

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 194



**Number 194 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Tuesday 13-07-2010**

News reports received from readers and Internet News articles copied from various news sites.

<b>stevedoring &amp; warehousing</b>			
<b>SHORECRANES UP TO 208 M / TONS</b>			
<b>rhb</b>	<b>E-MAIL</b> office@rhb.nl		<b>TELEPHONE</b> +31(0)10 429 94 33
	<b>WEB</b> www.rhb.nl		Rotterdam Portnumber 2157



**The ALEXANDER von HUMBOLDT seen enroute Antwerp**  
**Photo : Willem Kruit ©**

## IN MEMORIAM



## DICK BRAAKMAN

Medical doctor **Dick Braakman** was one of the outstanding volunteer life savers in the Caribbean, who passed away at an age of 63 after serious medical complications following an heart operation.

**Dick Braakman** was for nearly twenty years the **Head of Operations** of the **Citizens Rescue Organisation of Curaçao**, the volunteer sea rescue institution which works closely together with the Coast Guard of the Netherlands Antilles and Aruba. CITRO receives also support from the Dutch **KNRM** and he was well known by the Netherlands lifeboat men too.

In his voluntary function he improved the lifeboat fleet, the boat house, trained new volunteers and created the CITRO medical department in which ten professional medical doctors are on call for emergencies and can also give medical advice via the radio to ships at sea. **Dick Braakman** was also an experienced lifeboat coxswain and participated in many rescues at sea. During thirty five years he worked as a physician and was a promoter and lecturer for further specialization for family practice doctors. **Her Majesty Queen Beatrix** of the Netherlands awarded to **Dr. Dick Braakman** the Royal medal for voluntary services to the community and was made a Member in the Order of Oranje Nassau.

**Dr . Braakman will be laid to rest on Wednesday July 14**

Dick is being survived by his widow Mrs. Irene Braakman-Bonder M.D and the three sons.

**On behalf of all the readers the editor of Newscippings send his condolences to Mrs. Irene Braakman and her three sons.**

**\* \* \* \* \* Dick, rest in peace \* \* \* \* \***

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore  
PLEASE SEND ALL PHOTOS / ARTICLES TO :

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

## EVENTS, INCIDENTS & OPERATIONS

**SVITZER**  
OCEAN TOWAGE



### PARTNERS IN POWER

#### SVITZER OCEAN TOWAGE

Jupiterstraat 33  
2132 HC Hoofddorp  
The Netherlands

Telephone : + 31 2555 627 11  
Telefax : + 31 2355 718 96  
E-mail: [oceanowage.sales@svitzer.com](mailto:oceanowage.sales@svitzer.com)  
www : [www.svitzer-coess.com](http://www.svitzer-coess.com)



The **FRANS NAEREBOUT** seen at the Westerscheldt river – Photo : Rob van Deijk ©

## Yeoman Bontrup moved south of Lynn of Lorn



In the early hours of the morning of July 9th, **Yeoman Bontrup**, damaged at Glensanda Quarry in a serious onboard fire, was towed to a safe anchorage out of the shipping lanes and is lying in the mid channel, south of the entrance to the Lynn of Lorn, between the south end of the Isle of Lismore and Dunbeg on the mainland, where it turns sharp east in the outer entrance to Loch Etive.

- **Anglian Sovereign**, the Coastguard's offshore tug, is stopped dead at that point.
- A new tug, **Keverne** is with her, at the same point and making no headway.

We're working remotely from AIS and of course **Yeoman Bontrup's** transponder has long been switched off in this incident, so it is not visible. It looks, though, as if she has been taken to this safe anchorage, while work continues to prepare her for towing to a yard for repairs – and that these tugs have just anchored her there.

The two Svitzer tugs are surplus to current requirements and are heading home.

- **Musselwick** is (07.25 10th July) south of the South Rock Light and coming up to the entrance to Strangford Lough, off to starboard. She's heading home to Milford Haven.
- **Anglearth** is east of the north end of the Isle of Arran, making her way towards the narrows between the south end of Bute and Little Cumbrae on her way back to her berth at Greenock.
- The tug **Keverne** is in the JP Knight fleet, the oldest tug and barge company in the UK and the first in the world to be fully certified to the International Management Code for the Safe Operation of Ships and for Pollution Prevention. This last point will have been important in Keverne's selection as part of the operation to move **Yeoman Bontrup**.

Keverne came through the Pentland Firth to join the **SMIT Salvage** led operation. She will have come either from Ivergordon in the Firth of Cromarty or from Lowestoft.

**Update 13.00 10th July:** The photograph at the top shows **Yeoman Bontrup** at anchor at the time of this update, south of the entrance to the Lynn of Lorn, taken from Dunstaffnage, north of Oban, with the hills of Mull in the background.

The second shot – immediately above – shows her burned out accommodation block – which seems to have burned from the outside in rather than from the inside out. This supports speculation that the unusually close proximity of the conveyor which went on fire – and its A-frame assembly – to the accommodation block may have carried the fire to this block. It is certainly devastated. We drove a round trip of 100 miles and walked three miles to check that she was definitely here and to get the shot to prove it. Working only from AIS and with no signal from **Yeoman Bontrup** herself had been a nervewracking business. All you see are tugs. As luck would have it, all the fairly straightforward vantage points we'd expected to see her from showed us empty water. Trudging on and on we became more and more sure we'd have to go back and correct this story – but logic kept insisting that she had to be here, that the



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 194

evidence we'd put together could mean nothing else. Finally, and, without knowing it, having gone the long way around to a point where she could be seen, we had a Gotcha moment. **Source : [forargyll.com](http://forargyll.com)**

### Not your average beach restoration.



You may never need us, but if disaster strikes, remember to call TITAN for response and results:

**USA** +1 954-545-4143

**UK** +44 1273 515-555

**SINGAPORE** +65 63187828

Salvage • Wreck Removal • Emergency Response



[www.titansalvage.com](http://www.titansalvage.com)



The **RAMFORM VALIANT** seen outward bound from Rotterdam.

Photo : Ruud Zegwaard - <http://tugfoto.blogspot.com/> - <http://merchantshipsphoto.blogspot.com/> (c)

## Probe of Philly duck boat crash turns to tug crew

Federal investigators have been spending the weekend interviewing crew members of the tugboat towing a barge that struck an amphibious tourist boat, plunging three dozen people into a Philadelphia river in which two of them drowned. Keith Holloway, spokesman for the National Transportation Safety Board, says the 10-member team wants to know what the five crew members saw and heard during Wednesday's crash. Officials say one thing they want to know is whether the crew heard distress calls that the duck boat crew says were made.

Advertisement Holloway said Sunday that investigators are also looking over the duck boat, which was pulled from the river Friday along with the bodies of two Hungarian students, for impact marks and signs of mechanical failure.

A memorial was held Saturday for the two victims. Thirty-three other passengers and two crew members were rescued. **Source : [Beaver County News](#)**

## Greenpeace begins construction of new Rainbow Warrior, marking 25th anniversary of bombing



Twenty-five years after two bombs planted by French secret agents sank the **Rainbow Warrior** in Auckland harbour, New Zealand - murdering photographer and father of two, Fernando Pereira - Greenpeace commemorated the anniversary by beginning the construction of a new, low-carbon, **Rainbow Warrior**.



It will be the world's first purpose-built, environmentally-advanced, campaigning vessel. The keel laying ceremony has taken place 10th July at the Maritim Shipyard in Gdansk, Poland.

"When the original **Rainbow Warrior** was bombed the threat of nuclear war represented our worst nightmare, and concern over climate change was just beginning. Now, it is well understood that hundreds of thousands of people are already dying as a result of the impacts of climate change," said Kumi Naidoo, Greenpeace International Executive Director. "The new **Rainbow Warrior** will play a vital role in our campaign for action to avert catastrophic climate change".

Photo right: Hans van Rooij (c)

"Since setting sail in 1978 the **Rainbow Warrior** has been on the frontline of the struggle against environmental abuse. She is an icon of non-violent direct action and a beacon of hope for millions of people around the world. More than ever the world needs hope, it needs action, it needs a **Rainbow Warrior**," added Naidoo.

Both the first and second **Rainbow Warriors** were converted trawling vessels, the new **Rainbow Warrior** will be the first purpose built ship in the Greenpeace fleet. Designed as a sailing ship, her striking A-frame masts will rise 54m above the water, helping Greenpeace reduce its carbon footprint and serve as an example to others of smart environmental investment.



Among other exciting design features is the built-in satellite uplink, which will have a 24/7 broadband connection, providing the world with incredible access, images and contact with the crew as the ship carries out her missions. It

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 194

will also allow many millions of people to join as virtual rainbow warriors. Specially designed cranes will allow for the rapid deployment of inflatables - a key tool in confronting environmental abuse. The ship will set sail next year, in time for the 40th anniversary of the founding of Greenpeace.

As part of the keel laying ceremony, Pete Willcox, who was the **Rainbow Warrior** captain on the night she was bombed, laid a wreath in memory of Fernando Pereira: "One of the principles of Greenpeace, one of the things that makes us so strong and special, is that we are non-violent. Fernando did not have to die; he was a threat to no one. We will never forget him. I hope the generations of activists who sail on the new ship will be as determined and as exceptional and as inspired as he was."

"Today, 25 years after the bombing of the **Rainbow Warrior**, the message is clear," concluded Naidoo, "**You can't sink a rainbow.**"



**BGT**

**BGT Transport & Expeditie Bedrijf Bv.**

Groupage Frankrijk  
Offshore agency  
Forwarding  
Warehousing  
Packing  
[www.bgttrans.nl](http://www.bgttrans.nl)  
+31 10 4949600



The **TRANSEUROPA** seen passing HAL's **EURODAM**  
Photo : Frank de Vries – Ch.Eng Eurodam ©

## New Jersey lifeboat makes first rescue

A new Jersey lifeboat has had its first call out, to rescue a stricken boat crew. The new St Catherine's Lifeboat, which arrived in June, rescued five people on Saturday evening. The five people were on board a rigid inflatable boat (RIB) which had broken down south of the Erehous reef.

The lifeboat reached the crew in 10 minutes and towed their boat back to St Catherine. **Source : BBC**





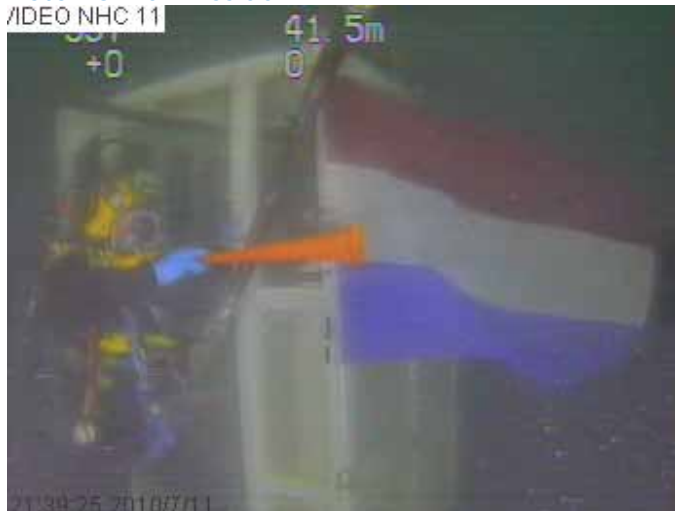
## SHIPS CREWS SUPPORTED HOLLAND IN THE WORLD CUP FINALS



The support of the Dutch seafarers around the world, as can be seen the crew of HAL's **ZUIDERDAM**

Photo : **Oliver Missiaen** ©

VIDEO NHC 11



And the SAT dive team of **Mark Huygen** onboard the **NOORDHOEK CONSTRUCTOR** expressed their support from the bottom of the Northsea with blowing the Vuvuzela at this great depth besides the national flag,

and left seen the crew of the **STANISLAV YUDIN** (Photo : **Adri Haasnoot** ©) watching the game,

was all not enough to help the Dutch soccer team through the finals as they lost against Spain with 1-0 as we all know ☹ but the best team won the game !



## Greenpeace members held after boarding ship

Israeli police on Thursday briefly detained three Greenpeace activists who boarded a cargo ship transporting coal to a power station in southern Israel, a police spokesperson said. "Three Greenpeace activists illegally boarded a South African boat at sea which was bringing coal to Israel," Mickey Rosenfeld told reporters. "They were arrested by naval police and were released after being questioned," he said. Greenpeace said the activists, two Israelis and a German, were arrested as part of an ongoing protest by the environmental group against plans to construct a new coal-fired power plant in the southern port of Ashkelon. The three had approached the Orient Venus boat in an inflatable dinghy and boarded it with a rope ladder, the group said on its website. Before being arrested, they managed to scale the mast where they unfurled a huge sign in Hebrew and English reading: **"Coal Kills."**

"This operation was part of the campaign we are running against Israel's use of coal to generate electricity because coal is the main polluter of the environment," spokesperson Hila Krupsky told reporters. Israel already operates two coal-fired electricity plants, one in Hadera north of Tel Aviv, and another in Ashkelon. Plans for a second plant in Ashkelon are to be debated by the government "in the next few months", Krupsky said. "We have been protesting since 2003 against plans by the government and the electricity companies to build this second plant in Ashkelon. The decision will be made in the next few months," she said. **Source : Sapa-AFP**



The **APL ZEEBRUGGE** seen during her maiden call at the port of Zeebrugge – **Photo : Henk Claeys ©**



See **Fred Vloo's** latest video " sailing trip at the Westerscheldt river " at :

<http://www.youtube.com/watch?v=AryQz6vwJIg>



Seen outward bound from Antwerp the 2010 delivered **APL Qatar**  
Photo : Marcel & Paul van Luik - [www.shipsoffterneuzen.nl](http://www.shipsoffterneuzen.nl) ©

## Israel navy on alert over Libyan ship

Israeli navy is on high alert as a Libyan aid ship heads for the Gaza Strip to break Israel's naval blockade on the impoverished coastal sliver. The navy is tracking the ship and has put forces on standby in case it needs to board the vessel, The Jerusalem Post cited Israeli defense ministry sources as saying.

The navy will make contact with the ship while it is still far from Gaza, likely in international waters, and request that it follow naval vessels into Ashdod Port, sources said. They also noted that Israel has prepared plans to attack the vessel if it refuses or does not agree to sail to Egypt. Tel Aviv says allowing the ship to go ahead with its mission will have serious consequences for "Israel's security, vowing to prevent any seaborne aid fleet from breaking its siege of Gaza.

The Moldovan-flagged cargo ship, the **Amalthea**, organized by the Tripoli-based Gaddafi International Charity and Development Association, has already set sail from the Greek port of Lavrio and plans to sail directly for Gaza with some 2,000 tons of rice, sugar and corn oil.

Israeli Foreign Minister Avigdor Lieberman told Army Radio on Sunday that "no ship of any kind will be allowed to arrive at Gaza," and that aid cargos for Gaza could instead go to al-Arish or Ashdod. In addition to 15 volunteers — including 13 Libyans, one Nigerian and one Moroccan national — the ship has a crew of 12 from Cuba, Haiti, India and Syria.

The Israeli navy sparked global outrage late in May, after its commandos launched a deadly onslaught on a humanitarian aid convoy bound for the besieged Palestinian territory while it was in international waters. Backed by the US, Israel has so far managed to escape from an international inquiry into the lethal attack on the Gaza Freedom Flotilla which killed nine activists onboard the civilian convoy and injured some 50 others. **Source : Siasat**

**MULTRASHIP**  
TOWAGE & SALVAGE

[www.multraship.com](http://www.multraship.com) +31 (0) 115 645 000



The **FAIRPLAY IX** seen enroute Rotterdam – Photo : Jan Steehouwer ©

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?  
PLEASE VISIT THE WEBSITE :  
[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)  
AND REGISTER FOR FREE !**

## **RAIDERS REPELLED**

An Iranian Tanker carrying tons of crude oil escaped an attack by the Somali pirates in the Gulf of Aden near the Bab al-Mandab Strait after its crew pushed back the assailants. Deputy Head of the National Iranian Tanker Company (NITC) for Technical Affairs Jamal Miahi said that the Somali pirates attacked the Iranian **Sosangerd** tanker at 19:30 hours local time on Thursday.

Ten pirates using two small boats neared the tanker but the tanker's crew supported by a military chopper of the international military forces deployed in the region could repel the pirates through their timely reaction, he added.

Miahi also mentioned that the tanker is carrying 158,000 tons of crude oil for Spain and is presently back on course to its destination. "This was the fourth failed attack by (the Somali) pirates against the company's vessels during the current (Iranian) year (started on March 21) and the 24th attack during the last 22 months," Miahi added.

The Iranian Navy has already dispatched several fleet of warships to the Gulf of Aden to confront pirates' attacks.

The Iranian Navy has been conducting anti-piracy patrols in the Gulf of Aden since November 2008, when Somali raiders hijacked the Iranian-chartered cargo ship, **MV Delight**, off the coast of Yemen. Source : **ShipTalk**

## **Robots replace cap over gushing BP oil well**

Engineers worked Monday to replace a cap over a gushing oil well in the Gulf of Mexico after reporting good progress in attempts to contain the worst environmental disaster in US history. Operations reached a critical phase as engineers raced to take advantage of a stretch of fine weather in the midst of the Atlantic hurricane season and install a new system with the potential to capture all the leaking crude. Expected to take between four and seven days, the round-the-clock work began at midday on Saturday when the old, less efficient cap was ripped off a fractured pipe a mile down on the sea floor by robotic submarines.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 194

"We are pleased with our progress," BP Vice President Kent Wells told journalists. "We have carefully planned and practised this whole procedure. We've tried to work out as many of the bugs as we can." A transition spool must first be lowered and bolted onto the leaking pipe before a gigantic funnel -- weighing 150,000 pounds (68 tonnes) and dubbed the "Top Hat 10" -- can be set in position. The old "Top Hat" collected 25,000 barrels (one million gallons) of crude on average each day, but estimates suggest that could be less than half the total leak. BP says the new system and the deployment of a third containment ship called the [Helix Producer](#) will raise capacity to between 60,000 and 80,000 barrels a day, enough to contain the whole leak. "We'll capture it all at some point," said Wells.

The new system is also designed so it can be disconnected and reconnected more easily in the case of a hurricane and has a built-in device that should give the first precise estimate of the overall flow. "We're in a very critical point in the containment efforts," White House spokesman Robert Gibbs told NBC television. "The new containment procedure will more than triple our containment capacity when it's all said and done." No permanent solution is expected until mid-August at the earliest when the first of two relief wells is due to be completed -- allowing drilling fluids to be injected into the well, which would then be sealed with cement. The removal of the old cap forced the suspension of the main containment operation, but a separate siphoning system is taking a smaller proportion of the oil, some 8,000 barrels a day, to be flared off on a surface vessel.

Wells said two more ships would join a fleet of 46 skimming vessels scooping oil off the sea, and 15 controlled burns of crude had been carried out on Saturday thanks to the calm conditions. Oil has washed up on beaches in all five Gulf states -- Texas, Louisiana, Mississippi, Alabama and Florida -- forcing fishing grounds to be closed and threatening scores of coastal communities with financial ruin. Meanwhile, Kenneth Feinberg, the man charged with doling out compensation to victims of the spill, said Sunday he could not estimate whether the initial 20-billion-dollar fund set up by BP would be enough to pay compensation claims. But US and British media reported Sunday that BP was in talks to sell up to 12 billion dollars (9.5 billion euros) of assets, including a substantial stake in a giant Alaskan oil field, to Apache Corporation as it seeks to build up the disaster fund.

While the containment effort and the claims process continued apace, the attorney general said the Justice Department was still weighing whether to bring criminal charges. We are in the process of accumulating documents, talking to witnesses on both the criminal side and the civil side," Eric Holder told CBS's "Face the Nation" program. Holder stressed that when he announced the probe on June 1, he had been careful not to mention BP by name as the British energy giant was not the only party involved with the [Deepwater Horizon](#) rig. At congressional hearings back in May, BP, rig owner Transocean and oilservices provider Halliburton blamed each other for the spill as executives from the three oil titans were grilled by US lawmakers. The BP-leased rig exploded on April 20 killing 11 workers. It sank two days later, unleashing the nation's worst ever environmental disaster

## Guatemala nabs cocaine-stuffed submarine in Pacific

Guatemala's navy captured a makeshift submarine loaded with five metric tons of cocaine bound for the United States, the Guatemalan military said on Sunday. The navy, which was working with the U.S. Drug Enforcement Administration on the operation, stopped the 55-foot (17-meter) vessel on Friday off Guatemala's Pacific coast and arrested four Colombian men on board.

"There was a sleeping compartment, another (compartment) for the engine, and a third for cargo which was full of cocaine," armed forces spokesman Byron Gutierrez told a news conference. The four men were taken into custody by DEA agents. Drug cartels ship hundreds of metric tons of cocaine from Latin America to the United States every year.

In October 2009, a similar submersible was found 108 miles off the Guatemalan coast, packed with 10 metric tons of cocaine. The steel-and-fiberglass vessels run partially submerged in an attempt to evade radar, but traffickers are working on more sophisticated designs. Ecuadorean authorities recently discovered a nearly-finished craft that would have been the first drug smuggling submarine to travel completely under the water. [Source : Reuters](#)

## NAVY NEWS

# The Future Carriers

Four of the world's 10 largest navies are preparing for new classes of aircraft carriers.

The UK is getting ready to take a huge leap forward with the [HMS Queen Elizabeth](#), the People's Republic of China is moving ahead with the [Varyag](#), India is taking onboard the \$2.34bn [Admiral Gorshkov](#) carrier and the US is changing its tactics with the [Gerald Ford-class](#).

When it comes to new carriers, the UK is arguably preparing to take the largest step forward. When it enters service, probably sometime in 2015, the [HMS Queen Elizabeth](#) will be the largest ship in the Royal Navy's long, long history. "The British learned a lot in the Falklands war of 1982 where they saw the limitations of small aircraft carriers," Eric Wertheim, author and editor of the US Naval Institute's Guide to Combat Fleets of the World, says. At 65,000 tons and just a bit smaller than an American Nimitz-class carrier, the [Queen Elizabeth-class](#) carriers (there will be two in total) are 284m long and can carry up to 50 aircraft. Replacing the Invincible class, the BAE-designed ships will use cheaper, integrated full-electric propulsion with Rolls-Royce Marine Trent MT30MW gas turbines.

"When it enters service, probably sometime in 2015, the [HMS Queen Elizabeth](#) will be the largest ship in the Royal Navy's long history." While few specifics regarding technology are yet known, the ship is expected to far outclass the Invincible, and offer the Royal Navy a strategic push forward in naval warfare. China chooses Soviet power China is also moving ahead with a carrier and may be nearing entry into the world's flat-top club. After years of speculation about what exactly is happening with the incomplete former Soviet carrier the [Varyag](#), the Chinese navy may be only a year or so away from beginning sea trials. The [Varyag](#) was an [Admiral Kuznetsov-class](#) carrier, but construction was halted in 1992 with the break-up of the Soviet Union. The ship eventually became property of the Ukraine, which later sold it to China, supposedly with the stipulation it would never be made operational as a carrier.

An August 2009 US Department of Defense report on the state of the Chinese navy stated the carrier is expected to become operational between 2010-2012, and will likely be used to develop basic proficiencies in carrier operations. "Speculation is that the new Chinese carrier will carry an air wing of either [Sukhoi] SU-33 or a derivative of [Shenyang] J-11 aircraft," it said. Jane's reported in 2008 that the Chinese carrier will be called the [Shi Lang](#). Although there's been no official announcement of any kind from the Chinese government, Wertheim said a domestically produced Chinese carrier is likely "sometime after 2015". The Japanese news network Nippon reported in January that development work on one or two 50-60,000-ton new Chinese carriers is underway at a military facility in the city of Wuhan, with future construction planned at a Shanghai shipyard.

India, meanwhile, is preparing to accept a Russian carrier. In a visit to the country in mid March, Russian Prime Minister Vladimir Putin signed three defence contracts with his Indian counterpart, Manmohan Singh. In the largest agreement, India agreed to pay Russia \$2.34bn for the 45,000-ton [Admiral Gorshkov](#) carrier. "India is far too reliant on Russia and this is costing it domestic shipbuilding expertise." The [Admiral Gorshkov](#) was first commissioned by the Soviet Union in 1987, but since a 1994 boiler room explosion it has been unused, with the exception of a period between late 1995 and early 1996 when it briefly returned to service with the Russian fleet. In 2004, the Indians agreed to purchase the ship for \$974 million, but the Russians later negotiated the sales price upwards in return for making modifications to the long-dormant carrier. It is expected to be delivered in mid- 2012. Once accepted by the Indian Navy, the ship will be known as the [INS Vikramaditya](#).

"The Indians have some very impressive plans for the future, but are seeing very slow progress on their carrier programmes," says Wertheim. "I think they are far too reliant on Russia and this is costing them domestic shipbuilding expertise in the long run." The two other agreements signed by Putin and Singh were a \$1.2bn deal for India to purchase 29 more Mig-29K aircraft from Russia and a \$600.7m cooperative venture on a new transport aircraft. In a December 2009 news conference, India's top admiral, Nirmal Verma, told reporters that the Indian Navy will launch a 40,000-ton domestically built carrier sometime in 2010. However, while the keel of that ship was laid down in March 2009, the Indian Navy has now called for a commissioning date of 2014, although many analysts are sceptical

that even this revised deadline can be met. India's lone existing carrier, **INS Viraat**, will mark its 50th year of active service later this year.

The US is taking an "evolutionary step" with the new **Gerald Ford class**. Similar in size to the **Nimitz class**, the 100,000-ton Ford is due to enter the US fleet in 2015 and will be able to accommodate the new F-35 multirole fighter. With two higher-power nuclear reactors and a design created to reduce the ship's radar profile, the Ford will give its commanders new flexibility and capability, says Wertheim. "Improvements such as better catapults allowing for greater launch potential, increased sortie rates, smaller crew size and decreased maintenance requirements will give a more capable platform that is also easier to maintain and keep on station than previous carrier designs," Wertheim says. The US Navy currently maintains a fleet of 11 carriers – 10 **Nimitz class** and one **Enterprise class**. Wertheim says he expects the fleet to be relatively stable in size for the next decade or so. "I see the number of large-deck US Navy carriers remaining relatively stable during the next 10 years, but decreasing slightly, perhaps by 20%, during the next 20 years," he says. "The carriers are getting more expensive to build and there is simply not enough aircraft to fill their flight decks anymore." **Source : [naval-technology.com](http://naval-technology.com)**

## **Bulgaria to Purchase Two Dutch Minesweepers**

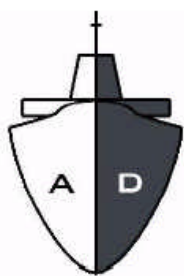
Bulgaria plans to purchase two second-hand naval destroyers from the Netherlands in 2014. Bulgarian Navy Commander-in-Chief Rear Admiral Plamen Manushev said the country's defence ministry was planning to buy two more used vessels, possibly minesweepers, according to novinite.com.

The deal is expected to be implemented only after 2014 as the country is not considering new defence purchases before then. The naval division of the Belgian Armed Forces will continue to provide assistance to the Bulgarian Navy for the operation of the second-hand ships, according to a navy official. Bulgaria previously purchased four used vessels from Belgium – three frigates **Drazki, Verni, Gordi** and the minesweeper **Tsibar**.

**Source : [naval-technology](http://naval-technology.com)**

### **SHIPYARD NEWS**

#### **ANGLO DUTCH SHIPBROKERS bvba**



Waterstraat 16  
2970 SCHILDE  
BELGIUM  
Tel : + 32 3 464 26 09  
Fax : + 32 3 297 20 70  
e-mail : [anglodutch@pandora.be](mailto:anglodutch@pandora.be)

## **Korea allows Hyundai bid**

A South Korean court has given Hyundai Heavy Industries, the world's largest shipyard, approval to buy Hyundai Oilbank from International Petroleum Investment, backing a ruling in Singapore last year. Seoul Central District Court accepted Hyundai Heavy's claim to buy 70 per cent of Hyundai Oilbank shares from IPIC, an Abu Dhabi-government investment arm, Judge Chang Jae Yoon said. The shipyard currently owns 21.13 per cent of the country's smallest refiner. IPIC said in November 2009 a ruling by the International Chamber of Commerce in Singapore confirming Hyundai Heavy's right to buy Hyundai Oilbank wasn't enforceable in South Korea. Under an agreement in 1999, shareholders in Hyundai Group, the former parent of Hyundai Heavy, have first priority to buy the stake should IPIC want to sell. Hyundai Heavy planned to buy the refiner by the end of this month, the company said after the ruling.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 194

IPIC would decide whether to appeal after carefully studying details of the ruling, the United Arab Emirates company said in a separate statement.

The International Chamber of Commerce in Singapore said November 12 that IPIC breached a shareholder agreement with Hyundai Heavy and ruled that IPIC should sell its 70 per cent stake in Hyundai Oilbank for 2.57 trillion won (\$2.1 billion), based on 15,000 won a share, to Hyundai Heavy. The Abu Dhabi company said the ruling had no legal effect unless the shipyard obtained a judgment of final enforcement from South Korean courts. In December, Hyundai Heavy filed a suit in Seoul. The acquisition, potentially Hyundai Heavy's biggest, would help the company expand its energy business and cut its dependency on building vessels.

Hyundai Heavy fell 0.2 per cent to 252,000 won in Seoul trading. The stock has advanced 45 per cent this year, compared with a 1.4 per cent gain in the benchmark Kospi index. IPIC had wanted to reduce its stake in the refiner since 2007. The company said in April 2008 that Hyundai Heavy failed to make an offer for the shares before inviting bids from third parties. Hyundai Oilbank has a capacity to process 395,000 barrels a day and is building a 2.1 trillion won unit to expand output of higher-priced fuels. Hyundai Motor Company also holds 4.35 per cent of the refiner and Hyundai Steel 2.21 per cent. Hyundai Heavy is seeking to raise two trillion won in loans from lenders, including Korea Exchange Bank and Shinhan Bank. **Source: Bloomberg**



The **STENA GERMANICA III** (ex **Stena Hollandica**) seen at the yard in Gdansk (Poland) under conversion  
**Photo's : Jakub Bogucki ©**



## Third tanker for Kazmortransflot under testing

Russian shipyard Red Sormovo launched the third water tanker, built for the National Maritime Shipping Company Kazmortransflot, for testing. The tanker is called "**Oral**", Red Sormovo announced. Red Sormovo specialists jointly with representatives from Kazmortransflot will test work of all systems and mechanisms Oral, measure speed and maneuvers of specifics, and test energy device of the tanker," the enterprise announced.

The maximum length of the vessel is 150 m, width - 17,30 m, sediment - 7 m, deadweight - 13,000 tons. The tanker is capable of carrying up to three grades of petroleum products. It has a double casing, preventing oil spills in the event of an accident, twelve cargo tanks totaling 14,770 cubic meters, two slop tanks and ballast tanks in the double sides and double bottom. The contract was signed between Kazmortransflot and Red Sormovo in April 2009. It stipulates the construction of three oil tankers. The first tanker "**Aktau**" was delivered to the customer in September 2009, the second tanker, Aktobe successfully passed sea trials in April 2010. Russian shipyard Red Sormovo launched the third water tanker, built for the National Maritime Shipping Company Kazmortransflot May 8. The tanker is called "**Oral**". Kazmortransflot was founded by the government in December 1998 to bolster the sea transport in the country and create a national merchant shipping company. The company specializes in delivery of different types of cargo, including oil and products, general cargo, containers, etc., construction, exploitation, repair of all types of vessels, as well as leasing of vessels.

The Krasnoye (Red) Sormovo Shipyard, established in 1849, is the most important inland shipyard in Russia -- the closest sea is a thousands miles from the shipyard -- it builds both submarines and commercial ships. The shipyard was awarded Best Exporter of Russia in 2007. All vessels built on Krasnoye Sormovo meets the international conventions on life protection and environment and hold advanced equipment. Sea and oil and gas project group is company managing shipping projects. The group covers the plant of Red Sormovo (Nizhniy Novgorod), Volgograd shipping plant, as well as Sormovo machine-building (Nizhniy Novgorod) and Volga-Caspian project-constructing bureau. **Source: Trend Capital**

## Vinashin hands over Dung Quat yard to PetroVietnam

Financially troubled Vietnam Shipbuilding Industry Group has been forced to hand over Dung Quat shipyard to PetroVietnam where it is building Aframax tankers for the state oil and gas firm. Dung Quat Shipyard, with the capacity to build very large crude carriers, started operations in 2006 but is yet to deliver a single vessel. The yard is the first in Vietnam to build Aframax tankers in a series of four ships for PetroVietnam. The first 104,000 dwt tanker was originally slated for delivery in 2008, but remains uncompleted to date. PetroVietnam took over Dung Quat yard from Vinashin last week. The state shipbuilding group is weighed down by \$4.2bn in debt and undergoing restructuring.

**Source: seatradeasia**

## ROUTE, PORTS & SERVICES



**LAMNALCO GROUP**

**Customer inspired**  
Quality & performance

HEAD OFFICE: Lamnalco Group, Al Buhaira Tower, Buhaira Corniche, PO BOX 5687 Sharjah - UAE  
+971 6 5172222 (Office) +971 6 574 9090 (Fax) www.lamnalco.com - lamnalco@lamnalco.com

## AVRA'S SOUTH RENAMED "CAYC"



In view of a project which will last for 4 months AVRA's tug **SOUTH** was equipped last week with a A-Frame on her stern, and was renamed **CAYC** what means **SOUTH** in Cyrillic (Russian language), upon completion of the



conversion the same day the **CAYC** departed for Murmansk under the Russian flag.

Photo's : Dirk Jan van Mourik ©

## Port of Tauranga dredging plan stalled by appeals

The Waikato Times in New Zealand reports that Port of Tauranga's application to dredge channels to accommodate larger vessels has again stalled and could face an Environment Court battle after appeals were lodged against it.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 194

Having announced it had negotiated with the Tauranga Moana Tangata Whenua Collective of Bay of Plenty iwi - who originally opposed the resource consent in March - the port faces more negotiations with up to three new groups lodging appeals against its plans.

Port of Tauranga applied for resource consents to deepen and widen their shipping channels to accommodate large cargo ships of up to 7000 TEUs last July. The report said the port's consent also needed approval from the minister of conservation as it was for a Restricted Coastal Activity (RCA).

An independent hearing panel recommended last month the minister approve the consent. Three appeals were filed during the 15-day appeal period after the recommendation, two of which have been processed by the Environment Court. **Source : Dredging News Online**



KOTUG's **SD SEAL** seen attending the **APL ARABIA** in Rotterdam-Europoort  
**Photo : Jacco van Nieuwenhuyzen (c)**

## HamiltonJet: Battling the headwinds

HamiltonJet has faced strong headwinds lately, but a more favourable breeze is beginning to blow out of Europe.

The Christchurch company, founded by jetboat inventor Sir William Hamilton, suffered a 40 per cent reduction in business in the past two years. But new markets are emerging, such as European wind farms. "One minute we had record sales, the next a record decline," says Keith Whiteley, managing director of parent company CWF Hamilton. "You'd have to go back 25 years to when we last saw anything like this. We actually expected it to go on longer, so that's a bit of good news."

At the depths of the downtown HamiltonJet cut 130 workers from its 400 staff - only three months after expanding.

"Things have picked up since Christmas, but we're still about 40 per cent off the peak we had in early '09," says Whiteley. "All our markets are starting to pick up, but it's just how sustainable it will be. High currencies pose a serious problem too."

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 194

HamiltonJet's base is all export, with its waterjet propulsion technology used by high-speed patrol boats, ferries, crew and fire boats, fishing vessels, landing barges and pleasure craft. The Gulf of Mexico oil spill has created a conundrum: the many boats fighting the disaster could boost demand, but the six-month moratorium on deepwater drilling will reduce boat activity in the Gulf.

But a new sector has developed, with boats needed to service offshore wind farms in Britain and Europe. "We're seeing a lot of activity there, with boats taking engineers out to maintain them. We're also benefiting from fireboats going into waterjets," Whiteley says.

As well as staff cuts, HamiltonJet moved to a nine-day fortnight for eight months. "We're taking on staff again now, but I can't see it rising back up to 400 in the foreseeable future. We're pushing very hard to grow again - we're at about 60 per cent capacity so we have a heap of headroom."

HamiltonJet made its aim to retain skills and keep the R&D programme running. It even introduced two new products during the recession. "R&D is our future, our investment. Keeping it going with new products was a way of employing people we would otherwise have to let go," Whiteley says. **Source : NZ Herald**



The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered

  
**Redwise**  
GLOBAL SHIP DELIVERY & CREWING  
[info@redwise.nl](mailto:info@redwise.nl)

## Pelican Island could form basis of new facility at Port of Houston

The Port of Houston is reportedly reconsidering a plan to build a new container terminal on Pelican Island in nearby Galveston as part of an ongoing attempt between the two ports to find ways to work together. The two ports tried merging, but Galveston residents voted against a 2001 proposal.

Plans for development began nearly a decade ago, when Houston port leaders acquired 1,120 acres on Pelican Island for US\$6.1 million. Port commissioners reasoned that they would eventually build another container terminal.

Beyond Pelican Island, a handful of other Texas sites are also reportedly being considered by the Port of Houston Authority for what's being dubbed "Terminal Next," but officials would not disclose those locations, citing competitive concerns. **Source : Dredging News Online**

## Dockwise Completes First Float-Over in Korea for Vyborg Project

After nearly two years of engineering, procurement, and project preparations, **Dockwise** has completed the first of two float-overs for the Vyborg Project in Korea. The Vyborg Project with total revenues of approximately USD 100

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 194

million is big in scope. And size: It involves moving two 15,000 metric ton semi-submersible hulls and two topsides that weigh approximately 19,000 metric tons each. These pieces were constructed in locations more than 27,000 km apart and the Dockwise vessel the **Black Marlin** was used to successfully load one of the two topsides for transport to the float-over location Korea, to be joined with a hull that was transported from Vyborg, Russia to Korea by the Talisman. It was Dockwise's scope to design and install the pre-laid anchor spread, hook the Hull to this spread and ballast the Hull to its mating draft. This part involved the use of 5 tugs, 2 anchor handlers, 1 workboat, 2 anchor barges, 1 test barge, a crane barge, 3 launch boats and guard boats.

An especially innovative feature is the "floating float-over" aspect of this project: This float-over was completed without a fixed structure. Instead, a floating structure was anchored down and ballasted down to keep it in place while Dockwise performed the float-over operation. After the **Black Marlin** docked into the hull, which was ballasted down to 27 meters draft, ballasting operations were then underway, in order to lock the Leg Mating Units and align the hull columns and the topside. Next steps included welding the columns to the topside under a partial load transfer, after which they released the load from the Leg Mating Units and began ballast operations to transfer the full load of the topside onto the hull columns. On July 10, the **Black Marlin** was retracted from the completed rig and de-ballasting operations will be completed in the next few days. The second topside and hull will be completed using the same process later this fall. **John van der Woning, Project Manager said:**

"This project has created an excellent opportunity to show what we can achieve in the Transport & Installation industry. This has been a 24-hour-a-day operation for over a week, and everyone has been working together to get the job done. It is the team's focus towards the end goal that has made this first float-over in Korea a success."



The **WAN HAI 509** seen moored in the port of Antwerp  
Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)

## Initial propulsion order in Brazil

Berg Propulsion reports that it has secured its first order in Brazil, within six months of opening a dedicated sales office in Rio de Janeiro. The order is for CP propellers and FP tunnel thrusters, one of each for three single screw bunker vessels ordered through shipyard Renave. On completion, the vessels will be delivered to client Delima and time chartered to Brazilian energy major Petrobras.

Featuring an overall length of 71.6m, a moulded breadth of 15m and a draught of 4.25m, these 2500 dwt vessels are destined to service Petrobras requirements for inland waterway transportation in Brazil when they are delivered in 2014. With six loading tanks, and three pumps loading at a rate of 300m<sup>3</sup> per hour, the tankers will be built in Renave's 3,400m<sup>2</sup> Viana Island complex, and represent the first order for the yard for Petrobras. The Berg propellers will be driven by 16,000hp main engines from Caterpillar Diesel.



Berg said that the Brazil contract represented a breakthrough in one of the world's fastest growing market for offshore tonnage.

"Being able to secure a commercial order in such a short time after inaugurating our sales office in Rio de Janeiro late last year is a result of strong teamwork within the whole Berg Propulsion group," said Staffan Olsson, General Manager for Berg Propulsion Brazil. "We are enthusiastic about further stepping up our activities in the Americas, where we see big potential for Berg Propulsion." **Source : The Motorship**

## **Cosco Shipping Predicts Net Profit To Rise 54.4% In H1**

Cosco Shipping predicts first half operating revenue to inch up 1.38 percent year-on-year to 2.029 billion yuan, according to a company filing. Net profit in the first half is forecast to increase 54.42 percent year-on-year to 146 million yuan. The company is predicting earnings per share to rise 54.42 percent year-on-year to 0.11 yuan.

In the first half of 2009, the company recorded first half operating revenue and net profit of two billion yuan and 94.46 million yuan, respectively. Earnings per share was 0.07 yuan. Shares of Cosco Shipping fell 1.70 percent to trade at 6.94 yuan at 10:24 today. **Source: CapitalVue**



The **NOORDHOEK SINGAPORE** seen enroute Rotterdam – **Photo : Daniëlla Vermeer ©**

## **Scorpio Tankers Inc. Announces a Stock Buyback Program and Delivery of STI Matador**

The Board of Directors of Scorpio Tankers Inc. authorized a share buyback program of \$20 million. Scorpio Tankers expects to repurchase these shares in the open market, at times and prices that are considered to be appropriate by the Company.

The Company also announces the delivery of **STI Matador**, a 40,000 dead weight ton product tanker, which was previously agreed to be purchased. The vessel will be a participant in the Scorpio Handymax Tanker Pool, which is owned by a related party. **Source : Scorpio Tankers**

## Westports Malaysia box volumes surge 30% in H1

**Westports Malaysia** recorded its highest ever first half throughput as volumes jumped 30% in the first six months of the year. Westports handled 2.65m teu in the first half of 2010, up a hefty 30% on the 2.03m teu throughput at the terminal in the first six months of 2009. As global container markets bounced back the terminal enjoyed a record month in June handling 484,000 teu. The terminal operator said it was on target to achieve a throughput of 5.4m teu this year. Westports is expanding to meet the rapid rebound in growth. "We will be investing in container terminal six that comprises an additional 300m berth, 1,500 more ground slots of yard space and four new quay cranes," said Ruben Emir Gnanalingham, executive director of Westports. "The new terminal is expected to be ready by the second quarter of next year and will increase the port's capacity to 7.5m teu," he said. **Source:** [seatradeasia](#)



The **MEIN SHIFF** seen moored in Alesund – **Photo :** [Naomie Perkins](#) ©

## Maersk postpones Asia-Europe peak surcharge

Maersk Line confirmed that it is postponing by two weeks the implementation of the increase in the peak season surcharge on Asia-Europe cargo that it announced on June 15.

"The effective date of the PSS increase from Asia (including Taiwan) to Northern Europe has been extended, thus now taking effect on August 1 and not July 15 as announced previously," said Michael Storgaard, a Maersk spokesman in Copenhagen in an email.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 194

The surcharge of \$750 per 20-foot equivalent unit, \$1,000 per 40-foot equivalent unit and \$1,200 per 40-foot high cube is expected to remain in place through the third quarter — traditionally the peak season for containerized ocean shipments. Storgaard did not explain why Maersk had postponed the date of the surcharge. Even before it officially announced it, Maersk Line had warned its customers on June 15 to expect a peak season surcharge because of a shortage of container availability for exports out of Asia lasting through the peak season. But the shortage of containers has eased somewhat and carriers have been ordering new container equipment to make up for the shortage. **Source: joc.com**



The **AMBER ARROW** seen arriving in Willemstad – Curacao

Photo : Kees Bustraen – <http://community.webshots.com/user/cornelis224> (c)

## TAKING ACTION

The Philippine Department of Transportation and Communications (DoTC) has vowed to minimize, if not eradicate, incidents of sea tragedies especially with the onset of the rainy season by keeping a close eye on the Maritime Industry Authority (MARINA). DoTC Secretary Jose "Ping" de Jesus said that the agency will "make sure that MARINA will strictly enforce all rules of safety" in marine transportation "so that "we won't experience more of sea tragedies" that usually occur whenever there are sea and weather disturbances. MARINA is currently headed by Administrator Primo Rivera on acting capacity. "There has to be strict enforcement of rules of safety so that all boats allowed to travel are sea worthy, that their crew is capable, and that they follow rules with respect to loading and overloading, and the likes," de Jesus said.

De Jesus also promised to improve the roll-on, roll-off sea craft as a major means of marine transportation, saying "it needs support for expansion and improvement." He added that MARINA and other agencies attached to the DoTC in areas of shipping, marine, civil aviation, rails and roads are undergoing review "to improve the reinforcement functions of the agencies vested with regulatory powers." "Hopefully we will be able to finish our review in two to three weeks so that we can already start working and moving forward," he added. Asked when he is going to name the new leaders of the DoTC-attached agencies, de Jesus only said "a few names are already in Malacañang." "These names undergo evaluation processes. We check their background and get feedback from the various groups and sectors within the turf that they are being considered for appointment," he said **Source : ShipTalk**



## Last week GSP installed the highest steel jacket fabricated for the black sea.



The 1300 tons and 101 meters long steel jacket fabricated by GSP is installed in Akcakoca field. The operation preparative campaign included planning, implementation and qualification of the transport and installation procedures, qualification of welding procedures as well as testing and certification of offshore welders, as well as jacket buoyancy calculation and unloads procedure, lifting equipment certification.

[www.wosbv.com](http://www.wosbv.com)

Rotterdam based Worldwide Offshore Solutions provided installation engineering and project management services for GSP.

The jacket installation operation was carried out in maximum safety conditions and

highest regards for environmental preservation and protection. The steel jacket installation consisted in the unload from GSP Bigfoot 2, the detachment of the lifting equipment, the removal of the buoyancy bags and the controlled flooding of the jacket legs with the support of the Triton XLX ROV, erection and approach of the location and the lowering of the construction on the matching template previously installed on the bottom of the sea by the SAT divers.

[www.gspoffshore.com](http://www.gspoffshore.com)

For the operation, GSP, the offshore construction project contractor, has mobilized over 350 offshore specialists and a complex fleet of technical and support vessels, including: GSP Bigfoot 3, an accommodation and work barge for offshore operations, GSP Neptun, heavy lift crane (1800 tones), GSP Bigfoot 2, semi-submersible heavy lift transport barge, [GSP Queen](#), ROV support vessel, [GSP Licorn](#), supply ship, [Boa Magnitor](#), AHT, [Agat](#), AHT, [P4](#) flat-top ocean going transport barge, and [Aran](#). Within a timeframe of 20 days, the jacket will be fixed and reinforced during the piling operation (operation consisting in the introduction of the pillars through the jacket legs, in order to secure and strengthen the offshore construction).





Above seen the 2010 built Rolls Royce UT 755 LN series offshore supply ship **VOS PRELUDE** entering Valletta for bunkers on her maiden voyage piloted by Capt. Joseph Brincat on Sunday 11th July, 2010.

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

## Druk Weekend voor KNRM station Ouddorp.

Vrijdag 9 juli om 14.24 uur werd de bemanning van de **Griend** van KNRM station Ouddorp binnen, door het Kustwacht Centrum gealarmeerd voor een jacht wat was vastgelopen bij de boei SP 1 op de Grevelingen.



Met de reddingboot **Griend** werd ter plaatse gegaan en het jacht, de **Reverie** van 9 meter lengte en met 2 personen aan boord, losgetrokken. Nadat het jacht los was getrokken kon het haar weg op eigen kracht vervolgen. De **Griend** keerde hierna terug naar station.

Vrijdag 9 juli om 17.15 uur werd de bemanning van de **Griend** van station Ouddorp weer door het Kustwacht Centrum gealarmeerd, voor een bootje aan de grond bij boei G 42 op de Grevelingen.

Met de reddingboot **Griend** werd uitgevaren en het jacht, **Bas** van 9 meter lengte en met 2 personen aan boord, werd aangetroffen op de droogte. Er werd een sleepverbinding gemaakt en het jacht werd losgetrokken. Het kon na inspectie op eigen kracht haar weg vervolgen.

Zaterdag 10 juli om 10.03 uur werd de bemanning van de **Griend** door het Kustwacht Centrum gealarmeerd voor een motorboot met motorstoring in de Hompelvoetgeul op de Grevelingen.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 194

Met de reddingboot **Griend** werd ter plaatse gegaan en bij het jacht, de **Voyager** van 13 meter lengte en met 2 personen aan boord, werden 2 opstappers overgezet. Volgens de eigenaar was de motor er spontaan mee gestopt en wilde niet meer aanslaan. Na een inspectie van de motor werd besloten om het jacht weg te slepen omdat dit midden in de betrekkelijk smalle vaargeul lag. Na overleg met de eigenaar werd het jacht naar port Zelande gesleept en daar afgemeerd. Een monteur zou verder actie ondernemen.



Zaterdag 10 juli om 18.19 uur werd de bemanning van de **Baron van Lynden** door het Kustwacht Centrum gealarmeerd voor een bootje met motorstoring aan de buitenzijde van de Brouwersdam tussen strandpaviljoen De Kous en de Spuisluis.

Met de reddingboot **Baron van Lynden** en de KHV (Kust Hulpverlening Voertuig) werd ter plaatse gegaan. Het bootje, de **Daddy** van 5 meter lengte en met 4 personen aan boord, werd aangetroffen tegen het strand bij strandpaviljoen De Kous. Het werd op sleep genomen en afgeleverd bij de trailerhelling in de werkhaven. Hierna keerde de reddingboot terug naar station. **Foto's : Toni Sandifort ©**

A photograph showing an offshore oil rig in the middle of the ocean, with several support vessels nearby. The rig is a complex structure of metal platforms and cranes.	<ul style="list-style-type: none"><li>• Crewing Solutions</li><li>• Global Ship Delivery</li></ul> <p><a href="http://www.tos.nl">www.tos.nl</a></p> <p><b>TOS</b> </p>
---	--

[http://www.tos.nl/en/companies/ship\\_delivery](http://www.tos.nl/en/companies/ship_delivery)

## Iran Cuts Crude Oil Stored in Tankers 40% Since April



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 194

Iran, the second-largest oil producer in the Middle East, released six supertankers from its fleet of vessels storing crude oil, a 40 percent reduction that may mean more oil heading to Europe, shipping tracking data show. The National Iranian Tanker Co. has nine supertankers stationed off the United Arab Emirates and its own coast, according to data from the ships collected by AISLive Ltd. and compiled by Bloomberg. That's down from 15 of the vessels on April 27. The six tankers that have been released can hold about 12 million barrels of oil.

European refiners, ending seasonal maintenance shutdowns, will increase production 2.5 percent in the third quarter to 12.4 million barrels a day, according to an International Energy Agency report on June 10. Output in North America and parts of Asia will decline in the same period, according to the report. "Storage is the safety valve that blows from time to time," Anders Karlsen, a shipping analyst at Nordea Securities in Oslo, said by phone today. "It makes an impact most certainly" on the tanker market, he said.

The reduction coincides with a trend among international oil companies to cut sea storage as the financial incentive to do so fades. The amount of crude held on tankers hired for long-term storage, excluding Iranian supplies, has fallen 60 percent this year to 17 million barrels as of July 2, according to ICAP Shipping International Ltd. Out of Iran's 28-strong fleet of vessels, eight are bound for Ain Sukhna, a facility at the Red Sea entrance of the Suez Canal that feeds a pipeline to storage tanks on Egypt's Mediterranean coast, according to the AISLive data. From there, European refinery clients normally collect cargoes on smaller vessels. **Source: Alaric Nightingale, Bloomberg**



The **SIEM PEARL** seen moored in Stavanger – **Photo : Anders Bohn Hansen ©**

## Taiwan's Evergreen shipper buys 10 vessels from CSBC

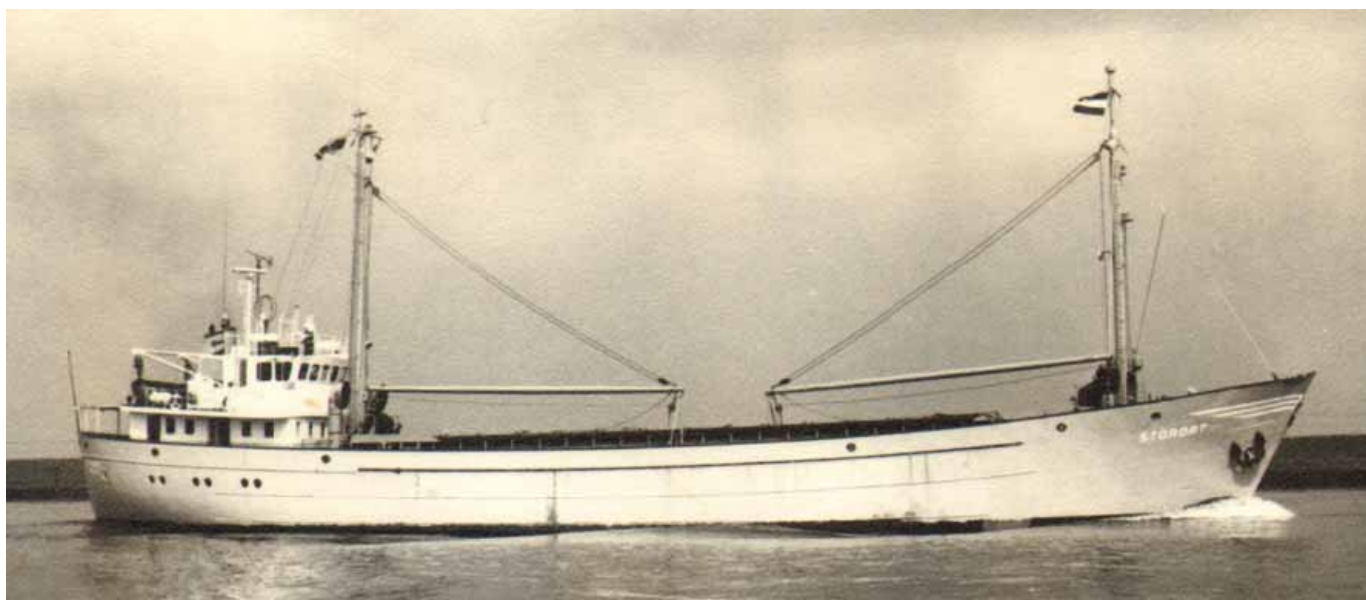
Taiwan's Evergreen Group will order 10 ships from the island's leading shipyard for 1.03 billion US dollars, powering ahead with a plan to more than double its container fleet, a report said Monday. Tang Tay-ping, president of CSBC Corp, Taiwan, told the Taipei-based Commercial Times that his company was expected to obtain the order before the end of this month.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 194

If finalised, the contract would require construction of 10 8,000-TEU (twenty-foot equivalent) container vessels at a total price of 33.1 billion Taiwan dollars, with the first ships due for delivery in 2014, the paper said. Evergreen said the deal was not finalised when reached by AFP for comment. The report came after Evergreen Marine, the world's fourth largest shipping firm, ordered 10 ships from Samsung Heavy Industries of South Korea for 1.03 billion US dollars early this month.

Group Chairman Chang Yung-fa told the media earlier this year that Evergreen Marine would spend more than five billion US dollars to boost by 100 its current fleet of 81. The 100 ships may cost up to 170 billion Taiwan dollars (5.3 billion US dollars), he said. Chang was quoted in Taiwan's press late last year as saying it was a good time to start acquiring more ships as the global recession was coming to an end. In addition to its 81 container ships, Evergreen charters another 69.

## OLDIE – FROM THE SHOEBOX



This time the German coaster "**Störort**" (Kapitän **Willy Behrmann**). It was 7 June 1968, when I was shipbroker's clerk in Scheveningen Port, the ship moored about 11 a.m. on the Norfolk Line quay. She came in empty from Rotterdam. I had to do the documentation for customs for the first time and the customs officer sealed up the provisionlocker. But before sealing up, the captain had freedom of only 1 bottle of 'Schnapps' per crewmember on board and poured the delegation a nip. It was Aquavite before noon. It was a real good starter for lunch. The captain invited us for lunch on board, because he saw how the customs officer was acting after his second nip. In the afternoon the customs boss phoned to the office of Norfolk Lijn to inform where his officer was. About 3 p.m. he left the ship by taxi homewards. We don't know where he was going to ! The "**Störort**" was loading 52000 cartons of Heineken export beer for Västerås in Sweden and left Scheveningen 13 June 1968 03 a.m.

She was built in 1964 by Jadewerft Wilhelmshaven GmbH (IMO nr 6504137). Sold in 1969 and renamed **EMSLAND**, 1980 **SCHLEI**, 1985 **HAEGAR**. In 1995 sold for scrap to Belgium, but they resold her to Belize as **TWO KIDS**, 1996 **ANICIA** and so far as I know in 2005 sold to Comoros as **CHEYENNE II**. No further reports known now.

Photo : Capt. Frank Haalmeijer ©

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



KTK's (Kompania di Tou Korsow) latest fleet addition the **KTK TRIBON** made a pass in the St Anna Bay whilst enroute her new homeport Bahia Las Minas in Panama

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

## UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>