



**Number 159 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Wednesday 08-06-2011**

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



The largest unit in the fleet of United Arab Shipping Company (UASC) , the UMM SALAL, made her maiden call to Rotterdam on Sunday, June 5th under guidance of pilot **Arthur Straver**. The first one in a series of 9 ULC's built by Samsung Heavy Industries, the UMM SALAL has a capacity of 13.100 TEU and sails in the AEX 7 service with China Shipping, Evergreen and CMA CGM

Photo : Hans Hoffmann ©

## EVENTS, INCIDENTS & OPERATIONS

### MARCEL COSTER MARRIED IN IJMUIDEN



Shippingnews contributor / photographer **MARCEL COSTER** married last Monday in IJmuiden with **ANTHOINETTE DE JAGER** upon completion of the official ceremony in the city hall the couple joined for a photo shoot, the Iskes tug **TRITON** for a tour through the port of IJmuiden, for this occasion the crew of the **TRITON** dressed the ship well as can be seen at the photo below

Photo top : Arie Ros ©

Photo below : Ruud Coster ©

On behalf of all the readers I like to wish **Marcel** and **Anthoinette** many happy and healthy years together ahead !!



## On alert for 'toxic' ship, state detains vessel with similar name

Suspecting that controversial vessel **Gulf Jash**, which was sent away from a Bangladesh breaking yard for being laden with toxic material, might have tried to reach Alang ship-breaking yard in Gujarat by changing its name, the Gujarat Maritime Board (GMB) detained a vessel Gulf Safwa off Gopnath shore in Bhavnagar district on Friday.

Resemblance in the name apart, the two vessels have many features in common that made state authorities suspicious. "Not only their new names, but even their old names sound similar," said A V Shah, regional officer of Gujarat Pollution Control Board in Bhavnagar. "Even tonnage and year of manufacturing are similar. We suspect even the manufacturing company is same. In that case, it could be the same controversial vessel or a sister vessel," he added.

GMB's chief nautical officer S C Mathur said the vessel would be given a go-ahead only when GPCB says so after its inspection. **Source : Indian Express**



The Shoalbuster 3209 **DMS ALBATROSS** built for Damen Marine Services - **Photo : Arie Boer ©**

## Choppy waters for shipping magnate

**The knives are out for the man known in Norway as 'Big Wolf'. Sean Farrell looks at the story of his rise to riches – and infamy**

Like many of London's international mega-rich, John Fredriksen likes to keep a low profile – but Britain's seventh-wealthiest man has hit the headlines twice in little more than a week. First, one of the Norwegian shipping and energy magnate's businesses was identified in a US lawsuit for alleged manipulation of crude-oil prices. Then, a 2009 State Department cable surfaced alleging that his Arcadia Petroleum arm used a "long-standing monopoly" to buy Yemeni oil at below-market value.

Arcadia Petroleum did not return calls requesting comment for this article. Mr Fredriksen rejected the charges of oil-price manipulation in an interview with the Norwegian newspaper Dagens Naeringsliv. "It's what happens in an oil market – buying and selling oil. We have done nothing wrong," he said. Arcadia's chief executive in Singapore told Reuters that Arcadia had worked with companies owned by the tribal leader Hamid al-Ahmar in Yemen but that he was not Arcadia's agent. Mr al-Ahmad was named as Arcadia's agent in the cable. Whether the allegations are correct or



not, the story of Mr Fredriksen's rise to riches to become a latter-day Aristotle Onassis is full of swashbuckling moves that belie his public coyness.

Born in a working-class suburb of Oslo in 1944, Mr Fredriksen's links to the maritime industry were established early through his shipyard welder father. After leaving school, he worked as a messenger at a shipping broker and stepped up to run fish cargoes from Iceland to Hamburg. In his early twenties, he moved to Beirut to ship crude oil from Iraq and Saudi Arabia and also spent time in Singapore and New York. In 1973, he bought his first ship.

It was in the 1980s that Mr Fredriksen began carving out a reputation for audacious actions. By exporting Iranian oil during the Iran-Iraq war, his ships braved attacks by Saddam Hussein's airforce to pass through the Persian Gulf. His tankers were hit three times but the daring operation made Mr Fredriksen a fortune that he has since expanded many times. With an estimated value of more than £6bn, his business empire includes shipping, oil exploration, natural gas, football, the world's biggest fish farm and a stake worth almost 5 per cent in Britain's Tui Travel.

His Persian Gulf exploits made him feted in the Norwegian shipping industry and earned him the nicknames "Big Wolf" and "Big John". His regular table at the opera café in Oslo was known as Kharg Island, named after the start of his route through the Gulf, but after falling out with his home country he does not visit much any more.

In 1986 he spent more than three months in pre-trial detention in Norway for suspected tax evasion and fraud. The authorities alleged his tankers had used fuel belonging to his customers. The main charges were dropped and Mr Fredriksen was fined for a lesser offence.

By 2006, fed up with Norway's high taxes, Mr Fredriksen upped sticks and took Cypriot citizenship. However, he spends most of his time in London, where he bought a house in upmarket Chelsea for £36m in 2002. At the time, the deal made his house one of the capital's most expensive properties but it proved to be another savvy deal.

A few years later he reportedly turned down a £180m offer from the owner of Chelsea FC, Roman Abramovich.

His twin daughters Kathrine and Cecilie have put down roots in the UK. After graduating from London Metropolitan University and the European Business School respectively, they are now in their late twenties and helping to run his businesses.

Mr Fredriksen is a big donor to medical research through the Inger and John Fredriksen Ovarian Cancer Research Foundation, which he established after his wife died in 2006. His early connections with the UK were less auspicious. It was one of Mr Fredriksen's tankers, the Sea Empress, that infamously spilt 70,000 tons of oil off Britain's west coast in one of the country's worst environmental disasters.

After the Sea Empress, he considered getting out of the tanker market but instead went for broke with the acquisition of Sweden's Frontline shipping firm. Frontline is now the world's biggest independent oil-tanker operator with 81 ships.

Perhaps as a response to the Sea Empress incident, Mr Fredriksen became a major investor in pricey but spill-resistant double-hulled vessels. That decision paid off, too, as oil companies gradually stopped chartering single-hull vessels. The expansion of Mr Fredriksen's empire has also been characterised by punts based on gut instinct. In 2005, his Seadrill business bet big on the future of deepwater oil drilling by buying two rigs for nearly \$900m with no exploration contract from an oil company. The bet paid off as deepwater exploration boomed and oil prices rocketed. His companies flourished on the back of the surging price of commodities, which his dry-bulk ships transported around the world.

Freight rates have fallen as ships ordered during the boom created a glut of capacity. Mr Fredriksen predicted as much last year, warning that he had been "negative to shipping" for some time. Frontline's profit fell by more than 80 per cent in the first quarter of this year. However, Mr Fredriksen is already planning his next move, revealing last week that he would start adding vessels to his fleet once prices crash in about two years. "We'll wait until the market collapses and then we'll buy up what's there," he said. The seas may look choppy for Big Wolf right now, but only the brave would bet against the reticent maverick staying safely above water. **Source : The Independent**

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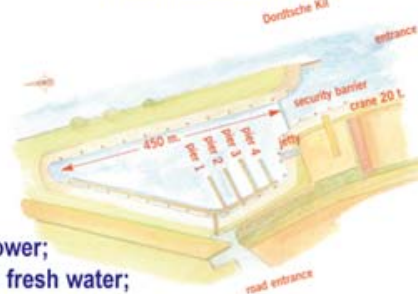
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Beautiful photo of HAL's **VOLENDAM** seen cruising Glacier Bay (Alaska)

Photo : via Capt Pieter Visser – Master Volendam ©

## Indian offshore companies Greatship India, Great Offshore and Essar Shipping set sights on emerging markets

Indian offshore companies are making substantial investments to acquire vessels to tap the oil exploration and drilling services market in emerging markets, led by Brazil, to scale up revenues in the coming years.

Domestic offshore companies led by Greatship India, Great Offshore, Essar Shipping and Global Offshore compete for contracts to be awarded by Petrobras, the world's largest deep-water and ultra-deep water oil producer. "The demand for vessels in Brazil is as much as 500 in the coming years and there is a market in excess of \$30 billion, which can be tapped by Indian companies," said the MD of a leading domestic offshore player.

While 50% of the vessels deployed in Brazil are non-Brazil flag vessels, European and Asian companies have been actively pursuing the market for bigger tonnage and larger supply vessels.

Greatship India is awaiting the delivery of seven of its vessels, while Global Offshore has already planned to acquire two platform supply vessels by the next year at a cost of Rs 500 crore. Bharati Shipyard-owned Great offshore will also look to raise its total fleet from the current 47. "While I cannot divulge the details of our further expansion plans, Great Offshore is targeting Brazil. We currently do not have any fleet in Brazil, but we are looking to enter the market in a big way, especially in the larger supply vehicles and anchor handling vessels," said PC Kapoor, MD of Great Offshore.

While parallels can be drawn between India and Brazil in terms of oil reserves in offshore, India has been lagging behind in exploration. "India's scale of operation in the offshore sector is about 1/8th of what Brazil has and on a relative basis, this is inadequate," said Anjan Brahma, analyst at i-maritime consultancy. Sheth family-controlled Greatship India currently has a fleet size of 19 and is expected to scale up to 28 in the next two years, which is likely to be deployed in emerging markets such as Brazil and Australasia.

"We are looking at emerging markets such as Brazil and Australasia in terms of oil exploration and drilling services and subsea market. We were awarded a contract with Petrobras in collaboration with Fugro, which is estimated at a value of more than 450 crore for a five-year period," said Greatship India MD Ravi K Sheth. Smaller companies such as Global Offshore and Varun Shipping have also been in the race.

Varun Shipping recently signed a contract with Petrobras for three anchor handling towing and supply vessels. The deal was valued at Rs 690 crore for the first four years, with another Rs 690 crore to be paid in case of an extension.

Source : [Indiatimes](#)



BigLift's [HAPPY DELTA](#) seen arriving at Sembawang Shipyard in Singapore loaded with [Huisman S-Lay equipment](#) for installation onboard the [BOREALIS](#) - Photo : [Robin van Singerwood](#) ©

## Vessels marking return of small-ship cruising in SE Alaska debut in Ketchikan

InnerSea Discoveries' two small cruise ships made their Ketchikan debuts in May, launching the return of adventure-focused small-ship cruising to southern Southeast Alaska. Ketchikan is the southern turnaround port for the seven-night, one-way voyages that the 169-foot [Wilderness Discoverer](#) and 156-foot [Wilderness Adventurer](#) are sailing this season between the First City and Juneau.

Equipped with fleets of kayaks and paddle boards, the shallow-draft ships visit places well away from the big ship itineraries. For example, InnerSea's "Western Coves" route northbound from Ketchikan includes visits to El Capitan



Cave and Klawock on Prince of Wales Island. The southbound "Eastern Coves" itinerary from Juneau spends time at Wrangell, Yes Bay and Misty Fiords National Monument.

"It's great that the market has a small-ship experience to offer again," said Patti Mackey, executive director of the Ketchikan Visitors Bureau. "Certainly, there is a market for that type of cruising ... the whole concept of really being able to get into the wilderness. These vessels are really taking advantage of those little nooks and crannies throughout the Inside Passage that you just can't navigate with a big ship."

Sharp-eyed locals will recognize the Wilderness boats from their earlier service in the region, most recently in the fleet of the Glacier Bay Cruiseline that went out of business in late 2005. "We're pretty gosh-darn excited about our opportunity to get the Wilderness Adventurer up and running again," said the ship's captain, Jeff Kalbach, while greeting Ketchikan visitors aboard the vessel on Saturday. "She was one of those boats (that people) thought might never be seen in these waters again."

But here it is, a testament to InnerSea CEO Dan Blanchard's long-standing interest in providing small-vessel opportunities in Southeast Alaska. Blanchard got his start in marine operations in Alaska as captain of sightseeing boats for Glacier Bay Lodge, according to company information. In 1987, he started a 12-year career with Alaska Sightseeing/Cruise West, beginning as a ship captain and concluding as acting vice president of marine operations.

In 1999, Blanchard joined American Safari Cruises, which now operates yacht-based cruises in Alaska, on the Columbia and Snake Rivers, and in Mexico's Sea of Cortes. Blanchard served as CEO of American Safari from 2001 through late 2008, when he formed InnerSea Discoveries and bought American Safari Cruises assets. While InnerSea continued to operate American Safari, another opportunity soon became available.

"The [Wilderness Discoverer](#) and [Adventurer](#) had caught our eye several years ago as they were docked right in our back yard in Seattle," said Tim Jacox, InnerSea's executive vice president of sales and marketing who previously had worked 20 years with Alaska Sightseeing/Cruise West. "Of course, with our long history working in the Alaska small-ship industry, we were well aware of their tremendous success and acceptance as expedition platforms a few years back."

The national economic woes of the late 2000s worked in the company's favor in that regard, leading to the purchase of the Wilderness boats in October 2009 and their subsequent renovations. "The economic downturn made the acquisition cost of these vessels extremely attractive and allowed us to place them into service again fully refurbished with amenities and technological advancements that had been missing from these ships," Jacox wrote in an email to the Daily News.

The improvement included things like hot tubs, saunas, massage rooms, underwater cameras and flat screen TVs, in addition to updates to the ships' decor and furnishings, according to Jacox. A tour of the [Wilderness Adventurer](#) on Saturday at Ketchikan's Berth III revealed a ship designed and equipped for active exploration. If large cruise ships are glitzy motorcoaches stuffed with amenities and stuck on the highway, the Wilderness boats are the utilitarian Land Cruisers that can get you off-road and into the backcountry.

In addition to kayaks and paddleboards, the ships have Demaree Inflatable Boats to shuttling passengers to and from shore for hiking. The vessel's stern has a nice, broad swim step for swimmers and snorkelers. The ships also can deploy an EZ Dock that provides a stable platform for loading and launching kayaks. In short, the boat are a good fit for Blanchard's longtime goal of providing guests with a hands-on way of experiencing the out-of-the-way places of Southeast Alaska.

"InnerSea Discoveries fills a void of a more moderately-priced expedition-style 'un-cruise' in the Inside Passage," Jacox said. It's a void created in part by the departure of Glacier Bay Cruiseline in 2005 and the more recent closure of Cruise West, which had pioneered small-ship cruising in Alaska. The Sitka-Juneau area has several small ship options, including offerings by The Boat Company, Lindblad Excursions and, new this year, Allen Marine's Alaskan Dream Cruises. Another company, Fantasy Cruises, operates a 32-passenger vessel between Sitka and Petersburg.

The InnerSea Discoveries itineraries are unique in including Ketchikan as a regular stop and as a turnaround port.

"Ketchikan itself offers InnerSea Discoveries' guests a way to round out the wilderness week spent aboard the Wilderness vessels with its tremendous native culture heritage and totem parks as well as fishing, natural beauty, friendly people, other sightseeing opportunities and, of course, the air access," Jacox said. "Ketchikan is an ideal jumping off point for our Western Coves itinerary which uniquely visits Prince of Wales Island and as an ending port for our Eastern Coves itinerary starting in Juneau as we spend a couple days exploring Behm Canal and Walker Cove in Misty Fjords."

Mackey said the company has done a good job of putting together "something that's unique, that really takes advantage of the boat and what it can do for excursions." Aboard the **Wilderness Adventurer** on Saturday, City of Ketchikan Mayor Lew Williams III said the community appreciates InnerSea Discoveries making Ketchikan a turnaround port.

"One of the things that we really like is (that you are) bringing the people to town, and then loading up here and utilizing the services of our town," Williams said. "The more ships like this, the better for us. ... We just hope that we can provide whatever you need." After a brief exchange of plaques commemorating the inaugural InnerSea Discoveries visit of the **Wilderness Adventurer** and tours of the ship, the Ketchikan contingent departed.

The crew lined up near the gangplank on the floating dock of Berth III, looking south to the loading ramp where two buses had pulled up and begun to discharge the passengers who would be taking the Wildernesss Adventurer's first northbound cruise from Ketchikan this season. The passengers chatted in bright anticipation as they walked toward the waiting ship and crew. Soon they were aboard and on their way to their first stop at Devilfish Bay and El Capitan Cave, Source : Ketchikan Daily News



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The 2007 built **Toisa Daring** seen outbound from Aberdeen (Scotland) June 3<sup>rd</sup> 2011

Photo : Iain Forsyth ©



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## Philippines bids for UN's top marine post

The Philippines, the biggest supplier of seamen in the world, is making its first bid for the secretary-generalship of the International Maritime Organization (IMO). The IMO is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships.

Diplomat Neil Frank Ferrer, 42, the Filipino candidate, has been the Philippine representative to the IMO over the past 12 years and has served as chair of the powerful Maritime Safety Committee (MSC). He knows the ins and outs of the organization and has grown with the times under the IMO. The next IMO chief will need to keep an eye on the safety and security of maritime transport in the face of increased piracy. Environmental issues are also high on the agenda. Promoting the rights and welfare of seafarers is also the IMO's work. Ferrer holds a degree in Political Science from the University of the Philippines. After passing the consular exams for young ambassadors and joining the foreign service, he took up his Masters of Science in Economics at the De La Salle University, and later a Master of Arts in International Boundaries (with distinction) from the University of Durham in the United Kingdom. Aside from posts in the Philippine embassies in China and the UK, Ferrer began as the alternate Permanent Representative of the Philippines to the IMO (including the International Mobile Satellite Organization and the International Oil Pollution Compensation Funds in London, UK.) He has also worked with the International Labor Organization in the Expert Working Group on Liability and Compensation regarding claims for Death, Personal Injury and Abandonment of Seafarers (2009). Ferrer was elected president of the IMO Diplomatic Conference held in Manila in 2010.

A former assistant to the Marine and Ocean Affairs of the Department of Foreign Affairs, he is also considered one the country's experts on the United Nations Convention on the Law of the Sea (Unclos). The IMO leadership is being contested by candidates from other strong seafaring countries like Japan, Cyprus, the United States and others. The IMO elections will be held this June with run-off elections expected until July or until a clear majority emerges. Ferrer got an early endorsement from the Associate Marine Officers and Ratings, Inc. (Amor) which counts thousands of seafarers working onboard ships worldwide. President Benigno Aquino and his diplomatic officers will of course be campaigning for him. The Department of Transportation & Communications will be sponsoring a dinner in his honor during the IMO convention this month. It may add to Ferrer's stature that he enjoys the support of the current IMO secretary-general, Mr. Efthimios Mitropoulos of Greece, mainly because of his outstanding performance and dedicated leadership. During the Maritime Safety Committee Meeting last May 11-20 in London, Ferrer served as the chair and did well in steering the debates and discussions. When he delivered his final statement, many of the delegates stood up to express their support for him and the committee. The Filipinos in the meeting took their cue and began some impromptu campaigning for Ferrer. There are almost 300,000 Filipino seamen deployed in almost every port and ship in the world. Its about time a Filipino takes his place at the helm of the IMO. **Source: Philippine Daily Inquirer**



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## South Korea to the fore in fight against pirates

South Korea will take part in a counter-piracy meeting in Rome this week, the foreign ministry here said Sunday. South Korea will join the host Italy along with other nations including the United States, Britain, France and Norway on Wednesday to discuss ways to cut off illicit financial flows linked to piracy and to share information in their fight against piracy. Moon Ha-young, a foreign ministry envoy for consular affairs, will represent South Korea at the meeting, the ministry said. On June 29, Seoul will host the second meeting on illicit funding for the Contact Group on Piracy off the Coast of Somalia (CGPCS), with about 40 nations attending. A ministry official said the Rome meeting will help about 10 key participants prepare for the CGPCS gathering. The CGPCS was established in January 2009 under a U.N. Security Council Resolution to coordinate actions among some 50 nations and organizations to combat Somali pirates. South Korea chaired the seventh plenary meeting of the CGPCS held in New York last November.

Source: Seatrade-Asia



The **SAM S ALLGOOD** seen entering the Tuas basin in Singapore – Photo : Piet Sinke ©

## Paris MOU publishes latest "Black, Gray and White List"

Here's where we should be playing the theme music for the "Good, the Bad and the Ugly." The Paris MOU has just released its new performance lists for flag states and recognized organizations. From July 1, 2011, countries that are signatory to the Paris Memorandum of Understanding on Port Control, will use these lists in determining which ships to target for inspection. Ships flying flags listed on the "Black list" are liable for banning from the region after multiple detentions.

A total number of 84 flags are included on the latest "Black, Gray and White (BGW) List ." Eighteen are on the "Black list", 24 on the " Gray list", and 42 on the "White list". In the previous year, the number of flags listed totaled 82 flags, with 24 on the "Black List", 19 on the "Gray List" and 39 on the "White List".



Most flags categorized as very high risk in previous years remain so in 2010. The poorest performing flags are DPR Korea, Libyan Arab Jamahiriya, Togo, Sierra Leone and Montenegro. New on the "Black List" are the flags of Tanzania United Republic and Azerbaijan (both medium risk).

Flags with an average performance are shown on the "Gray List" and include the United States, which appears to be at the better end of the "gray" spectrum.

The best-performing flag on the White List is Bermuda (United Kingdom). Next in line are Germany, Sweden, the United Kingdom and the Netherlands. The Paris MoU also agreed on the performance listing of Recognized Organizations (ROs). These organizations (most of which are classification societies) have been delegated with statutory responsibilities by flag States. This table uses the same method of calculation as the flag state table but counts only those detentions, which the Paris MoU considers to be directly related to a statutory survey carried out by the recognized organization.

Among the best performing recognized organizations were: Registro Italiano Navale – RINA, American Bureau of Shipping - ABS and Det Norske Veritas - DNV. The lowest performing organizations were: Phoenix Register of Shipping – PHRS (Greece), Register of Shipping – RSA (Albania), International Register of Shipping – IS (USA) and Bulgarski Koraben Registar - BKR. **Source : MarineLog**



The fantastic solar-powered ship **MS Turanor Planet Solar** visited Brisbane last week on its circumnavigation of the world. **Photo : Edgar Gold ©**



## NAVY NEWS



Above seen the Royal Navy Type 42 Class destroyer **HMS LIVERPOOL D92** entering Grand Harbour, Malta from off Misurata, Libya on Sunday 5th June, 2011.

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

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## IHC Merwede expands banking facilities to €1.5billion

IHC Merwede has increased its underwriting capacity by more than 50 per cent to €1.5billion. Of this amount, €900 million is committed. The financial agreement has been forged between IHC Merwede and an international banking consortium made up of five banks, with the aim of facilitating international growth.

The five banks which form the consortium all have large international networks. Three of the five – ABN AMRO, ING and Rabobank, – were chosen as they are based in The Netherlands, which is where IHC Merwede's core business is also based. The two foreign banks are the French BNP Paribas, and the German Deutsche Bank. All five contributors will help IHC Merwede to achieve its goal of international expansion.

The lenders have jointly facilitated the €1.5billion sum, which will be used by IHC Merwede for guarantees, investments in long-term assets and acquisitions. It will also enable IHC Merwede to finance its customers' requirements during vessel construction.



Mr. Govert Hamers, President of IHC Merwede, is delighted about the financial agreement: "As a result of the recent global economic downturn, there is still some abstention in the financial sector. A credit facility of this size may be attributed to the level of confidence in IHC Merwede and the company's ambitions. It offers us excellent potential to continue to develop our business strategy and organisational structure."

## Urgent launch for a DWT 47,000 cargo ship

On May 21 2011 Eversafe Marine engineering company successfully launched a DWT47000 cargo ship with Evergreen marine airbags in Nanjin Jinda shipyard. The ship named " **tai he da**" weights 9000 tons, measured by 190 m length, 32 m moulded width and 16 m depth . The launch slipway is a concrete ramp with 1/80 slope angle. From end of slipway to the Yangtse river there is a 60 m natural ground paved with gravel. Yangtse river is one of the most busy channel so our launch is strictly limited for the launch time and launch area by local Maritime Safety Administration. The elevation of launching ramp end is 2 m and stern draft is 1.7 m so stern will not be refloated when it is launched at 120 m distance. To remedy the practical disadvantage Eversafe team performed the detailed calculation of using ballast water to adjust the vessel trim angle during launch. At last 2000 tons ballast water was added into the bow cabin.

In the morning of May 21 our launch team begun to prepare all necessary work for the 40 m forward move and successional launch that must be completed within there hours. At 9 am the vessel transportation work started and got finished in one hour. According the plan this vessel will be launched at 12 am when the water reaches highest level in the day. Because of some emergency reason the local Maritime Safety Administration demanded the launch to be carried out at 10:30 am. So we got only 30 minutes to prepare the launch. Water level in the launch area is 100 cm less than plan so marine airbags and ramp will bear more pressures than expected figures. People reinforced the conjunction of ramp with steel plates temporarily and adjusted pressures of airbags at stern. At 10:30 as soon as adjustment work finished pulling ropes from winches were chopped and the launch started. The vessel got total floatation at 300 m and stopped at 460 m distance. After the launch people found there was a gap at launch ramp conjunction position. Provided without the temporary reinforcement the part of ramp may collapsed during the launch. It is a very urgent launch project. Eversafe team depends on the scientific calculation and profound experience overcomed all practical disadvantages and did a great job. It is the fourth vessels launched by our company in this month . Airbag ship launching is proved to be successful and flexible in deficient conditions.

Source: Maritime Professional



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Iskes tug **SIRIUS** seen off IJmuiden – Photo : Willem Koper ©

## Penang Port seeks tariff review

Penang Port Sdn Bhd (PPSB) will submit a proposal to review its tariffs to the Transport Ministry next month. Chief operating officer Obaid Mansor told StarBiz that the review of container charges was done every three to four years.

"This review will also be timely due to higher oil prices and other operating costs which are eroding our margins," Obaid said. The last review was done in 2007, which saw a 30% hike in handling charges for container cargo to RM182 for a twenty-footer container and RM273 for a forty-footer container. Revenue from the container-handling operation contributes 60% of PPSB's revenue, which stood at about RM300mil in 2010.

Revenue from non-container cargo-handling operation and other tariffs contribute the remaining 40%. Obaid said there was currently a shortage of empty containers for export and this had affected the volume of cargo at North Butterworth Container Terminal (NBCT) last month. "Most of the empty containers from the Middle East and India are



sent to China by shipping companies, where there is a high volume of export activities. Also, during the recession three years ago, many shipping companies stopped ordering new containers.

"Now that demand has exceeded supply, there is a shortage. For this reason, the volume of container cargo handled at NBCT from January to May hit 470,572 twenty-foot equivalent units (TEUs), about 3.5% less than our target of 488,000 TEUs," he said. The 470,572 TEUs were about 4% more than 452,575 TEUs achieved in the same period a year ago.

Obaid said now that PPSB had started servicing bank loans for the port's expansion exercise, it was vital for it to start the dredging works to deepen its sea channel. "The dredging works, to deepen the sea to 14.5m from 11.5m presently, should be completed in 12 to 18 months. It will allow larger vessels to arrive and increase the port's revenue. "We hope the Government will release the RM350mil allocation for us to do the dredging works as soon as possible," he said. **Source : The Star**



The LPG tanker **St Lucia** making her first visit to the Otago harbour 6/6/11.

**Photo : Ross Walker ©**

## Heavy air pollution at ships' graveyard

There is no cause for worry about environmental pollution, according to Maharashtra Pollution Control Board (MPCB) officials, who echo the views of the firms employed in ship-breaking at Darukhana, on Mumbai's eastern coast. However, MPCB figures speak otherwise. The latest figures for ambient air pollution in Darukhana show that while SO<sub>2</sub> and NO<sub>x</sub> levels were within limits, Respirable Suspended Particulate Matter (RSPM) stood at a high 153 ug/m<sup>3</sup> (micrograms/cubic metre), way above the permissible limit of 100 ug/m<sup>3</sup>.

A United Nations special officer, who visited the Darukhana site in 2010, said the situation with regard to worker facilities was "critical" and health and safety laws were not being enforced.

Private firms rent space from the Mumbai Port Trust to break ships at Darukhana. Every day, more than 6,000 workers brave occupational hazards to dismantle ships, sort scrap and package it away. "There are issues related to contamination of an area around ship-breaking yards which have not been addressed in Mumbai as they have been in Alang (Gujarat)," said Gopal Krishna of voluntary organization Toxics Watch Alliance. "Ship-breaking involves toxic heavy metals, such as asbestos fibres, being thrown into the air, which exposes not just workers but those in the neighbourhood to hazards. The particles can easily carry, even through workers' clothes," added Krishna, who is a petitioner in a Supreme Court case against hazardous waste. **Source : Indiatimes**

## Hong Kong dockers demand a daily pay rise by 27%

Dockers are threatening to go on strike over pay. The Union of Hong Kong Dockers is demanding a daily pay rise of HK\$300 - a rise of 27 percent, Rthk.hk reports. It says dockers at the container

port are working long hours in tough conditions. It also says they have to do a lot of overtime work due to staff shortages. A spokesman for the union, Stanley Ho, said over 500 workers could go on strike if their demands are not met. **Source: Port News**

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The **COSTA DELIZIOSA** seen outbound from Amsterdam – **Photo : Kees Torn ©**

## Cruise ship arrivals in Myanmar set to rise

International cruise ship operators are slowly rediscovering Myanmar, with nine ships expected to dock at Yangon in 2011-12, up from six the previous year, the Myanmar Times reported on Sunday. Tourism boycotts and economic sanctions aimed at a repressive military government had hobbled the tourism in the past, but industry officials expressed optimism about the future, particularly in the cruise ship category.

'Passenger numbers will rise to some extent but we are expecting one mega cruise liner with somewhere between 1,000 and 2,000 passengers and crew members. Their eyes and mouths will act to promote a positive image of Myanmar to other travelers,' U Thet Lwin Toh, managing director of Myanmar Voyages Travel and Tour Company, was quoted as saying. He said his company would receive five of the nine cruise liners due to dock during the 2011-12 financial year, which runs from April 1 to March 30.

Myanmar Voyages is one of four companies - also including Destination Asia (Tour Mandalay), Diethelm Travel and Sunbird Tours - that arrange local services for international cruise liners that visit Myanmar. A spokesperson for Diethelm Travel said the company had received Germany-based MV **Columbus** with 300 passengers in April, and would receive a call from German cruise liner MS **Europa** in March 2012. **Source : Monsterandcritics**

## Tanjung Langsat Port to remain as facility for liquid petroleum

Tanjung Langsat Port (TLP) will not be turned into a containerised cargo port to reduce congestions at Johor Port as both facilities are located close to each other. Johor Port Authority (JPA) general manager Nik Aziz Nik Hussain said TLP would remain as a dedicated port handling liquid petroleum and hazardous cargo.

He said many parties, especially port users, exporters and manufacturers based here, had suggested turning TLP into a port handling containerised cargo in view of congestions at Johor Port. Johor Corp, the parent company of Tanjung Langsat Port Sdn Bhd which operates TLP, has also turned down a proposal by Johor Port former chief executive officer Abdul Khalid Lal Khan to turn TLP into a containerised port.

"We are regularly monitoring the delays at Johor Port and want the port operator to come out with concrete solutions to solve the issue," Nik Aziz told StarBiz at the Healthy Lifestyle Day for JPA employees and residents of Taman Air Biru flats here. Johor Port Shipping Forwarding Association had recently urged the Transport Ministry to interfere and solve the long-standing problem at the port as the operator had failed to take affirmative action to reduce congestions at its terminal.

However, Nik Aziz said delays at the port were seasonal and only happened when there were too many vessels making calls at the same time. He said the problem could be solved if Johor Port and its users worked together to come out with schedules on the best time to use the port so that they wouldn't get trap in the congestions. Nik Aziz said JPA did not see any requirement to build a new container port in Johor as both Johor Port and Port of Tanjung Pelepas (PTP) in Gelang Patah had the capacities to handle containerised cargo for the southern region.

"This is a free economy and we can't force them (port users) when it comes to their port of choice. They can go to Johor Port or PTP," he said. He said JPA was the regulatory body of the privatised port operations in Johor and any decision to build a new port would only be made by the Federal Government. Nik Aziz said the Government would stick to its decision made in August 2010 not to give a green light to a proposal to consolidate and rationalise the operations of Johor Port and PTP.

Under the proposal, container operations at Johor Port will be moved to PTP, about 80km away, turning the former into a non-containerised port while the latter will focus on handling containerised cargo. Many manufacturers in Pasir Gudang said they would incur higher stevedorage (trucking cost or container-lift-on-fee) if they were to use PTP due to the distance, as opposed to transport each container to Johor Port here. **Source : The Star**



The cruise ship **MSC Opera** leaving Southampton on 4th June, bound for Amsterdam. Taken during the Thames Ship Society ([www.thamesshipsociety.org.uk](http://www.thamesshipsociety.org.uk)) Solent Cruise.

**Photo : Chris Brooks - [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk) ©**

## Barcelona Port receives 27,200 passengers in only one day with seven cruise ships

Last Friday was the second busiest day for number of cruise ship passengers at the Port of Barcelona. Seven liners arrived on Friday with a total of 27,200 passengers on board. Three of the ships are more than 300 metres long. Three of the seven ships do a "turnaround" (ending a trip and starting a new one) through Barcelona's harbour: the **Costa**



**Serena, Carnival Magic, and MSC Splendida.** The other four are only passing through: the **Noordam, Aidavita, Thomson Dream** and **Independence of the Seas**. According to the journey scheduled, the busiest day of the year will be August 20th, when nine cruise ships with a total of 31,000 passengers will be stopping in the city. This data shows the importance of Barcelona Port on the world's cruise ship map.

The industry is clearly led by the United States, and the State of Florida in particular, as the top three ranking ports are from there (Miami, Everglades and Canaveral). The fourth position belongs to the Port of Barcelona, being the top European port as well as the first in the Mediterranean Sea. It is the preferred origin and ending point, and a must-do stop within cruise trips in the Mediterranean Sea, before Palma de Mallorca, Naples, Civitavecchia (Rome), or Piraeus (Athens).

In 2010, 2,347,976 cruise passengers passed through Barcelona, a 9.06% increase compared to 2009. However, forecasts for 2011 foresee an increase that could reach 18% if the most optimistic predictions are met. More than 50 cruise liners operate through the Port of Barcelona and many of them use it for boarding and embarkment. Barcelona's port authorities are fostering this trend by installing flight check-in facilities into the cruise terminals, which enable passengers to check in next to the ship and not at Barcelona El Prat Airport.

Cruise liners specialise in different market niches, depending on the client's socioeconomic situation and nationality. 18% of cruise ship passengers going through Barcelona are British, 17% come from the United States, 17% are Spanish, 14% are Italian, 9% are German and 4% are French. **Source : Catalan News Agency**



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The **RUHR N** seen moored in Rotterdam-Europoort last week, according information received this was the last visit of the vessel to Rotterdam, she will transport one more load of iron ore to China followed by her last voyage to the breakers in India – **Photo : Peter Andriessen ©**

## Deep Casing Tools appoints new finance director and marketing manager as part of its ongoing growth strategy

Aberdeen-based innovative casing and completion technology provider Deep Casing Tools has announced the appointment of a finance director and a marketing manager. Chartered accountant and Scottish solicitor Ken McHattie has taken on the role of finance director while John Prescott joins the company as marketing manager following a 28-year career with Baker Hughes. Both appointments are part of Deep Casing Tools' ambitious growth strategy, which includes plans for a greater presence in the United States and Norway in addition to increasing an already-strong reputation in the Middle East.

Mr McHattie has more than 14 years experience in the oil and gas industry. He was previously finance director for Energy Development Partners, which was established to develop marginal assets in the UKCS. Prior to this, Mr McHattie was finance director of Tuscan Energy, the company responsible for developing the Ardmore field in the North Sea. John Prescott joins Deep Casing Tools after a successful career with Baker Hughes, in which he most recently held the position of global account director. Prior to that Mr Prescott was the managing director of Baker Hughes Saudi Arabia for four years. He has held a variety of management and sales positions in the UK and overseas, also working in operations for drilling contractors, oil companies and as a drilling fluids engineer before joining Baker Hughes.

Commenting on his appointment Mr McHattie said: "Deep Casing Tools has an ambitious growth strategy complemented by a rising demand for its innovative suite of technologies. I am looking forward to working with the team here to help take the business through to its next stage of development and build a robust global presence."

Mr Prescott added: "This is an important year for Deep Casing Tools as we look to expand the business and significantly increase turnover throughout the remainder of this year and into 2012. Our reputation amongst our client base is one of being able to deliver a quality service and revolutionary products and I want to use my experience in the oil and gas industry to build on this and turn our growth plans into reality."

CEO of Deep Casing Tools, Lance Davis said: "I am delighted to be announcing such high calibre appointments. Both Ken and John's extensive experience in the oil and gas sector will prove very useful to Deep Casing Tools as it continues to explore the exciting opportunities that lie ahead. I am confident that they will prove invaluable when it comes to further increasing Deep Casing Tools' already significant reputation and customer value."

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## Vizag no longer India's number one

Visakhapatnam Port, India's leading port for many years, is now firmly anchored in second place behind Kandla, and is predicted to slip further down the league table with the threat of Gangavram hanging over it. In 2010-11, Vizag handled 68.4m tonnes, compared with Kandla's 81.88m tonnes. It is estimated that some 13m-14m tonnes of coking coal, thermal coal and others have been attracted to the new private port. **Source: Port Strategy**

## MARITIME ARTIST CORNER



Sailing home like the Sea-shanty "Rolling home across the sea" – stormy weather and high seas and a little sail in top. Some sailors are busy in the main yard to secure other sails – hard work to do. A remembrance of my father on an unknown sailingship.

Watercolour made by F.H.Haalmeijer/ coll. Capt. Frank Haalmeijer ©

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## BOEKBESPREKING

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### “Instant Weather Forecasting”.

Bij Adlard Coles Nautical verscheen “**Instant Weather Forecasting**”, geschreven door Alan Watts. “**Instant Weather Forecasting**” bleef een niet aflatende bestseller sinds het veertig jaar geleden voor het eerst verscheen. Een brilliant concept; het succesverhaal is gebaseerd op vierentwintig kleurenfoto's van wolkformaties met bijhorende verklarende tekst die de lezer toelaat de hemel 'af te lezen', hieruit tips af te leiden en het weer te voorspellen. Met een herziene en geactualiseerde tekst, samen met nieuwe kleurenfoto's en diagrammen, zal dit 'juweel van een boekje' van onschatbare waarde zijn voor iedereen die deelneemt aan buitenactiviteiten, van tuinieren, wandelen, vliegen, zeilen tot vissen. Auteur **Alan Watts**, ooit een beroepsmeteoroloog, heeft zich toegelegd op het bestuderen van veranderingen in het windpatroon en de korte termijn gevolgen ervan op het weer. Dit, samen met zijn enthousiasme voor zeilen, liet hem toe mensen te helpen weersvoorspellingen te doen aan de hand van wat de hemel en de wolken te vertellen hebben. “**Instant Weather Forecasting**” (ISBN 9781408137093) telt 64 pagina's. Het boek kost £7.99. Bestellen kan via de boekhandel, of rechtstreeks bij de uitgeverij **Adlard Coles Nautical**, 36 Soho Square, London W1D 3QY, UK. Tel. +44(0)20.7758.0284, Fax +44(0)20.7758.0222. [www.adlardcoles.com](http://www.adlardcoles.com)

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



Above seen the Austal newly built catamaran **LEONORA CHRISTINA** leaving Grand Harbour, Malta bound for Denmark on her delivery voyage from Australia on Sunday 5th June, 2011.

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

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