

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 210



Number 210 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 02-08-2009**
News reports received from readers and Internet News articles copied from various news sites.

stevedoring & warehousing		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS</p> <p>ISPS CERTIFIED</p>
SHORECRANES UP TO 208 M / TONS		
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Above seen the supply vessel "Monarch" fuel removal operation, sunk at the base of the Granite Point platform Cook Inlet, Alaska, now underway. Landing Craft "Polar Bear" is the dive platform and "Sand Island" is safety / spill response / support vessel.

Photo : Capt. David Stirling - Stirling Salvage Ltd (c)

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The **WAN HAI 503** seen Westbound in the Singapore Straits
Photo : Piet Sinke (c)

above photo can also be seen in high resolution in the photo album at my website www.maasmondmaritime.com or via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

Third guilty plea in Theotokos pollution case

A Greek citizen who oversaw the engineering department on board a Polembros-managed bulk cargo ship pleaded guilty yesterday in U.S. District Court in New Orleans to violating environmental laws designed to prevent pollution from ships and making false statements to the U.S. Coast Guard.

Georgios Stamou, the chief engineer of the **M/V Theotokos**, pleaded guilty to one felony violation of the Act to Prevent Pollution from Ships and one felony violation for making a false statement, reports the Justice Department. Stamou is the third crewmember to plead guilty to crimes related to pollution from **Theotokos** while on the high seas. The captain of the ship, Panagiotis Lekkas, and the second ranking officer, Charles P. Posas, both pleaded guilty to

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 210

multiple felony counts on July 15, 2009. According to court documents, Stamou was in charge of the engineering department and oversaw the ship's machinery spaces, engines, propulsion system, and pollution prevention equipment including the oily water separator. At some point during Stamou's employment on board the vessel, the oil water separator ceased functioning. During a voyage from Korea to Panama, Stamou spoke with a company representative and notified him that there was a problem with the oily water separator. Stamou did not utilize the oil water separator and directed crewmembers to discharge bilge waste that had accumulated during regular operation of the ship.

International conventions and U.S. law prohibit the discharge of bilge waste containing more than 15 parts per million of oil without treatment by an oily water separator-- a required pollution prevention device. The International Convention for the Prevention of Pollution from Ships and federal law also require all overboard discharges be recorded in an oil record book, a standardized log which is regularly inspected by the Coast Guard.

Stamou at the time of his discharge directive was aware that bilge waste can only be legally disposed of at a shore side facility while at port or after being filtered through an oily water separator so that it contains less than 15 parts per million of oil. In court papers, Stamou admitted that he knew that to carry out his directive, the crew would discharge the waste directly overboard by routing the waste through the bilge line or sewage discharge valve, and not through the oil water separator. Additionally, none of the discharges were recorded, as required, in the vessel's oil record book.

On Oct. 1, 2008, the Coast Guard boarded the **Theotokos** at Kenner Bend Anchorage in Louisiana for a port state control inspection to ascertain its compliance with health, safety, and anti-pollution protocols. At that time, Stamou presented the false oil record book to Coast Guard inspectors. A sentencing hearing has been scheduled for Stamou for Nov 5, 2009. Sentencing for both Lekkas and Posas is set for Oct. 14, 2009.

The case was investigated by the U.S. Coast Guard Investigative Service with assistance from inspectors from Sector New Orleans as well as legal from U.S. Coast Guard in New Orleans and at Headquarters in Washington, D.C. The case is being prosecuted by Christopher L. Hale of the Justice Department's Environmental Crimes Section along with Dorothy Taylor of the U.S. Attorney's Office in New Orleans. **Source : Marine Log**

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DAEWOO FRONTIER UNDER ARREST IN DURBAN

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 210

The Ro-Ro car carrier/passenger ship **DAEWOO FRONTIER** (42,567-gt, built 1988) has been an unintended long-term visitor both in Durban harbour and in the outer anchorage, following the ship's arrest. The ship is the former Grimaldi Lines' **REPUBBLICA DI GENOVA** which spent six months capsized in Antwerp harbour during 2007 before being righted and sold to Independence Shipping.



Photo : Trevor Jones (c)

The capsizing took place quite gently, resulting in no injuries although a number of containers and motor vehicles were badly damaged. The ship had just completed taking bunkers and it was at first suspected that this resulted in stability problems, although there were subsequent reports also of pump and equipment failures.

After her righting the ship was towed to South Korea behind the tug **SALVALIANT** – herself no stranger to drama on the South African coast – and a major repair was carried out before the Ro-Ro reentered service last year after having much of her machinery replaced or rebuilt. **Daewoo Frontier** arrived in Durban in April this year to deliver a number of motor vehicles, but was placed under arrest soon afterwards and went to anchor off Umhlanga where she remained until quite recently. During this time the ship lost two anchors including long lengths of chain, which have still to be recovered.

The ship's latest troubles, financial this time, are likely to come to a head this week following an application for her sale by judicial auction for which a ruling is expected. Other ships under arrest in South African ports include the **SARA V** which is at anchor outside the port of Richards Bay, the **SERAM WIND** at anchor outside Durban for which a rule nicae was recently issued, and the **PINE TRADER** under arrest in Cape Town harbour. Another vessel seemingly abandoned in Cape Town harbour and causing some congestion problems is the oil rig **NEPTUNE FINDER** which has been in the port for about two years. Source : ports.co.za



This image of a water color from **Hans Breeman**, shows the **mv Woensdrecht** which was part of the company PHs. van Ommeren N.V. from Rotterdam. A typical company for tramp shipping.

The vessel was build with two sisters the **Wardrecht** and the **Wieldrecht**. All three were build between 1962 and 1964 in Vlissingen at the yard "De Schelde" www.hansbreeman.nl

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Finnish ship hijacked in Sweden

A Finnish ship was hijacked off the island in south-eastern Sweden in the early hours of last Friday, according to the local reports on Thursday.

A group of black-clad masked men who spoke English boarded the ship off the island Oland of Baltic Sea at around 3 am on July 24. They claimed to be police officers, searched the Maltese- registered vessel which was laden with timber bound for Algeria, reported the Swedish electronic newspaper The Local.

The vessel's Russian crew were bound and gagged for the duration of their 12 hour ordeal, The Swedish National Police Board (Rikspolisstyrelsen) was quoted by The Local.

The hijackers are reported to have been traveling in a high- speed inflatable boat. After the attack the vessel continued on its journey, the report added. "The men were not police, neither were they representatives from any other authority," said a police officer of Rikspolisstyrelsen, adding that the Swedish police had contacted the Russian embassy in Stockholm and launched an investigation into the hijacking amid allegations that the crew were assaulted with rifle butts. **Source: chinadaily**



The **Seven Sisters** seen at the MacGregor Hydramarine yard in Kristiansand. The vessel is owned by Siem Offshore and is on a long term charter for SubSea7.

Photo : Richard & Jeroen o/b VOS Satisfaction (c)

Committee approves LoBiondo bill protecting mariners who defend themselves against pirates

Legislation to protect mariners' right of self defense against acts of piracy was unanimously approved by the House Transportation and Infrastructure Committee today.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 210

The United States Mariner and Vessel Protection Act (H.R. 3376) was introduced by U.S. Rep. Frank LoBiondo (R-NJ), the Coast Guard and Maritime Transportation Subcommittee Ranking Republican.

"Over the past year, there has been a significant increase in the rate of piracy in the Gulf of Aden and off the coast of Somalia," LoBiondo said. "The U.S.-flagged vessels **MAERSK ALABAMA** and **LIBERTY SUN** were attacked, but due to the heroics of their crews and the U.S. Navy, no American lives were lost."

In order to prevent future attacks, vessels are operating at a higher security posture and many operators are examining the use of armed security teams on board. In hearings before the Coast Guard and Maritime Transportation Subcommittee, representatives from all segments of the maritime community shared concerns that, while the provision of armed personnel was necessary to safeguard a vessel's crew and cargo, the arming of a vessel may potentially expose vessel operators and crew to increased liability for actions taken in defense of the ship.

Under the bill, mariners who use force and individuals who authorize the use of force to defend a vessel against pirate attack would be shielded from liability for damages or injuries that result from their defensive actions. "This common-sense legislation is a necessary step in empowering U.S.-flagged vessels to fully protect their crews and cargo," LoBiondo added. The bill also directs the United States to negotiate international agreements through IMO to provide similar exemptions from liability in other countries for the use of force by mariners and vessel owners, operators and masters.

The bill is cosponsored by Transportation and Infrastructure Committee Republican Leader John L. Mica (R-FL), U.S. Rep. Don Young (R-AK) and U.S. Rep. Howard Coble (R-NC), as well as Coast Guard Subcommittee Chairman Elijah Cummings (D-MD). **Source : MarineLog**

Sea of troubles

FROM the sheltered waters of Subic Bay in the Philippines to Falmouth on the south coast of England, a vast, swelling armada lies idle. In Asia's deep-sea havens 750 vessels—container ships, bulk carriers, tankers, car carriers and others—are laid up. A further 280 are sheltering in European waters. According to Lloyd's Marine Intelligence Unit, nearly 10% of the world's merchant ships are swaying gently at anchor because of a collapse in global trade. Since the recession bit hard last autumn a lot of attention has been paid to the plunge in the Baltic Dry Index, a composite measure of the cost of shipping bulk cargoes such as iron ore and coal. It fell by over 90% between June and October last year, although it has since recovered slightly and is hovering at just above a quarter of its peak. World trade in general remains in its worst slump for generations, although it too is no longer falling. Two of the biggest shipping banks (RBS and HBOS) are in state-backed rehab. The parlous state of the world economy could mean more shipping companies following Eastwind Maritime, which went bankrupt in June. On July 28th Hapag-Lloyd, Germany's largest container-shipping company, secured a €330m (\$468m) bail-out from its shareholders while it seeks up to €1.75 billion to keep it from sinking altogether. Worse, there is a huge supply of new ships on order and due off the slipways over the next four years. For bulk carriers alone, the backlog is equivalent to more than two-thirds of existing capacity. Philippe Louis-Dreyfus, departing president of the European Community Shipowners' Associations, has called for an industrywide scrappage scheme to shrink the surplus. Warning of a "bloodbath", he said in June that shipping capacity would exceed the needs of the market by between 50% and 70% in the near future. Nothing like this has been seen since the early 1970s, when lots of super-sized oil tankers, known as VLCCs (very large crude carriers), were built in expectation of huge growth in oil consumption just before the first oil shock. The result was a persistent surplus and no more orders for VLCCs for a decade. By the late 1990s the number of ships completed was running at around 1,300 a year. But from 2004 production picked up. Ships have also been getting larger (see chart). By last year annual completions were up by nearly 60% compared with a decade ago and the ships were 30% bigger. No wonder Lloyd's List, an industry journal, is full of news of ship seizures and bankruptcies. Yet a ray of sunshine is breaking through the storm clouds. The world's shipbuilders are unlikely to convert all of their huge backlog of orders into deliveries given their unrealistic workloads and likely cancellations. Drewry Shipping Consultants estimates that nearly half the ships due to be delivered last year are still sitting on the slipway or the drawing board. Analysts at ICAP Shipping Research in London shrug off the idea that there will be a glut, since shipments of cheap Australian coal and iron ore to China have for years been constrained by a lack of big ships. More giant bulk carriers will lower the prices of ores delivered to China and stimulate trade growth, they say.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 210

The outlook for tankers is less clear because of the volatility of crude-oil prices. Rates recovered strongly in June, according to ICAP, partly because large vessels were in demand for storage, as oil companies waited for crude prices to strengthen. Looking further ahead, the International Energy Agency expects oil demand to fall by 2.5m barrels a day this year, having already dropped by 300,000 b/d in 2008. But lower demand will be offset by a scheme to phase out single-hull ships on environmental and safety grounds in European and North Atlantic waters. The decline in production from mature oilfields in the North Sea and Alaska also means that replacement supplies will have to be hauled longer distances by sea to the refineries of Europe and North America. The part of the shipping industry headed for the choppiest waters is the container trade, which had steamed ahead gloriously since the mid-1970s. The forging of global supply chains in the past 20 years, the rise in merchandise trade and the emergence of China as the workshop of the world created growing demand. Vessels became gigantic, with the latest capable of carrying 15,000 standard containers. Now the box trade, as it is called, is in the midst of its first decline. AXS Alphaliner, an information service that tracks the trade, has estimated that some 15% of capacity will be idle by October. Shipping companies that operate the main container services linking Asia, America and Europe will lose about \$20 billion this year, after making only \$5 billion profit in 2008, according to Drewry. To blame is a \$55 billion fall in expected revenues, only partly offset by savings from lay-ups, "slow steaming" to conserve fuel and opting for the longer and cheaper route round the Cape of Good Hope, which avoids hefty fees for using the Suez Canal. The canal faces a drop in revenue of 14% this year. Container rates have tumbled: before last summer it cost \$1,400 to move a container from China to Europe; today the rate is barely \$400. Chang Yung Fa, the boss of Evergreen group, the world's fourth-largest container fleet, based in Taiwan, talks of a "gruesome" excess of capacity. Three years ago he dropped plans to order new ships. Now he is scrapping part of his 176-strong fleet. The grim outlook for container shipping is not simply a reflection of the recession. There is a deeper concern. Containerisation helped to promote globalisation by reducing the cost of shipping goods so sharply that manufacturers could afford to search the world for factories where costs were lowest. As a result, the amount of sea transport involved in manufacturing a given product rose. But some analysts worry that this one-off restructuring may be almost complete. So even when the world economy recovers, the rapid expansion of container trade may not resume. **Source: Economist**

TANKER GEBORGEN OP WESTERSCHELDE



Bergers van **Multraship Salvage B.V.** zijn er vanmiddag omstreeks 12.00 uur in geslaagd het gestrande tankschip "**Granat**" vlot te trekken. De Belgische tanker was onderweg naar de Braakmanhaven in Terneuzen toen het vrijdag omstreeks 23.15 uur, tijdens hoog water, buiten de havenmond strandde. De "**Granat**" had een lading van 1.000 ton stookolie aan boord.

De bergers stuurden een bergingsteam en bergingssleepboten ter plaatse waarmee direct hulp geboden kon worden. De eerste poging om het schip rond middernacht vlot te trekken moest gestaakt worden gezien het water reeds te ver gezakt was. De bergers mobiliseerden oliebestrijdingsmiddelen en pompmateriaal en er werd overslag-capaciteit standby gehouden om zodoende op alle mogelijke scenario's voorbereid te zijn. Rijkswaterstaat mobiliseerde het oliebestrijdingsvaartuig **Octopus**.

Multraship wist het schip zaterdag om 12.00 uur tijdens het volgende hoog water met drie bergingssleepboten vlot te trekken en terug in diep water te brengen. Vervolgens werd de tanker naar de Westhaven gesleept alwaar diverse

inspecties werden uitgevoerd. Nadat deze uitwezen dat er geen sprake was van lekkage kreeg het schip toestemming de reis op eigen kracht te vervolgen.

Swine flu cruise ship docks in France

A cruise ship carrying dozens of victims of swine flu among its 5,000 passengers and crew docked in France on Friday on its way from the Italian port city of Naples to Marseille, French authorities said. Shares in U.S.-Norwegian company Royal Caribbean, which owns the liner, fell as much as 7 percent in Oslo trading after news that 60 crew members had been diagnosed with the H1N1 virus, as the pandemic continues to spread.

Seventy more crew members showed signs of the disease, local authorities said in a statement on Friday. None of the 3,600 passengers were reported to be ill. The people infected are being treated and will stay on board the "**Voyager of the Seas**" liner, which docked at Villefranche in southern France on Friday morning as part of its planned itinerary and will resume its journey on Friday evening.

All other members of the 1,500-strong crew will also stay on board, although the passengers were allowed to disembark during the day. There have been more than 1,000 confirmed cases of swine flu in France, and the World Health Organisation said earlier this month the virus was still spreading quickly and affecting older age groups who had been spared earlier in the outbreak.

On Thursday, French authorities said a 14-year-old girl infected with H1N1 had died, the first recorded death in France from the virus. But they said the girl had suffered from a number of other very serious conditions and it was not clear whether her death had been caused by the flu virus.

The spread of the H1N1 virus has forced travel companies to change itineraries and has dramatically cut demand for trips to Mexico, where the disease is believed to have originated. Royal Caribbean, the world's second-largest cruise operator, has been hit by the route changes as well as lower demand.

When it released second-quarter earning results earlier this week, the company said its 2009 earnings per share were likely to be about a third lower than it forecast only a month ago, in part because of the growing impact of swine flu.

At 1400 GMT, shares in Royal Caribbean were down 3.6 percent at 89.56 Norwegian crowns. **Source : The Star**



The Iranian tanker **MANAH** seen moored at the **MOT 2 terminal** in Rotterdam-Europoort

Griend in actie voorvaartuig aan de grond.

Donderdag 30 juli om 17.00 uur werd de bemanning van de **Griend** van KNRM station Ouddorp binnen, door het Kustwacht Centrum gealarmeerd voor een vaartuig aan de grond.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 210

Het bleek, volgens de Kustwachtpost Ouddorp, te gaan om een open zeilboot die ter hoogte van de nieuwe Ouddorpse haven op de stenen zat. Met de reddingboot **Griend** werd bij windkracht Zuidwest 7 ter plaatse gegaan, en werd het stalen open zeilvletje aangetroffen op de stenen voor de ingang van de haven. De 5 opvarenden waren al van boord en stonden op de stenen dam van de haven. Met de Griend werd het scheepje van de stenen gesleept en overgebracht naar het boothuis. Daar werd het bootje met de motorpomp leeggepompt. Hierna werden alle drijvende spullen die uit het bootje kwamen, opgevisst. Materiaalpech was de oorzaak van de stranding.

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The **NAVION TORINITA** seen enroute Rotterdam - Photo : Ronald de Bloeme (c)

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Norwegian ship with 6 crew sinks

Coast guard vessels and helicopters were searching for the missing six-member crew of a Norwegian cargo ship that sank early Friday off Sweden's southwestern coast. The 70-metre-long **Langeland** had issued a distress signal during a storm near the Swedish town of Stroemstad, maritime officials said.

Rescuers spotted life-jackets, a raft and other debris floating on the water, but none of the crew members, most of whom are believed to be Russian, said Birger Knutsson of Sweden's Maritime Rescue Co-ordination Centre. In a separate incident Friday, a Chinese cargo ship was leaking diesel oil after running aground off Norway's southwestern coast, the Norwegian coast guard said.



Photo : Norwegian Coast Guard

The Panama-registered **Full City** drifted into shallow waters and hit rocks near Langesund — about 150 kilometres southwest of Oslo — while moored during a squall, Ministry of Coastal Affairs spokesman Halvard Wensel said.



A Norwegian coast guard helicopter was dispatched to ferry crew members to shore. The ship had 1,120 cubic meters of fuel oil onboard, but

it was unclear how much of it had leaked, Norwegian Coastal Administration spokeswoman Ane Eide Kjaeraas said. Cleanup crews were deployed, but rough seas hampered efforts to keep the spill from reaching coastal areas, including protected sea bird sanctuaries. **Source : CBC News**

NAVY NEWS

Navy ship shoots down target missile launched from Kauai

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 210



A Pearl Harbor-based destroyer shot down a simulated short-range ballistic missile launched from Barking Sands on Kaua'i as part of the ongoing development of a U.S. missile defense system, according to the military. It was the 19th successful intercept out of 23 attempts for the ship-based Aegis Ballistic Missile Defense system.

The Navy fired a short-range ballistic missile from the Kaua'i Test Facility at the Pacific Missile Range Facility, Barking Sands.

Three Navy ships — the cruiser **USS Lake Erie** and the destroyers **USS Hopper** and **USS O'Kane** — tracked the target. The **Hopper** fired a Standard Missile-3 interceptor, which scored a direct hit on the target missile about 5:44 p.m., four minutes after the target was launched, the military said. The exercise cost about \$40 million, officials said. The Aegis system is the mobile, sea-based component of the nation's ballistic missile defense shield. It is intended to defeat short- to intermediate-range ballistic missiles in midcourse flight with the Standard Missile-3, and short-range ballistic missiles in the terminal flight phase with the Standard Missile-2.

Eighteen Navy ships — three cruisers and 15 destroyers — are equipped with ballistic missile shoot-down capability. Sixteen of those ships are in the Pacific and two are in the Atlantic. **Source : Honoluluadvertiser**

SHIPYARD NEWS



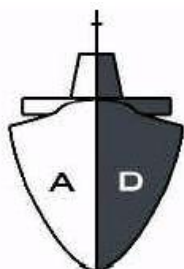
De **L-616** uit het Deense Lemvig kwam woensdag morgen binnen in Stellendam om een casco op te pikken wat bij Scheepswerf Maaskant al vele jaren achter het dok licht. Maaskant heeft het casco kunnen verkopen en zal in Denemarken worden afgebouwd.

De **L-616** is een voormalige bokker uit Zoutkamp namelijk de **ZK-57** van eigenaar Bolt, hij woonde in Nederland, is met een Deense getrouwd en is in Denemarken gaan wonen.

Foto's : C. Hameeteman (c)

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The **CALAMITY JANE** is seen above in the drydock of Navantia shipyard in Ferrol (Spain), the hull will be cleaned and a new ROV will be installed

Photo : Robin de Gijssel (c)

BAE and VT in dispute over joint shipbuilding project

BAE Systems, Europe's largest defence company, revealed that it is in dispute with VT, the defence services provider, over the price of their shipbuilding joint venture. BAE and VT merged their shipbuilding yards on the River Clyde and in Portsmouth last year to create a company called BVT, but VT has decided to sell its 45 per cent stake in the venture for a previously agreed price of £380 million. BAE claims that export contracts with Trinidad and Tobago and Oman did not perform as well as expected and is demanding a capital injection from VT as compensation — an amount thought to be in the range of £25 million to £50 million.

Howard Wheeldon, senior strategist at BGC Partners, a brokerage, said: "VT deserves its money because it has created a valuable business that could turn out to be an excellent export business for BAE and create a lot of long-term value." Mr Wheeldon also believes that BAE has "kitchen-sinked" its half-year results to get all the bad news out so that it can

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 210

concentrate on a promising second half. The news of the dispute came as BAE reported a 19 per cent increase in underlying earnings to almost £1 billion in the first six months of this year. However, the company's pension fund deficit grew by £900 million due to a revaluation of its assets and it was also forced to write down the value of two acquisitions in the United States by £290 million.

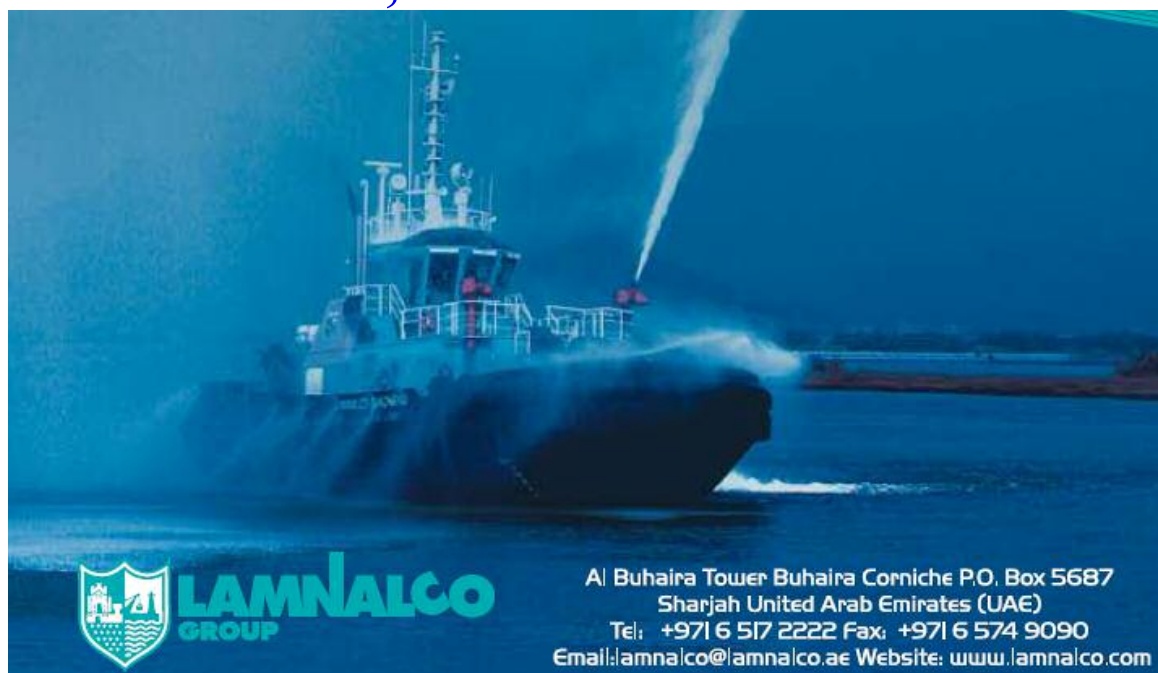
The combination of these non-cash impairments resulted in BAE, which employs nearly 100,000 people worldwide, reporting an adjusted loss of £70 million in the first half yesterday, compared with a profit of £599 million in the same period last year. Analysts at UBS said in a note that the impairments should not detract from the value of other parts of the businesses that BAE had acquired. They added that BAE had exceeded expectations for revenue and underlying earnings. The stock market felt otherwise and the write-offs and increase in pension deficit resulted in a 16p, or 4.8 per cent, drop in the share price to 311.75p. BAE's sales in the first half increased by 28 per cent to £9.9 billion and its order book has grown by £4 billion to £45 billion. It also increased the interim dividend by 10.3 per cent to 6.4p a share and cut its net debt by £400 million to £316 million.

Ian King, the chief executive, said: "Our moves into the security market are going well on both sides of the Atlantic as government interest in this area is increasing. We are also making good inroads into India and we have real prospects there." VT said in a trading update that it was operating in line with expectations and expected to deliver savings of £15 million as part of a restructuring this year. **Source: [business.timesonline](#)**



The **SKY TETHYS** seen moored (with the **Maersk Champion** at the stern) in Cape Town
Photo : Aad Noorland (c)

ROUTE, PORTS & SERVICES



Haven van Gent scherpt afvalbeheersing aan

De Gentse haven heeft een nieuwe stap gezet in het beheren van afval afkomstig van zeeschepen. Het Havenbedrijf Gent maakte daartoe nieuwe en betere afspraken met de kapiteins, scheepvaartagenten en afvalverwerkers.

Tijdens hun reis produceren schepen scheepsafval. Tijdens het lossen van een lading kan er afval achterblijven. Het is dan ook van belang dat schepen in de haven waar ze toekomen hun scheeps- en ladingsafval kunnen afgeven. De Gentse haven heeft haar bestaande afspraken over afvalbeheer op basis van de praktijk verduidelijkt en aangepast. Hierdoor ontstaat er meer rechtszekerheid voor de gebruikers. Voor de derde keer op rij werd alles vastgelegd in een afvalbeheersplan dat onlangs door de Vlaamse Minister van Leefmilieu werd goedgekeurd. Het plan loopt van 1 juli 2009 tot en met 30 juni 2012.

Sas van Rouveroij van Nieuwaal, voorzitter Havenbedrijf Gent: "De Gentse haven voert duurzaamheid hoog in het vaandel. Denken we maar aan de grootste Europese biocluster van bedrijven die biobrandstoffen produceren, de windmolens rondom het nieuwe Kluizendok en de plannen voor de verdere inplanting van windmolens, natuurbeheer aan de Moervaart door Natuurpunt, de activiteiten rond recyclage van schroot en de grootste productie ter wereld van krantenpapier op basis van 100% gerecycleerde afvalstoffen. Het spreekt voor zich dat het beheren van afval in het havengebied grote aandacht krijgt. Uiteraard om bij te dragen tot de bescherming van de internationale wateren, maar ook om een klantvriendelijke haven aan te bieden."

Elk zeeschip dat de haven van Gent aandoet, draagt telkens 65 euro bij. Sommige zeeschepen kunnen een deel van hun bijdrage terugkrijgen, tot maximum 45 euro. Dit is onder meer het geval voor schepen die met milieuvriendelijke brandstof varen, de zogenaamde marinediesel. Deze prijs wordt nog aangevuld met een factor die rekening houdt met het brandstofverbruik van elk scheepstype (bijvoorbeeld containerschip, fruitschip, schip voor rollend materieel, stortgoedschip...), de tonnenmaat en de verwachte afvalproductie.

Een aantal zeeschepen heeft echter recht op een vrijstelling: schepen die de haven regelmatig volgens vaste lijnen aandoen, schepen die zelf al een regeling hebben getroffen voor de afgifte van hun scheepsafval en schepen die in een andere haven op hun route hun afval aanbieden. In 2008 kwamen 3.463 zeeschepen naar de Gentse haven waarvan 249 afval aanboden. Goed voor 5.000 m³ afval. Sas van Rouveroij van Nieuwaal: "Dit is dus het duurzame

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 210

havenbeleid in de praktijk waarmee we absoluut vermijden dat schepen de zee als een vuilnisbak gebruiken. Met de haven van Gent voorkomen we zo dat maar liefst 3.100 m³ oliehoudend water in zee zou worden geloosd.”

De kapitein van een schip of zijn agent moet alle informatie over scheepsafval aan het Havenbedrijf Gent bezorgen door (verplicht) gebruik te maken van het elektronische haveninformatiesysteem ENIGMA. Alle aangiftes, verplichtingen en waar men welke soorten afval kan aanbieden, het zit allemaal in het informatiesysteem. Het systeem wordt ook gebruikt voor de hele financiële afhandeling. Het gebruiksgemak voor de klanten staat immers voorop.

Elk zeeschip dat de haven aanloopt, draagt financieel bij voor de inzameling en verwerking van het scheepsafval, ongeacht of het gebruik maakt van een voorziening. Dat is het uitgangspunt. Want zowel internationaal als nationaal wordt er getracht de pollutie van zeeschepen op zee te reguleren en terug te dringen. In de plaats daarvan dienen havens voorzieningen aan te bieden voor het scheepsafval. Dit afval omvat bijvoorbeeld voedselafval van de bemanning, huishoudelijk afval (zoals plastic, karton, papier), afvalolie en onderhoudsafval uit de machinekamer zoals roet, machineonderdelen, verfresten en poetslappen. Maar ook het afval van tijdens het laden dat opgeruimd dient te worden. Het betreft bijvoorbeeld de restanten van een lading in het ruim of in de tanks van het schip die na het lossen en schoonmaken achterblijven.



Siem offshore's 2000 built car carrier **DRESDEN** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan (c)

SCF takes delivery of last tug in the series to serve Belokamenka terminal in the Kola Bay

Sovcomflot Group has taken the delivery of the last tug-boat in the series ordered to cater for safe operation of tankers in the Kola Bay, the company's press center reports. The vessel was built by Sanmar Denizcilik (tuzla, Turkey). The new vessel is called **Kapitan Reutov**.

Two similar 3,660 kW tug boats, **Kapitan Popov** and **Kapitan Avdyukov**, which entered the Group's fleet earlier this year will be put into operation together with the **Kapitan Reutov** tug in September 2009. All the tugs of the series will be registered in the Russian Maritime Register of Shipping, with Murmansk as their port of registry. The vessels will all fly the flag of the Russian Federation. .

The **Kapitan Reutov** tug meets all the requirements of the relevant international conventions and leading classification societies. The vessel (project Sanmar 2800E) is a modern, highly manoeuvrable tug of 2,460 kW equipped with Azimuth thrusters and with a bollard pull of 45 tonnes. The vessel has been designed to operate in the

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 210

low temperatures of the Northern latitudes. The tug is equipped with bow and stern towing winches and an external fire fighting system. It is capable of escorting large ocean-going tankers..

Sovcomflot OJSC is Russia's largest shipping company and the world's fifth-largest tanker company. Its fleet comprises 138 vessels with total deadweight of some 9.6 million tonnes. The Group's current backlog of orders numbers 22 vessels with total deadweight of 2.1 million tonnes. Sovcomflot Group operates the world's largest fleet for operation in ice-class conditions.

The Belokamenka Terminal, a storage tanker owned by Rosneft, accepts oil from the Varandei terminal. The Varandei terminal is located in the Barents Sea some 23 km off the coast and is connected with coastal installations and nearby oil fields with pipelines. Annual terminal capacities are 12 million tonnes.



The **FAIRLIFT** seen westbound in the Singapore Straits - Photo : Piet Sinke (c)

The Port of Algeciras restructures anchorage zones

The Port of Algeciras has decided to split a large anchorage zone in front of the port to create an access channel to new facilities that will come into operation in 2010. Splitting the anchorage will result in slightly less space for ships awaiting bunker deliveries, observers said. During the first quarter of 2009, bunkers supplied to ships at anchor in the Bay of Algeciras accounted for 65% of the port's overall bunker sales.

"The Board of Administration passed the modification of the Port of Algeciras anchorage area on Tuesday," a spokesperson for the Port of Algeciras Bay Authority (APBA) told Bunkerworld.

"Former anchorage area 'C' will be divided into two: 'C' and 'D'. Anchorage areas 'A' and 'B' are not modified".

The reason for the anchorage restructuring is the need to create an inbound and an outbound canal for ships using the port's new Isla Verde Exterior facilities.

"The modification will come into force in the forthcoming months" the APBA spokesperson said. "We do not expect that this modification will have any impact in the Port of Algeciras Bay bunkering volumes." Despite a global slowdown in shipping and a drop in overall port throughput during the first half of 2009, bunker sales at the Spanish port of

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 210

Algeciras have continued to grow this year after a 4.8% year-on-year increase in 2008. The port's Isla Verde expansion includes plans for a new container terminal and the new Alpetrol bunkering facility, which the port authority thinks will contribute to higher bunker sales from 2011 . **Source: portworld.com**



The tug **MUSTANG** with the barge **SAINTY No 8** seen enroute Dordrecht
Photo : Frits Janse (c)

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The **MAERSK KAMPALA** seen departing from the APM terminal in Rotterdam-Europoort
Photo : Hans van Ewijk (c)

Danaos sees recovery despite 35pc Q2 profit slide

Greek containership owner Danaos has suffered a 35 per cent year-on-year decline in second quarter net profit to US\$15.9 million, but CEO John Coustas says the peak season would produce a container shipping recovery. "We believe that during the upcoming August-September peak season liner companies should be able to restore some pricing power on box rates," said Dr Coustas.

"We are getting signals of a visible recovery based on volumes traded. There are routes where the vessels are once again running at capacity," he said.

The net profit for the three months to June 30 excluded a \$9.3 million gain on vessel sales, against \$24.4 million in the same period of 2008, reported Newark's Journal of Commerce.

Operating revenue grew seven per cent to \$79.1 million, mainly because of six 4,253-TEU ships joining the fleet which contributed \$10.4 million in revenue from charters to Israeli carrier Zim.

Dr Coustas said Danaos has negotiated delayed deliveries for 25 of its 28 vessels on order. The ships had aggregate remaining instalment payments of \$2.1 billion on June 30. Danaos currently operates a fleet of 41 ships with a combined capacity of 165,933 TEU. Earlier this month, Danaos announced it had reached agreement on waiver terms for all three of its credit facilities totalling \$908 million, the report added. **Source: schednet**



Above seen the last newbuilding for KOTUG the Rotortug **RT ROB** arriving in Bremerhaven.

Photo : Henk Theissen (c)

Delaware officials deny dredging permit

Associated Press (AP) reports that Delaware's environmental secretary has dealt a blow to plans to deepen the Delaware River shipping channel, denying environmental permits requested by the Army Corps of Engineers.

AP said Collin O'Mara, head of the Department of Natural Resources and Environmental Control, said the Corps has "failed to submit additional information requested by the state and has made significant modifications to the project since submitting its permit application in January 2001."

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 210

AP said O'Mara also noted that with the passage of time since a hearing officer issued a 2003 report recommending that DNREC deny the permits unless additional information was provided, "the record is now stale."

The proposed dredging project has been a source of friction among officials in Delaware, Pennsylvania and New Jersey for nearly a decade. **Source : Dredging News Online**



Another photo of the **RPA 14** painted in her new colours enroute Maassluis
Photo : Henk Dekker (c)

GC Rieber bests Chouest's offer for Sea4

Norway's GC Rieber Shipping announced a voluntary offer for the acquisition of all the issued and outstanding shares in Sea4 at an offer price of NOK 3.50 per share. This is substantially more than a NOK 1.50 a share offer that Sea4 received on July 16 from Island Offshore/Edison Chouest. Sea4's Board said then that the price and the conditions of the Island Offshore/Edison Chouest offer were "such that the Board will not recommend it for the company's shareholders."



Sea4 is a Norwegian OTC listed company in which the Bergshav Group is the leading shareholder. Atle Bergshaven is its Chairman. It has two IMR subsea vessels of Skipsteknisk ST-254L CD design under construction at Spain's Freire Shipyard under a Spanish tax lease arrangement. Contracted at EUROS 52 million each, they are scheduled for delivery in

June 2010 and March 2011, respectively.

Sea4 has not been able to fully finance the vessels and has been trying to charter them out or to sell the newbuilding contracts. Earlier this month, it said it had signed an agreement to sell its shipbuilding contract for the first vessel with a "significant and solvent player in the oil service industry." That deal was to be effected through a sale of 100% of the shares in the subsidiary Sea4 I Shipping Ltd and was subject to due diligence and Board approvals on both sides before August 15, 2009. Sea4 said it had negotiated a similar agreement with the same buyer for the

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 210

sale of the second shipbuilding contract through a sale of 100% of the shares in the subsidiary Sea4 II Shipping Ltd. The final decision on that second sale was to be made by August 31, 2009. Sea4 said the agreement for sale of the two shipbuilding contracts reflects a net value adjusted equity in the range of NOK 4.25 - NOK 4.75 per existing share in Sea4 AS.

GC Rieber Shipping's offer is conditional on obtaining at least 67 percent of the shares in Sea4. The offer is further conditional on Sea4's continued ownership of its special purpose subsidiaries Sea4 I Shipping Ltd and Sea4 II Shipping Ltd, as well as satisfactory due diligence. Due to its familiarity with the Spanish tax lease system and several of Sea4's suppliers, GC Rieber Shipping expects to be able to conclude the due diligence process within a short period of time.

GC Rieber Shipping describes itself as an industrial player in offshore subsea, ice research and support, as well as marine seismic. It says it has a communicated strategy of expanding within the subsea segment and that it has a strong financial capacity with solid liquidity, low gearing and long contract coverage on several of the group's vessels.

Carnegie ASA is acting as financial advisor to GC Rieber Shipping in connection with the transaction. **Source :** MarineLog



The **DORIS SCHEPERS** seen moored in Schiedam
Photo : Henk Wadman (c)

PQA needs to acquire its own dredgers: World dredging rates up 95percent

An astronomical increase of over 95 percent in the rates of international dredging companies has necessitated the need to acquire a dredging fleet by Port Qasim Authority (PQA), which is facing economic downside due to what the sources say expensive ventures such as maintenance dredging. According to figures made available to Business Recorder by PQA, the per cubic meter rate for maintenance dredging at Port Qasim was Rs 161.420 in 2005-06, which marking persistent growth over the years, climbed to Rs 995.730 in 2006-07, Rs 211.096 in 2007-08 and Rs 314.826 in 2008-09.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 210

A simple calculation of the given statistics would reveal that the per cubic meter rates for dredging at Port Qasim have witnessed an exorbitant increase of Rs 153.406 or 95.03 percent by skyrocketing to Rs 314.826 in 2008-09 against Rs 161.420 in 2005-06. The figures show that PQA had paid over Rs 4.275 billion to various international dredging firms, mostly from Europe and China, to maintain the depth of around 45-kilometre-long navigational channel at Port Qasim over the last four years from 2005 to 2009.

The yearly maintenance dredging contracts signed by PQA with various companies cost the Authority Rs 807.115 million in 2005-06, Rs 995.730 million in 2006-07, Rs 1055.473 million in 2007-08 and Rs 1416.720 million in 2008-09, show the statistics. PQA's Rs 1.41672 billion deal with a Belgian firm M/s **Dredging International**, however, proved to be, what the sources claimed, backbreaking for the Authority that faced an operation loss of Rs 580 million during the last financial year after more than a decade (since 1997). "The income statement reflects an estimated operating deficit of Rs 580 million by the end of this year... primarily due to undertaking highly expensive maintenance dredging work," they added.

According to sources the PQA management, which cares more for "cost recovery" and less for growth, would easily recover its expenses in terms of dredging services the vessel would be undertaking at Port Qasim in almost five to six years. They opined that in view of the ongoing global recession, which due to lack of orders has brought the prices of vessels down, an average size dredger, like "TSHD ABUL" of KPT, would cost PQA even less than 50.73 million euros, the price KPT had paid for the Holland-made vessel, but was now saving much more than that on account of maintenance dredging.

From 25 to 30 being its normal life span, a personal dredger, the sources said would maintain the dept of Port Qasim's channel for decades, like the 1980-built Mehmoodul Hassan of KPT, which was still working perfectly. "The time is ripe for PQA to make its own acquisitions and get longer terms financial and operational gains," they viewed. While determined to develop its own dredgers, the PQA management, however, has no timeframe for materialising the twice-abandoned plan. "We have tried twice in 2001 in this regard but... a qualified manpower is the main issue when you buy something from outside," a PQA official commented.

He said because of Indus Delta's creeks an average salutation in the 15-meter outer channel of Port Qasim stood at one meter during the monsoon season. "Sometime we have to acquire a dredger and we would put this thing (plan) in the system," he added.



Above seen the **Eyrene** at Nantong-China, loaded with four rivertankers, bound for Rotterdam

Photo : Rob Huizing - Kemtow Marine Svcs. (c)



The **NORSTREAM** seen moored in Teesport - **Photo : Jan-Dorus Timmerman (c)**

Port cargo volume stabilizing

In the first half of 2009, large ports handled 3.27 billion tons of freight, an increase of 2.6 percent compared to the same period last year. The growth rate rose by 0.6 percentage points compared to the first quarter. Port handling grew slightly. Due to the recovery of transportation demand by bulk commodities, such as foreign ores and crude oil, domestic coal and construction materials, the growth rate of freight handling has continued to increase for four consecutive months. Although the number of containers handled decreased, indicators show that this number is stabilizing. The volume of domestic trade cargo handled increased by 3.9 percent, much higher than foreign cargo, a reflection of the current macro-economy, active domestic demand and weak foreign demand. A look at cargo handled shows that 610 million tons of coal and coal products were handled by ports, a decrease of 6.6 percent over the same period last year. However, the rate of decline decreased by 6.6 percentage points compared to the first quarter. Due to factors such as the lowered price of foreign coal, the monthly handling of coal imports from April through June showed rapid growth, increasing by 2.2, 2.8 and 4.2 times respectively. As demand for coal from major coal-importers in the Asia-Pacific region shrank greatly, the volume of foreign coal exports was 28.4 percent of the amount handled during the same period last year.

In the first half of 2009, China's ports handled a total of 160 million tons of crude oil, up 6.9 percent compared to the same period last year, and the growth rate was 8.5 percentage points higher than that of the first quarter. Since the beginning of April, crude oil imports have increased sharply along with development of domestic oil refineries. From April through June, the amount of foreign crude oil handled exceeded 16 million tons, setting a record high. In the first six months of 2009, ports handled 500 million tons of iron ore, a 14.4 percent increase compared to the same period last year, and the growth rate was 26 percentage points higher than that of the first quarter. In particular, the

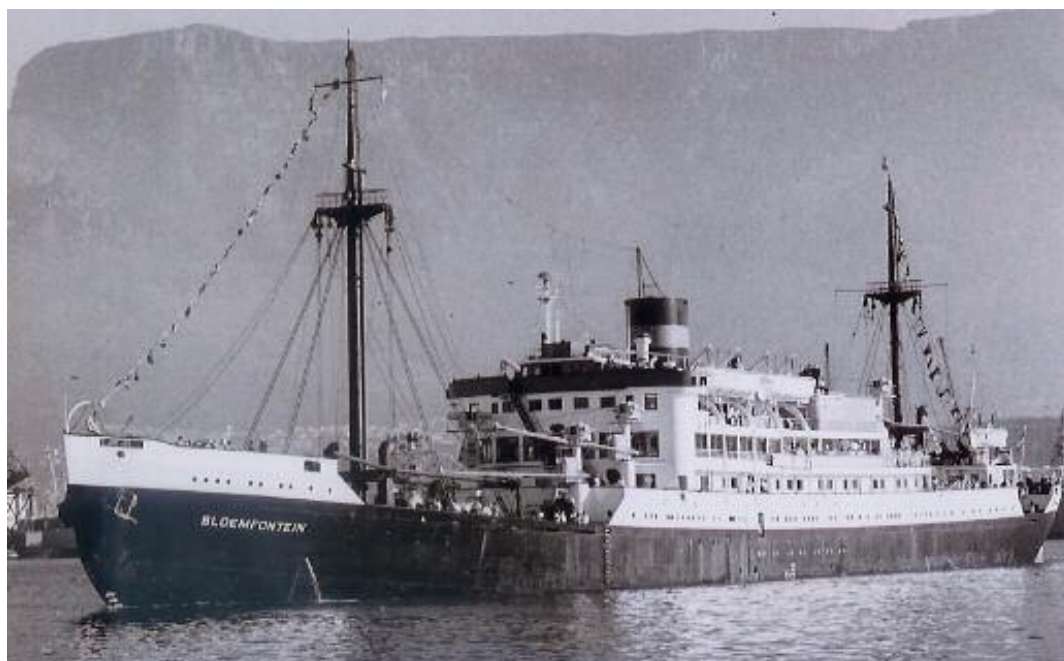
DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 210

total amount of iron ore imports handled increased by over 20 percent for four consecutive months, largely due to the sharp drop in the price of "on-the-spot" international iron ore, which is even lower than the contracted price. China's investment in infrastructure also led to an increase in demand for steel, and some mills and traders purchased a large amount. The amount of iron ore imports in the first six months of 2009 was nearly equivalent to the total amount of iron ore imports for the whole of 2006. A total of 55.97 million containers were handled, a decrease of 11 percent compared to the previous year. However, the rate of decline decreased by 1.3 percentage points compared to the first quarter. After reaching its lowest point in February, indicators showing that the rate of decline of container volume was stabilizing appeared. The volume of domestic containers handled finally recovered in May after declining for four consecutive months. Impacted by shrinking overseas market demand, the volume of foreign containers handled continued the decline which had begun at the start of the fourth quarter of 2008. However, the rate of decline shows a fluctuating yet decreasing trend. **Source: People's Daily Online**



Above seen at the Marsdiep the **LEON THEVENIN** of France Telecom & Marine. - **Photo : Jop N. Roggeveen (c)**

OLDIE – FROM THE SHOEBOX



The 1934 built Holland-Afrika liner **BLOEMFONTEIN** sets off on her final voyage from Cape Town to her home country in March 1959.

Photo : Robert Pabst (c)

.... PHOTO OF THE DAY



Above seen the last barge, **SAINTY No 8** with onboard the chain pullers and the last scrap (including the crankshaft) of the **MSC NAPOLI**, passing the Botlekbridge in Rotterdam enroute from Lymebay to Dordrecht

Photo : Pim Korver FILM + VIDEO ©

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