels response groups are ready for a moderate-sized spill in good weather, the more common weather conditions off the peninsula's coast paired with tidal and current challenges would make it difficult for adequate equipment to reach the scene of a spill in time, he said.

"Every time there's been a major spill, there just isn't enough stuff getting on scene fast enough and it's just not adequate for the conditions we have," he said. Bowechop said the equipment provided for oil spill response off the Olympic Peninsula just might not cut it during times of inclement weather. "The gear needs to be fitted or reconciled to its operating environment," he said.

Not only do the gear and equipment need to be adaptable to the unique conditions of the Northwest coast, they need to be dedicated for response to ensure they're nearby and available when needed, he said.

Not only was oil spill response equipment from the Olympic Peninsula sent to help in the Gulf spill, but members of the Coast Guard stationed in Port Angeles were deployed. Gaylin Maghupoy, of Sequim, was deployed to Houma, La., in early June and will spend 60 days there processing the hundreds of Coast Guard personnel helping in the response. Maghupoy said her command post has hundreds of people to process and there are five or six command posts.

The responders are helping to clean off boats and provide environmental enforcement, she said. Van De Wege said there are many lessons to be learned from the Gulf spill, including the need for a robust and rapid response in the event of an oil spill. But the biggest lesson, he said, is the need to become less dependent on oil in the first place.

Source : **Sequimgazette**



The **NORWEGIAN SUN** seen anchored off Nynashamn – **Photo : Lourens Visser ©**

## Life Saver

The pirate cook smuggled food to the terrified hostages held by his gang off the Somali coast. He bought them cell phone cards. And when the pirates started talking about harvesting their organs for cash, he sneaked them guns.

The hostages killed the pirates and escaped. But now the life of the Somali cook, known only as Ahmed, is in danger. Despite actions the crew described as heroic, European Union nations, Syria and nearby Djibouti have all refused to take him, according to an official who was not authorized to talk.

Ahmed has since disappeared. It is thought to be the first time someone working for the pirates has turned against them to help hostages. "Sending him back to (Somalia's) shore would be putting him to death for his compassion," said John S. Burnett, the author of "Dangerous Waters: Modern Piracy and Terrorism on the High Seas." "This smacks of a bureaucratic bungle ... it's a line in the sand. No Somali pirate will ever risk showing any modicum of compassion again if he knows he's not going to get any help from the authorities." The tale began Feb. 2, when the pirates hijacked the **MV Rim**, a Libyan-owned, North Korean-flagged cargo ship in the Gulf of Aden. The crew radioed international navies, but help arrived 15 minutes after the pirates seized the ship. International naval forces patrolling the Gulf of Aden and the Indian Ocean off Somalia generally don't intervene militarily after pirates take a ship because of the danger to the crew.

During the first two months, the pirates gave food and water to the crew of one Romanian and nine Syrians. But when talks about the \$300,000 ransom went nowhere, the pirates grew impatient. The crew got little food or water, Virgil Teofil Cretu, the 36-year-old Romanian crew member, said in an interview in Costanta, Romania.

Cretu, who as the coxswain had steered the ship, and the Syrian sailors drank rainwater and cooked rice in seawater. Their diet was augmented by whatever Ahmed could sneak to them. Various pirate groups bought and sold the ship and crew, Cretu said. One of the rotating pirate guards was a gun-wielding 13-year-old. Ahmed bought a SIM card to use in a cell phone the crew had hidden from the pirates, so the hostages could speak with relatives.

But the negotiations were not going well. No one from North Korea, Libya or Syria would agree to pay a ransom.

On June 2, Ahmed told the crew that the pirates had decided to kill them and harvest their organs to get some money out of the seajacking. Ahmed secretly passed the crew three Kalashnikovs. That's when "all hell broke loose," according to Cretu. "There were six pirates guarding us. We started shooting. I shot like mad. The pirates were taken by surprise. They opened fire, shot each other also by mistake," said Cretu, who was wounded in the back during the firefight. "This lasted for about 45 minutes. All in all, we annihilated them pretty quickly. Some we threw overboard, to the sharks." "It was like being in a commando fight. In fact, my Syrian colleagues on board nicknamed me Rambo afterward," said Cretu. He credited his compulsory military service with getting him through the fight. One last pirate who had hid in a cabin jumped overboard himself when the ship started sailing. All six pirates were killed or went overboard.

The crew started their engines and steamed away, pursued by more pirates in another hijacked vessel. The **MV Rim's** old engines stalled, but an EU Naval Force helicopter swooped down just before the pirates closed in, hovering between the two ships and buying precious minutes.

After the crew was taken off the **MV Rim**, the EU Naval Force let the ship drift in the Gulf of Aden. Cretu said the ship was to have been scrapped after delivering in India a load of kaolin, a soft white clay used in making porcelain and many other products. Now the crew has gone home, but Ahmed is nowhere to be found. His last known location was the Dutch warship **Johan de Witt**. "In my mind, cook Ahmed was an angel sent by God," said Cretu. "Without his intervention, without his courage, we would have been dead." The EU Naval Force won't say if he was set ashore in Somalia — where he faced execution by pirates or clan members of the brigands who died — or sent away alone in a small boat to navigate the high seas at the beginning of monsoon season. EU Naval Force officials said they had investigated repatriation and migration options for Ahmed but would not give details.

The **MV Rim** was Cretu's first job as a ship's crew member. On Thursday, he boarded a ship on the Danube River in Romania to start his second high-seas adventure. Ahmed remains on his mind. "I owe my life to my Somali friend and I want to take him into my home if possible so he and his family can change their lives," said Cretu. **Source :** **shiptalk**



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## ASF adds support for Piracy petition

Four new organisations have announced their support for [www.endpiracypetition.org](http://www.endpiracypetition.org), the global e-petition that demands concrete action to end piracy. The ASF (Asian Shipowners' Forum), ECSA (European Community Shipowners' Associations), the ICMA (International Christian Maritime Association) and ICSW (International Committee for Seafarers' Welfare), are now also promoting the initiative to their members and beyond.

So far over 53,000 people have signed the petition, which will be used to put pressure on national governments to tackle piracy, and which is intended to attract half a million signatures by IMO World Maritime Day, September 23rd.

The petition is a joint campaign by BIMCO, ICS, IFSMA, IMEC, IPTA, Intercargo, InterManager, International Group of P&I Clubs, INTERTANKO, ISF, ITF, IUMI and SIGTTO as well as national shipowners' associations and trade unions worldwide

### The text of the petition is:



### "Enough is enough! Governments must act now to fight piracy"

Almost every day seafarers are being kidnapped and exposed to an increasing risk of injury or even death

Every day seafarers transport the world's goods through areas where the risk of pirate attack is increasing

Every day seafarers' families are suffering worry and uncertainty

Every day the chances of attracting people to jobs at sea - on which all our economies rely - are shrinking

Every day shipping companies and their insurers have to pay for increasing anti-piracy measures, extra fuel and ransoms - costs that are eventually passed on to the consumer

Every day the risk of a major ecological disaster due to an oil spill caused by piracy increases

Every day the chances of a recovery in the world economy are being jeopardised by this threat to world trade

We, the undersigned, urgently call on Governments to do everything possible to protect the thousands of seafarers and the hundreds of ships at risk of attack by pirates by:

- dedicating significant resources and concerted efforts to find real solutions to the growing piracy problem;
- taking immediate steps to secure the release and safe return of kidnapped seafarers to their families;
- working within the international community to secure a stable and peaceful future for Somalia and its people.”

Source : **Seatrade Asia**



The **ELITE** seen at the Westerscheldt River - **Photo : Richard Wisse (c)**

## **NAVY NEWS**

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## **New service ship for spent nuclear fuel**

The Italian Fincantieri shipbuilding group has started the construction of a specialized vessel for transport of spent nuclear fuel in the Barents Sea. The new vessel is built by Fincantieri's yard in Muggiano and the construction period is estimated to 30 months, MBnews.ru reports. A contract on the project was signed in July 2008.

The vessel will have two storage rooms both with a 720 ton capacity. They are designed for transport of all kinds of containers with spent fuel, the Russian state nuclear energy company Rosatom informs.

The shuttle route of the ship will be between Gremikha, the Andreeva Bay, the Saida Bay, Severodvinsk and other naval bases in the Kola Peninsula. By far most of the spent nuclear fuel in the region stems from nuclear-powered submarines.

Russia has a major challenge with dealing with major amounts of spent nuclear fuel from the Northern Fleet. The biggest storage site for the dangerous substances is in the Andreeva Bay, west of Murmansk city. As reported recently by BarentsObserver, a first shipment of the spent fuel was transported from the site in early June. It was then the old rebuilt vessel "Serebryanka" which shipped the load of spent nuclear fuel. Norwegian authorities were not informed about the shipment before after the vessel arrived in Murmansk. **Source : BarentsObserver**



The Swedish ETV **TRITON** seen moored in Visby (Gotland) – **Photo : Lourens Visser ©**

## **Royal Navy Deploys Task Group for Joint US Drills**

The UK Royal Navy has deployed its landing platform dock **HMS Albion** and the amphibious task group to participate in the Auriga joint exercises with the US Navy. During the four-month deployment off the east coast of the US, HMS Albion will lead the amphibious task group and the helicopter carrier **HMS Ocean** will join the US Navy's Auriga multinational naval task group. The UK's amphibious task group will carry out a series of exercises in the terrain of Camp Lejeune in North Carolina.

US and Royal Navy forces will simulate attacking and defending exercises covering regional threats. Royal Fleet Auxiliary logistics landing ship **Largs Bay** will also join the task group in late June and participate in the exercise along with the **USS Kearsarge** Amphibious Ready Group and Marine Expeditionary Unit.

Auriga is a joint maritime exercise between the UK, the US and France on the eastern seaboard of North America and the Western Atlantic. The exercise aims to enhance the operational capability of the participating teams in carrier strike, amphibious assault and anti-submarine warfare operations. **Source : naval-technology**



## Swedish Parliament votes in favour of procuring new submarines

On June 16 the Swedish Parliament voted in favor of allowing the government to procure two new submarines during 2010.

"I am not surprised that the parliament decided to make this decision as it was a part of the proposed spring budget presented earlier this year by the government. The decision is however very important since it formally allows the government to continue the process of procuring these submarines. The parliament's decision is therefore positive from a Kockums perspective," says Ola Alfredsson, CEO of Kockums AB

Kockums AB has earlier received the government contract to design and propose a construction of a new submarine. The company has also started to prepare for this by hiring new employees like system and development engineers.

"The procurement of two new submarines will mean an essential upgrade of the Swedish submarine capacity. Our new submarine construction represents the latest in marine technology. The submarine will, among other things, be strengthened in its role as an information gatherer being equipped with refined stealth technology that will enable it to see and hear everything within a large diameter without being detected. It is constructed in order to operate effectively in the Baltic Sea and other littoral waters," Ola Alfredsson concludes. **Source : [defpro.com](http://defpro.com)**

## SHIPYARD NEWS



The Ro-Ro **GUMEL** seen moored at the Scheldepoort yard in Vlissingen-Oost - **Photo : Joop Bartels ©**

## Japan bags 28 newbuilding orders in May

Shipbuilding giant Japan received 28 new ship building order in May – 1.36m tons in all. The total tonnage of April and May reached 2.89m including one iron ore carrier, 17 bulk carriers, one container ship, one car carrier, one RORO vessel, two aframax takers, one crude tanker, one product carrier, two chemical tankers and one LPG vessel.

There are 23 ships to be scheduled to be delivered this year, four in 2011 and one in 2012.

Source: SeaTradeAsia-Online

## TIGHT FIT



Readers will recall the story of the floating dock that broke in half in the Mozambique Channel, with one section disappearing behind the tow and ending up on a sandbank near Vilanculos.

Initially the Mozambique authorities were concerned and treated the strange object with containers stowed on board as a possible instance of toxic material being dumped in African waters. However a closer examination resolved that misconception and we understand the second half of the floating dock has now been recovered and is on its way to Cape Town.

The other section, which remained under tow behind the Svitzer tug **ROTTERDAM** made its way to Durban, where entry was refused by port officials, and then to Cape Town where the vessel and its lucrative repair job was welcomed.

This week the floating dock **K-790** entered the **Sturrock Dry Dock** to undergo repairs to the badly damaged section. It was a tight fit, as the picture is showing. The contract to repair the floating dock has been awarded to **Dormac Marine** and it is understood that the other half will be rejoined to this section at a slightly later date.

The dock was on its way to Malabo in Equatorial Guinea when the separation took place.

Source : [Ports.co.za](http://Ports.co.za) – Photo : courtesy **Dormac Marine**



The TSHD **GEOPOTES 15** arrived from Rio de Janeiro at the Scheldepoort shipyard in Vlissingen-Oost

Photo : **Marcel & Paul van Luik** - [www.shipsoffterneuzen.nl](http://www.shipsoffterneuzen.nl) ©

## Keppel secures S\$50 million marine contracts

Keppel Offshore & Marine reports that its subsidiaries in the Philippines and Singapore have clinched contracts worth about S\$50 million for the construction and upgrading of vessels.

Its yards in Subic and Batangas are each constructing a transshipment barge for PT Mitra Bahtera Segarasejati and PT Pelayaran Kartika Samudra Adijaya respectively. Both vessels are targeted for completion by end 2010.

Meanwhile in Singapore, Keppel Singmarine Ltd has also clinched a contract from PT Indo Straits to build a similar transshipment barge that is scheduled for delivery in the first quarter of 2011.

All three barges will be deployed in Indonesian waters to load and discharge coal between vessels during open sea transshipping operations. In addition to the above contracts, Subic Shipyard has also been awarded a drillship upgrading job by Frontier Drilling. **Source : Seatrade Asia**

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## Globus Maritime to Acquire a 2010-Built Kamsarmax Carrier Expanding Fleet to Five Vessels

Globus Maritime Ltd, a global shipping transportation company that owns and operates dry bulk carriers, announces that in line with its fleet renewal programme it has agreed to purchase for US\$41,112,000 from an unaffiliated third party a 79,800 DWT Kamsarmax Bulk Carrier built in 2010 at an established Chinese yard. The vessel is expected to be delivered to the Company by the end of June 2010. Upon her delivery to the Company she will fly the flag of Panama, and continue her deployment under a bareboat charter for a period of 5 years (plus 1 year at Bareboat Charterers' option plus another year at Globus' option) to a Far Eastern shipping entity.

On completion of this acquisition, Globus' fleet will comprise a total of five modern dry bulk carriers with a total carrying capacity of 319,952 dwt and a weighted average age of just 3.4 years, well below the industry average. George Karageorgiou, Chief Executive of Globus Maritime, commented: "Consistent with our strategy to own modern assets and seek accretive acquisitions at the proper time, we have today agreed to add a new Kamsarmax vessel to our fleet. This acquisition is expected to significantly enhance our revenue and earnings capacity, while further decreasing the weighted average age of our fleet." **Source: Globus Maritime**





The **Setia Cekap** delivering supplies to EZRA's **Lewek Champion** in South China Sea.

Photo : Capt. Jelle de Vries ©

## Norway announces drilling boom in Barents Sea

The Norwegian Government today announced that a total of 94 new blocks will be made available for drilling in the Barents Sea and the Norwegian Sea. The announcement, which was made by Minister of Petroleum and Energy Terje Riis-Johansen, means a strong increase in exploration and drilling in the country's northern waters. The 21st license round includes 51 new blocks in the Barents Sea and 43 new blocks in the Norwegian Sea. It will form the basis for production licenses issued in spring 2011.

-The petroleum industry has created major values for the Norwegian society, and I am sure that the 21st license round will contribute to bring on this value generation, Minister Riis-Johansen says in a press release. He adds that he hopes the license round will generate more jobs in the northern parts of the country.

The announcement of the new license round comes amid heated debate on the purposefulness of offshore drilling. The spills in the Gulf of Mexico has made a big impression on the Norwegian public, and government junior partner Socialist Left Party believes all Arctic drilling now must be halted.

The situation in the Mexico Gulf has made the Ministry of Petroleum and Energy introduce a moratorium on deep-water drilling, but it seems no less eager to proceed with oil and gas exploration in the High North.

The Barents Sea is seen by the Norwegian oil industry as a possible new treasure chamber, which will enable it to uphold oil and gas production on the Norwegian shelf. Norway's oil production is currently dropping rapidly, and also the gas production could in few years time have reached its peak.

The oil industry is ready to take on the Barents Sea. Since 2008, there has been no drilling in the area. In that year, eight wells were drilled, of which six contained hydrocarbons, Offshore.no reports. Both Statoil, Eni and GDF Suez now prepare for drilling, and also smaller companies like Lundin, OMV, Det norske and Dong are in the process of making decisions, the website informs.

Talking with Offshore.no, Sissel Eriksen from the Norwegian Petroleum Directorate confirms that there also is a major interest in the formerly disputed, now delineated, areas between Norway and Russia, but that the case still is on the political level and that a moratorium on drilling in the area still applies.

However, when an agreement on the area is approved and ratified by both countries, the first step will be to do seismic studies and possibly do some shallow drilling in strategically important areas, she says. **Source :**  
**BarentsObserver**



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## Norwegian operator orders world's largest LNG fueled ferry



Norwegian ferry operator Fjord1 has signed a contract with Fisker Strand BLRT AS, a joint venture between Fiskerstrand Verft AS in Ålesund, Norway, and Western Shipyard in Klaipeda, Lithuania. It covers the design and construction of what will be the world's largest gas-fueled ferry. Hull construction and initial outfitting will be carried out at the Klaipeda yard, while completion will be at Fiskerstrand Verft, with delivery scheduled for November 30, 2011.

The ferry is being built to Multi Maritime AS's MM120FD LNG design and will have a capacity of 242 cars on two decks and 600 passengers. Dimensions will be:

Length, OA 129.90 m

Breadth, molded 18.80 m  
Depth, molded main deck 6.45 m

Depth, molded shelter deck 9.50 m  
Summer draft 4.90 m

Class: DnV 1A1, CAR FERRY A, GAS FUELLED, CLEAN, RPS, E0, R3 (NOR)

With a deadweight in excess of 1,300 t the 7,000+grt ferry will be equipped with four azimuth thrusters powered by a gas-electric plant consisting of three large Rolls-Royce LNG gas engines and generators. It will have a service speed of approx. 20 knots. The ferry will mainly be operating between Mortavika and Arsvågen on E39 between Bergen and Stavanger, but it will also be used on the other ferry link between Bergen and Stavanger, Halhjem - Sandvikvåg. It will be the sixth ferry operating on the two ferry links, which are among Norway's busiest. **Source : MarineLog**



The **LEWEK STORK** seen in Singapore-Tuas – **Photo : Bart Klos (c)**

## **Capacity added in response to strong demand in US/Asia trade**

With the departure of the **MSC Luisa** on July 10th from Xiamen, Maersk Line will reinstate the Trans Pacific 2 (TP2) service from Asia with a direct call to Los Angeles. The weekly service will call five major ports in Asia. Maersk Line will participate in the vessel sharing agreement (VSA) with MSC and CMA CGM.

"Maersk Line is excited to be adding to our current transpacific deployment at this critical time for customers," said Bill Woodhour, Senior Vice President, Maersk Line North America. "This decision was based on customer feedback surrounding expected market demand with the approach of peak season." The new TP2 service rotation will be Kaohsiung, Taiwan; Hong Kong, China; Xiamen, China; Shanghai, China; Qingdao, China; and Long Beach, California eastbound. The westbound rotation will be Long Beach, California; Kaohsiung, Taiwan; Hong Kong, China; Xiamen, China; Shanghai, China; and Qingdao, China.

Maersk Line will operate two of the six vessels which will slow steam. MSC will operate three and CMA CGM will operate one; the service will utilise 6,500 TEU capacity vessels. **Source: Maersk Line**

## **ANOTHER MAERSK B CLASS LEAVES THE CLYDE**



The conveyor belt of Maersk "B" class containerships reactivation continues at a fast pace on the Clyde. The Original raft a few weeks back held SIX ships, it is now down to TWO. This is the **Maersk Baltimore** on the move to an anchorage on the upper Clyde in preparation for her return to service. Her sister the **Maersk Beaumont** made this same short trip the previous week and is now en route to Le Havre to pick up cargo.



The local Svitzer fleet of the tugs **ANGLEGARTH**, **AYTON CROSS** and Tommy's tug the **SVITZER MILFORD** have provided the towage requirements for all the moves on the Clyde. One ahead towing and the other astern pushing and steering a speed of between 5 and 6 knots has been achieved for all the "dead ship" moves from Loch Striven to the anchorage at Greenock. **Photo : Tommy Bryceland, SCOTLAND ©**

## Green water treatment with Pronova-Merus on board the VOS Sympathy

**Pronova-CT**, who are by know well-known for their efficient and environment friendly solutions in terms of Greenwater treatment, are happy to have received an order from the company and ship-owner VOS (Vroon Offshore Services), with their Dutch office (one of 4 around the world) based in Den Helder, Netherlands, to equip their subsea support vessel **VOS Sympathy** with the state-of-the-art MERUS ring technology.



**Photo : Jan Plug ©**

**Vroon Offshore Services (VOS)** decided to have 2 rings fitted to their freshwater system in order to fight and reduce scaling in their piping system. 2 Merus 1 ¼" Industrial Bio rings will be installed with the purpose to take care of bringing back the water quality and performance levels of the pipes as experienced at the initial installation. The way this will be done is that the rings once installed give off micro-fine oscillations that

disturb the lime scale. Afterwards the troublesome substances are flushed away leaving the water pipes or any equipment in question free from any scaling. The equipments lifetime is also prolonged which in turn means a significant decrease in operational costs as well as a saving in time as there is no maintenance involved with the MERUS rings. Pronova-CT are happy to have been able to help by providing this efficient and environment-friendly method of Green water treatment and trust the **VOS Sympathy** and their crew will benefit from this.

If you also have similar problems and need help contact **Pronova-CT** for a fast and straight forward solution!  
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Vroon's **IVER EXAMPLE** seen in Ijmuiden - Photo : Joop Marechal ©

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## **Number of cruise tourists visiting Dubai on the rise**

**Terminal continues to attract more vessels as authorities expect to receive 120 ships and more than 325,000 visitors this year**



Cruise ships brought in 26,580 tourists to Dubai from April 6 to June 14, the cruise season in the second quarter of the year, according to statistics released Wednesday by the Dubai Department of Tourism and Commerce Marketing (DTCM). The tourists were received by the Dubai Cruise Terminal operated by DTCM at Port Rashid. The cruise terminal serviced 17 ships belonging to cruise companies from all over the world.

DTCM officials overseeing Dubai's marine tourism note that the terminal is witnessing a significant increase in the number of passengers travelling by sea via major cruise ships. They explained that the world-class services of such ships are attracting more seafarers. Among the cruise lines that contributed significantly to the increase in cruise trips to the emirate during the three-month stretch are the **Silver Whisper** with 227 passengers; the **Seabourn Odyssey** with 293; **Brilliance of the Seas** with 4,287; **AIDA Diva** with 2,438; **Costa Luminosa** with 2,175; **Ocean Princess** with 524; **Spirit of Oceanus** with 71; and **Crystal Symphony** with 372 passengers.

**Costa Deliziosa**, meanwhile, carried 10,358 travellers in five trips. Ships that visited Dubai during the latter part of the period included The World with 56 passengers; **Azamara Quest** with 667; **C Columbus** with 254; **Queen Victoria** with 1,823; **Albatross** with 605 passengers, and **Dawn Princess** which transported 1,875 travellers in June. Although some tourists travelled back to their respective countries by plane, others took their place on the ships' return trips.

The first quarter of 2010 saw a strong influx of Bahraini tourists to Dubai after the recent opening of the new Dubai Cruise Terminal, which can accommodate four ships at a time. DTCM also revealed that Costa Cruises recently opened its representative office in Dubai. **Costa Luminosa** made 18 calls with a total of 118,314 passengers between December 10, 2009 and April 12, 2010, while **Costa Deliziosa** made 10 calls with 65,730 passengers between February 23 and May 11. DTCM expects to host a total of 120 ships and over 325,000 passengers in 2010. The expected tourist footfall is in line with the growing number of cruise ships and cruise tourists visiting Dubai. There were 250,000 tourists from 100 cruise calls in 2009, and over 182,000 from 82 calls made by cruise ships in 2008. **Source :** GulfNews

## AET takes delivery of 53rd aframax



At a ceremony held on 22 June 2010 at the Tsuneishi shipyard in Japan, AET celebrated the naming and delivery of its 53rd aframax tanker, '**Eagle Kangar**'.

The new 107,000 dwt vessel is the third in a series of eight sisterships being built for AET by Tsuneishi, with delivery of the final vessel scheduled for September 2011. The naming of **Eagle Kangar** was undertaken by Samantha Hew, wife of AET president & CEO, Hor Weng Yew, who attended the ceremony as guest of honour. Also present at the naming and delivery of Eagle Kangar were: Abdul Rahim Abdul Rahman, group vice president and executive director, AET Shipmanagement, and representatives from the shipyard, Mitsui & Co, and classification society Lloyd's Register.

Speaking at the ceremony, Mr Hor spoke of AET's continued growth:

"Today we are one of the world's largest Aframax tanker operators, with a growing international presence in the VLCC, Suezmax and product tanker trades, the leading provider of lightering services in

the US Gulf and the proud employer of around 3,300 employees at sea and ashore in offices around the world.





"Despite the challenging market conditions in the last year, AET is firmly committed to a programme of continued fleet strengthening and an uncompromising focus on quality and excellence that will allow us to broaden our service provision as well as our global footprint."

Principal particulars: **Eagle Kangar** (Tsuneishi hull no.1425)

Capacity: 107,000 dwt

Flag: Singapore

Class: Lloyd's Register of Shipping

Ship manager: AET Shipmanagement

LOA: 243.8m

Breadth moulded: 42.0m

Depth moulded: 21.3m

Main engine: MAN B&W 6S60MC-C (Mark 7)

Source : The Motorship

## Chinese company completes first berth of Egyptian port project

The first berth of the second phase project of Egypt's Port Said East Container Terminal has been completed, the Chinese builder said Wednesday. The delivery of the first berth as scheduled shows the construction has been going well, said Gao Hongbin, the manager of China Harbor Engineering Company Ltd's project management office.

The \$219 million project is a 1,200-meter-long southern extension to the first phase, which has been put into use. It includes four berths with a 17.5-meter depth and some other facilities.

The whole project began construction in September 2008 and is expected to be completed by July 2011.

At the northern mouth of the Suez Canal into the Mediterranean Sea, the port will be built into a major container hub in the region, which can meet the requirements of the world's current largest container vessels.

Founded in 1980, China Harbor Engineering has developed operations in marine engineering, dredging and reclamation and port design. Last year, its operation revenue reached \$1.9 billion. Source : ChinaDaily



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## Sri Lanka in port expansion deal with China

The Sri Lanka ports Authority has signed a contract with a Chinese firm, China Harbour Engineering Company, to start the second phase of a new port in Hambantota on the south coast. Phase two would start in November this year with the completion of the first phase of the port project, a SLPA statement said.

The agreement was signed by SLPA chairman Priyath B Wickrama and the chairman of the China Harbour Engineering Company Sun Ziyu. China will also provide concessionary finance for the second phase of the port project. The first phase of Hambantota port is also being financed by Chinese loans and built by Chinese firms.

The SLPA statement said construction work on the first phase is ahead of schedule with much of the infrastructure work almost completed. Phase two of the project will include further excavation of the site for the harbour basin and dredging of the approach channel as well as building new berths. **Source : Dredging News Online**

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



Dockwise **TARGET** seen arriving with the **OFFSHORE MISCHIEF** in Angra Dos Reis - **Photo : Fop Leder ©**