

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 228



Number 228 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 20-08-2009
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**The MATTERHORN SPIRIT seen in the Berendrecht lock Antwerp
Photo: Jas Louwen (c)**

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CLASSIC INTERNATIONAL CRUISES, **PRINSES DAPHNE** 15,833gt, Built 1955 as fast cargo liner Port Sydney for Port Lines' UK - Australia service. In 1972, she was sold along with her sister ship, Port Melbourne, to John Karras for conversion to car ferries. Renamed **Akrotiri Express** but completed as the cruise ship **Daphne** (1974). Sailed as **Switzerland** (1996), **Ocean Odyssey** (2002) then **Ocean Monarch**. In 2004 she spent time in Trincomalee, Sri Lanka, as a hospital ship for tsunami victims as the Hellenic Aid. Reverted back to **Ocean Monarch** she was sold to Classic International Cruises and named **Princess Daphne** this year, being reunited with her sister ship after 54 years who sails for Classic International as **Princess Danane**. Photo :Iain McGeachy (c)

Over 8,000 boats 'stranded' on China river

More than 8,000 cargo ships and boats were stuck on a river in east China in the worst bottleneck in a decade, after water levels rose to a record high due to Typhoon Morakot, state media said Tuesday. The boat traffic jam on the river that links cities in Zhejiang province to Shanghai -- the world's busiest port by total cargo volume -- was 40 kilometres (25 miles) long, the official Xinhua news agency reported.

Xinhua quoted Zhou Shiquan of the ports and shipping administration in Huzhou city in Zhejiang as saying the river was closed to ships for nearly two weeks as water levels rose, reaching a record high of 5.4 metres (17.7 feet).

Levels had now started to subside on the river that carries 80 percent of coal used to generate electricity in Zhejiang, Shanghai and neighbouring Jiangsu province. Typhoon Morakot slammed into China 10 days ago, sweeping through

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the nation's eastern regions -- including Zhejiang and Shanghai -- after killing at least 128 people in Taiwan, where it caused the worst flooding in 50 years.



The **SMIT MISSISSIPPI** seen in Vancouver
Photo : Cor Fontaine (c)



Kremlin confirms hijacking

Russia's foreign ministry reportedly confirmed today the long-held theory that the freed cargo ship **Arctic Sea** had been hijacked in the Baltic Sea. RUSSIA'S foreign ministry reportedly confirmed today the long-held theory that the freed cargo ship **Arctic Sea** had been hijacked in the Baltic Sea.

The head of Finnish company Solchart Management's Russian branch, Nikolay Karpenkov, told Fairplay today that its ship would continue its journey to Bejaia in Algeria once an inspection and repairs are carried out, if necessary.

He also confirmed that the contract to deliver the cargo was still in place; said the crew will be replaced; confirmed that the 15 rescued seafarers were unhurt; and declined to comment on the arrest reports.

In Moscow, the ministry said today that sailors from the anti-submarine frigate **Ladny** arrested the eight hijackers without firing a shot, while also freeing the ship's 15 Russian crew members, the New York Times reported.

Arrested were four Estonians, two Latvians and two Russians, the newspaper said. Owner Viktor Matveyev, who runs Solchart, confirmed to Fairplay yesterday that the entire crew was unhurt after being picked up 300 miles off the Cape Verde Islands. The 4,706dwt ship had been missing since the end of July and had been en route from Finland to the Algerian port of Bejaia with a cargo listed as lumber worth about \$1.8M.

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Today the head of Solchart's Russian branch Nikolay Karpenkov told Fairplay that the ship would continue its journey once an inspection had been carried out. He also said that the crew will be replaced. The 15 rescued seafarers were uninjured, he added. He declined to comment on the arrests. **Source : Safety at sea**



The **FLINTERDUIN** seen loading classic yachts in Harlingen (see below)
Photo : Sipke Hogendorp (c)

What Really Happened

The "**Arctic Sea**", which vanished into the Atlantic for more than a fortnight was hijacked by armed men who ordered it to sail for Africa, Russia's defence minister said today (18 Aug), announcing the arrest of the eight suspected pirates.

"It was a pirate attack," Anatoly Serdyukov told reporters, when asked what happened when the **Arctic Sea** was seized in the Baltic sea. If confirmed it would be the first such incident in European waters since the 17th century.

The hijackers – four Estonian, two Latvian and two Russian nationals – had been in control of the vessel since boarding it in Swedish waters on 24 July, Serdyukov said, according to Russian news agencies.

"The hijackers boarded the **Arctic Sea**, threatened the crew with weapons and demanded that their orders be followed. The **Arctic Sea** was heading to Africa with all of its communications and navigation equipment shut down, as ordered by the hijackers," Serdyukov said.

The vessel was located yesterday by a Russian anti-submarine ship, the Ladny, 300 miles off the coast of the Cape Verde islands, following a joint operation involving Russia's navy and air force, Serdyukov was quoted as saying by Interfax. The ship was intercepted by the Ladny, and the crew were freed without a shot being fired.

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The eight arrested men were being questioned aboard the **Ladny**, Interfax added, while the crew were en route to Russia. The Russian prosecutor's office said it had opened an investigation into "kidnapping by an organised group".

Latvia's foreign ministry said it had no information about any of its nationals being involved.

The disappearance of the **Arctic Sea** as it carried a £1.1m cargo of timber on a planned route between Finland and Algeria left experts baffled. The day after it set off on its voyage, the ship was boarded by up to a dozen armed men as it sailed through the Baltic, according to an account later given by crew members to marine authorities in Malta, where it is registered.

Russian news agencies said today that the hijackers got aboard the ship after claiming their inflatable boat was in trouble. The masked raiders bound, blindfolded and beat the crew before, initial reports said, departing in an inflatable boat 12 hours later, leaving the ship's communications equipment damaged.

The **Arctic Sea** was known to have made contact with Dover coastguards on 28 July, but, at that point there had been no alert over the attack so there was no hunt for the ship.

British coastguards speculated later that the routine communication from the Arctic Sea could have been made either by the hijackers or a crew member speaking under duress.

Two days later, the ship was spotted in the Bay of Biscay, and its automatic tracking system recorded the position. From then on there was no further contact. The tracking system appeared either to have been switched off or to have stopped working from that day. It was due to make port in Algeria on 4 August, but seemingly changed direction, heading out into the western Atlantic.

Then, French officials reported the same day that a ship "resembling" the **Arctic Sea** had been spotted off the Cape Verde islands, west of Senegal, though there was no immediate confirmation.

The plot took a further twist at the weekend, with unsubstantiated reports that the ship's Finnish owners, who have denied its cargo is anything other than timber, had received a ransom note for a "large sum", reported to be almost £1m. But there was no confirmation whether this was genuine.

Given the ship's valuable but commonplace official cargo, unsubstantiated suggestions have been made that the ship might have been hijacked because it was carrying a "secret" shipment, such as drugs or arms, unknown to its crew or owners. **Source : ShipTalk**



The **FLINTERDUIN** seen departing with 20 classic sailingvessels from Harlingen bound for New York for the celebration of the 400th year of New York, the classic ships which are transported to the US are tjalken , Staverse jol, Lemster aak and two skûtsjes, expected arrival of the Flinterduin in New York August 31st

Photo : Jan van de Witte - <http://www.janvandewitte.nl> (c)

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Above seen tug of war for the Indonesian Independence day celebrations held onboard the **WESTERDAM**, This picture is of the Westerdam deck officers defeating the engineers 2-0 at the 7 man tug of war.

Photo : Team Westerdam deck department.

Middle East Supertanker Supply Shrinks

A surplus of supertankers competing to ship two million-barrel consignments of Middle East crude shrank for a second week as oil companies increased the number of ships they hire to load at the region's ports. There are 11 per cent more very large crude carriers, or VLCCs, for hire over the next 30 days than there are cargoes, according to the median estimate of three shipbrokers and three owners surveyed by Bloomberg on Monday. Last week the surplus stood at 17 per cent. Oil companies hired about 103 or 104 of the vessels to load at Gulf ports this month, the most since October last year, Halvor Ellefsen, a shipbroker at SeaLeague AS in Oslo, said on August 14. Rental rates on the Saudi Arabia to Japan route, which is used to settle bets on the cost of shipping crude oil, traded at about 40 Worldscale points every day last week, according to the London-based Baltic Exchange. The fleet of VLCCs has expanded 6.2 percent this year to 530 ships, according to Lloyd's Register-Fairplay data on Bloomberg. By contrast,

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Middle East producers in the Organisation of Petroleum Exporting Countries cut combined output by 3.7 per cent to 19.3 million barrels a day.



The **MAERSK NUCLEUS** seen arriving in Rotterdam-Europoort - **Photo : Winfried vd Boogaard (c)**

Three respondents in the survey said supply shrank relative to demand, two said it gained, and one said there was no change. Owners' income after fuel costs from the Saudi Arabia to Japan route advanced 7.5 per cent to \$14,300 a day last week, according to the Baltic Exchange. For the average of east and west bound sailings from the Gulf, earnings slipped 3.8 per cent to \$6,252 a day. The carriers need to make \$12,270 to pay crew, insurance, repairs, engine lubricants and other running costs, according to London-based Drewry Shipping Consultants Ltd. Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in US dollars a tonne, are revised annually by the Worldscale Association to reflect changing fuel costs, port tariffs and exchange rates. Each flat rate assessment gives owners and oil companies a starting point for negotiating hire rates without having to calculate the value of each deal from scratch. **Source: Bloomberg**



The **POSH VANTAGE** seen moored in Yangon – Myanmar
Photo : capt. Geert Dijkema - Master Posh Vantage (c)

Hong Kong's container throughput up 7.7 percent to 1.93 million TEUs in July

Hong Kong's port traffic last month was a definite improvement on June, but analysts warn that they have yet to see a significant pick-up in the world's third-busiest container port, the South China Morning Post reported.

Container throughput in July rose 7.7 percent to 1.93 million TEUs, according to an estimate from the Hong Kong Port Development Council.

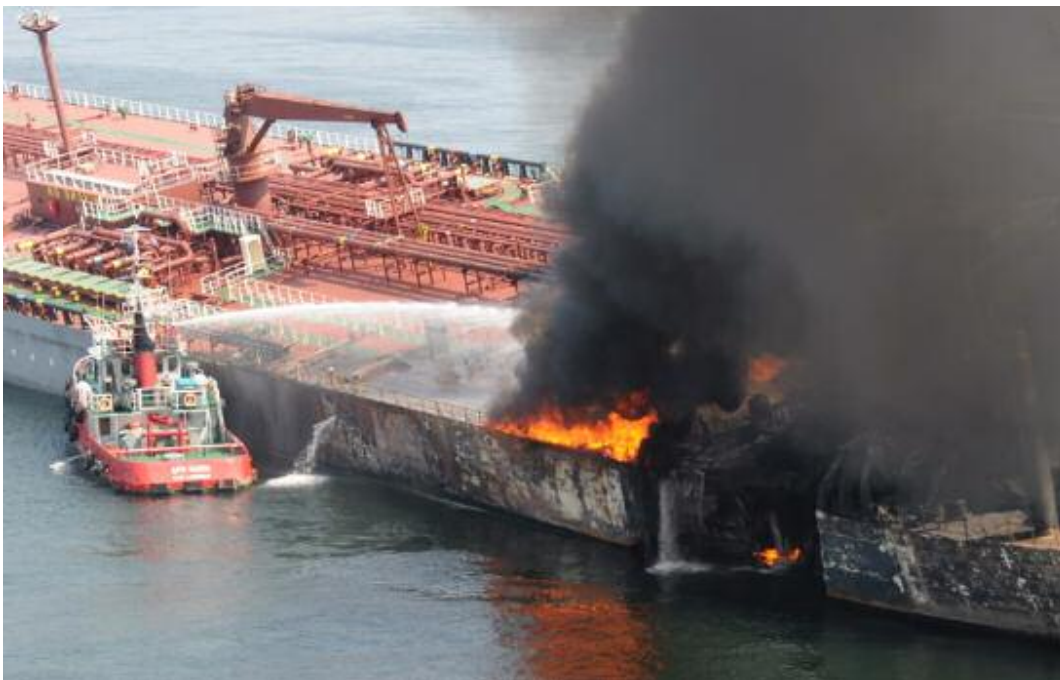
The figure was still down 14.5 percent year on year. However, it was a slight improvement on the 15.6 percent fall in June and a stronger performance than the 23.6 percent decline registered in January.

Measured on a daily basis, average throughput in July was 62,000 TEUs, four percent higher than June, said JP Morgan analyst Karen Li. **Source: cargonewsasia.com**

CASUALTY REPORTING

Naphtha tanker in collision off Malaysia

A tanker carrying 58,000 tonnes of naphtha was involved in a collision with a cargo ship late on Tuesday in the Strait of Malacca, leaving nine crewmen from the oil vessel missing, a Malaysian maritime official said. Oil traders said on Wednesday the Cargill-chartered tanker, **Formosaproduct Brick**, was shipping the naphtha cargo from the United Arab Emirates to Daesan and Yosu in South Korea. The origin of the naphtha was likely from Abu Dhabi National Oil Co (ADNOC), with whom U.S. trading firm Cargill has a term contract to lift around 100,000 tonnes for an unspecified period, traders added.



The official from the Malaysian Maritime Enforcement Agency (MMEA) said there was no danger of oil spill from the Liberian-registered tanker with 25 crew, which was on fire hours after the collision with the **Ostende Max**, a British-registered bulk carrier. But shipping in the busy waterway was not disrupted, he added.

Photo : via Mammoet Salvage

However, a Reuters cameraman near the scene said the fire appeared to have been put out and the tanker did not seem to be listing or at risk of sinking. Traders said the naphtha was slated to be supplied to South Korean end users -- Honam Petrochemical, LG Chem and Yeochun Naphtha Cracking Centre (YNCC). "The barrels were meant to arrive in South Korea in second-half August, but I doubt there will be any major impact. Inventory is not that low (in South Korea)," said a Northeast Asian trader. "Additionally, there are still some September cargoes that traders had not sold."

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Most petrochemical feedstock buyers have completed their September purchases, and are looking to replenish first-half October stocks. "As far as we know, Cargill has not indicated what they will do next," another trader said. Asian naphtha supplies were tight after Europe choked off exports on refinery run cuts, and strong demand for the light fuels for petrochemical and gasoline production. Cracks spreads -- premiums or losses from refining Brent crude into naphtha -- hit a near six-month high last week at \$114.85 a tonne. But unexpected spot exports from Saudi Arabia and China helped to plug most of the void left by Europe, sending the cracks down to \$97.73 a tonne on Tuesday.

The collision occurred at 10:00 p.m. (1400 GMT) on Tuesday in international waters at the Malacca Straits bordering Malaysia and Indonesia, the MMEA official said. "We have towed the tanker to the edge of international shipping lanes 18 nautical miles (33 kilometres) offshore from Port Dickson and alerted all vessels in the area, so there is no disruption or delays to shipping in the Straits," said the official. An MMEA spokeswoman later said the cargo ship was empty when it sailed from Port Dickson for Singapore at the time of the collision and the slightly damaged bulk carrier has been directed to return to the west coast Malaysian port for investigations. There was still no sign of the missing crewmen, she added.



File photo of the **OSTENDE MAX** seen moored in Rotterdam-Europoort – Photo : Evert Sikkema ©

Mammoet Salvage deals with burning tanker



Photo : Via Mammoet Salvage

Mammoet Salvage, based in Schiedam, the Netherlands, has started the salvage operation of the **Formosaproduct Brick**. This product tanker, with a length of 228.5 meters, is on fire in the Straits of Malacca,

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20 miles from Port Dickson, Malaysia. The tanker, carrying 58,000 tons of highly flammable naphtha, collided with the **Ostende Max** bulk carrier on 18 August. The collision led to a fire on the **Formosaproduct Brick** and 9 of its crew of 25 are still missing. After extinguishing the fire and stabilizing the ship, Mammoet Salvage will tow the tanker to a safe port.

The Taiwanese owners of the **Formosaproduct Brick** engaged **Mammoet Salvage**. The first two tugs and the Mammoet salvage crew arrived five hours after the collision. Once the fire has been extinguished the ship will be stabilized. It will then be determined if the tanker can then be towed to a suitable port. Naphtha At the time of the accident the **Formosaproduct Brick**, built in 2005, was carrying a 58,000 ton cargo of naphtha from the United Arab Emirates to South Korea. The engine room and rear cargo tanks were holed in the collision. There is a risk that fuel and cargo might spill into the sea.

The Malaysian authorities have started an investigation to determine the cause of the collision between the two vessels on 18 August. The Straits of Malacca are one of the busiest shipping routes in the world. After the collision the **Ostende Max** was able to continue under its own power.



Fire on Pullmantur Cruise Ship in Stockholm

A fire broke out aboard Spain-based Pullmantur Cruises' **Zenith** while it was berthed in Stockholm, according to cruisebusiness.com, the Web site for trade publication Cruise Business Review.

Citing a story in Swedish paper Aftonbladet, cruisebusiness.com reports that two people were taken to the hospital after smoke inhalation. According to Aftonbladet, via cruisebusiness.com, emergency services received a call about the fire at 2:37 p.m. local time; it is estimated some 600 people were onboard at the time (the 47,255-ton vessel accommodates 1,440 passengers at double occupancy).

Spokespersons for Pullmantur and Royal Caribbean Cruises Ltd. (Pullmantur's parent company) did not have additional information to share at press time. Royal Caribbean spokeswoman Cynthia Martinez could not confirm, based on the preliminary details available, whether there was indeed a fire or just smoke.

Zenith formerly sailed for Celebrity Cruises; it was built for the line in 1992. **Zenith** left Celebrity in 2007 following Royal Caribbean Cruises Ltd.'s acquisition of Pullmantur, and joined the Spanish line's fleet after a major refurbishment.

SHIPYARD NEWS

New Russian shipyard for tankers and oil rigs

Russia's Vneshekonombank confirms that it is ready to grant up to 28 billion RUB on the construction of a new shipyard in Primorsk on the Baltic Sea coast. The shipyard will be designed to construct large-scale tankers, LNG carriers and drilling rigs, Vedomosti reports. It is Russia's major plans for shelf development, which is the underlying reason for the planned investments.

VTB leader Vladimir Dmitriyev in a meeting with Prime Minister Putin yesterday said that his bank is ready to provide up to 28 billion RUB for the construction of the new yard, a government press release informs.

According to newspaper Vedomosti, board director of the Vyborg Yard Georgy Poryadin has earlier said that the new yard can be constructed in three years. **Source: Barents Observer**



The **MSC MATHILDE** seen enroute Antwerp - **Photo : Henk de Winde (c)**

Newbuilding order trickle continues

Jiangsu Hantong Ship Heavy Industry Co., Ltd. is the latest shipyard to benefit from the renewed flow - or perhaps trickle - of newbuilding orders. An undisclosed shipowner from Southeast Asia has placed an order for seven 57,000dwt bulk carriers costing around about \$29.3m each. Deliveries will take place during 2010-2011.

Hantong is a modern, mid-sized newbuilding and repair yard that was set up as a joint venture between a Korean investor a Nantong Ocean Water Construction Co., Ltd. Production started in December 2005, with capacity that could reach 300,000dwt a year for ships and 100,000dwt for steel structures. Separately, unconfirmed reports suggest major yard Shanghai Waigaoqiao Shipyard has booked its first orders of the year for six 319,000dwt VLCCs from one or more undisclosed shipowners, for 2012-13 delivery. **Source: SeaTrade Asia Online**

Keppel shipbuilding firm Q2 profit down by 63%

Ship builder Keppel Philippines Marine Inc. (KPMI) reported a slower net profit for the second quarter as a result of the global economic slowdown, and the Singaporean-owned company warned this situation may persist for the rest of the year. In its report to the Philippine Stock Exchange, KPMI said it posted a net profit of P68.97 million for the second quarter, a 63-percent decline from the previous year's P186.32 million. The company operates three yards—Keppel Batangas Shipyard Inc. (KBSI), Keppel Cebu Shipyard Inc. (KCBI) and Subic Shipyard & Engineering Inc.

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The company also warned that the decline in earnings could continue for the next two quarters based on the present economic situation. "Although enquiries [for ship repair and ship building] are still high, [but] stiff competition is expected from Chinese yards. The company will also pursue new building, fabrication and conversion jobs," the company said.

Revenues for the period were only at P604.7 million, more than 39-percent lower compared with last year after the company said it had lower ship building and fabrication activities for the period mainly as a result of the shut down of its Cebu facility. "However, due to the downturn in the shipping and offshore industry because of the global economic crisis, KCBI has suspended shipbuilding operations starting the second quarter of 2009," the company said in a report. KPMI also "significantly reduced" the Cebu unit's workforce in June after the company decided to shift its focus from ship repair to building new ones, while customers for ship repair will be referred to KBSI. "With the decline in freight rates and slowdown in the shipping industry, the ship repair business is subject to slowdown. However, the company will capitalize on its good relations with customers and continue to preserve and make gains on its market share and look for other type of marine-related work to broaden the base load," it added. For the first half of the year, the company already posted earnings of P229.61 million, down 28 percent from the previous year's P321.45 million. Yeo Chien Sheng Nelson, the company's chairman, earlier said its remaining workers in Cebu were asked to go on leave until such time when they secured an order. "If you are a ship owner with so many yards to choose [from] and you have a yard that everyday you read on the newspaper that there's going to be an impending strike or has a problem with the union, would you want to keep the job to that yard?," the executive said.

Fabrication activities carried out by KBSI have also decreased with only one project ongoing compared with four in the previous year. Overall, ship repair revenues contributed 42.3 percent of total sales revenues while shipbuilding and fabrication contributed 57.7 percent. The company's operating loss of P4.5 million for the period was due mainly to lower sales revenue of the group for the second quarter as well, as redundancy and separation cost incurred by KCBI. Investment and net interest income dropped from P34.8 million in 2008 to P4.6 million in 2009 due mainly to foreign exchange losses for the period. **Source: businessmirror.com.ph**



The advertisement banner for TOS Crewing Solutions features the company logo on the left, which includes the text 'TOS Transport & Offshore Services' and a stylized red and blue icon. The central text reads 'Crewing Solutions'. Below this, there are three images: an offshore oil rig, a large cargo ship, and a person in a high-visibility green jacket with the TOS logo. On the right side, a dark blue box contains a list of services: Ship Delivery, (Inland) Shipping, Offshore, Dredging, and Shore Based Jobs. At the bottom, a blue bar provides contact information: the website www.tos.nl, the phone number TOS Rotterdam (+31)10 – 436 62 93, and the email address [E-Mail info@tos.nl](mailto:info@tos.nl).

CSD Ibn Battuta launched on 14 August 2009

On Friday, 14 August 2009, the cutter suction dredger Ibn Battuta was launched at the Uljanik Brodogradiliste d.d. Shipyard in Pula (Croatia). The **Ibn Battuta** is the first of 4 large self-propelled cutter suction dredgers with a total installed diesel power of 23,250 kW ordered at the Pula shipyard. Delivery of the **Ibn Battuta** is foreseen at the end of this year.

The other 3 identical cutter suction dredgers ordered at the Uljanik shipyard are the **Zheng He**, the **Fernão de Magalhães** and the **JDN8067**. They will be constructed in 2009-2010.



Work is also progressing on the vessels under construction in China. In the past months, the following vessels have been launched at the Tianjin Xinhe Shipbuilding Heavy Industries Co. Ltd. Shipyard in Tianjin:

Photo : Crew IBN BATTUTA ©

The **Concepción** and the **Santiago**, the first two of a series of four 1800 m³ split barges. The third one, the **Trinidad**, will be launched at the end of this month. The **Astrolabe**, the first of a series of six 3700 m³ split barges, was launched on 6 August. The **DN 203** and **DN 204**, the first

two workboats of a series of five. The **Concepción** is expected to be delivered within the following weeks and is soon to be followed by her sister vessels **Source: www.jandenul.com**

Qatari fund may rescue Polish yards

A ray of hope emerged Tuesday for two struggling Polish shipyards as the government said Qatar's national investment fund could step in after the failure of their sale to Qatari investors.

"I received an official letter from the Qatar Investment Authority concerning the launch of moves that could lead the authority to take over the investors' commitments to the shipyards," Treasury Minister Aleksander Grad told reporters. Earlier Tuesday, Warsaw had said that the investors had failed to meet an August 17 payment deadline for the takeover of the Baltic Sea shipyards of Szczecin and Gdynia. In May, Warsaw triumphantly announced that the yards had been sold -- and saved from European Union-ordered liquidation -- but refused to give details.

The following month, the treasury said the buyer was Qatari bank QInvest but the latter insisted it was simply an adviser on the deal. The initial deadline for the 364-million-zloty (\$123m) payment was July 21. It was later moved to August 17 after the investors asked for more time in order to probe claims of graft among Szczecin's previous management -- an allegation Poland rejected. Last month the European Commission threw a lifeline to a third yard, in Gdynia's neighbouring port of Gdansk, when it cleared previous state aid but still ordered a major restructuring of operations. The Gdansk yard was sold to Ukrainian shipbuilding group Donbass in 2007. The Qatar Investment Authority is a sovereign wealth fund which manages more than 60 billion dollars of Qatari money. **Source: seatradeasia-online**

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Above seen the **Noble Byron Welliver** parked in the harbor of Esbjerg making preparations to fit new 80 Tons deck crane. -**Photo : Roelof de Jong (c)**

Management change at Vopak Terminal

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Vopak Terminal Bahamas has announced the resignation of Thijs Jan Huizer as Managing Director effective October 1, 2009. Raymond L. Jones, formerly Chief Operating Officer of Freeport Container Port, Freeport Harbour and the Grand Bahama Airport Company has been chosen as his replacement. Pieter Bakker, Chairman of the Board of Directors of Bahamas Oil Refining Company International Ltd. said that the Board accepted the resignation of Huizer who resigned to pursue new career opportunities, and thanked him for his leadership, dedication and hard work during the recent dynamic and turbulent period of the company. Jones will join the company on September 1, 2009 and after a handover period, will formally take over the responsibilities as Managing Director on October 1, 2009. Jones, a native of Grand Bahama has been with the Hutchison Whampoa Companies in Freeport for the past 13 years.

He has held a number of key positions and returned to The Bahamas in late 2006 after holding the position of Projects Manager of Finance and Business Development for Hutchison Ports Management in Hong Kong and assigned to Mexico. Bakker, who retired as Division President of Vopak North America on May 1, 2009 after 12 years of service and joined First Reserves as Chairman of the Board, said the Board is looking forward to working with Jones and wishes him and the completed team at BORCO/Vopak Terminal Bahamas success for the continued challenges ahead. The Board also announced that Dick Richelle, who served as Managing Director of Vopak Oil Rotterdam, as of May 1, 2009, has been appointed Division President of Vopak North America, replacing Pieter Bakker. He will be part of the Board and will play an active role in the management of BORCO/Vopak Terminal Bahamas. Richelle reports to John Paul Broeders, Chairman of the Executive Board of Royal Vopak. "We are extremely pleased with the additions to the management team and Board of Directors of BORCO," Tom Sikorski of First Reserve stated. "Raymond brings a unique set of experience and skills to the Company and we look forward to his contribution. Pieter and Dick are experienced terminal managers and operators and should add depth and breadth to our Board. All three additions should continue to position BORCO to expand and grow." Bakker started his career at Vopak as Managing Director of Van Ommeren Tank Terminal Mercosur in Brazil. During his career he successfully developed the regional terminal network as Division President Latin America. Richelle worked in various management positions in Vopak where he started his career 14 years ago. He worked extensively with Bakker in Latin America and views his new assignment as a grand adventure in these interesting and exciting times. "We are excited about the opportunities that we see at Vopak Terminal Bahamas and are committed to the development of this facility into a world class terminal," said Richelle.

Vopak Terminal Bahamas is a Joint Venture of First Reserve Corporation and Royal Vopak NV. BORCO/Vopak Terminal Bahamas is an independent storage facility with a capacity of three-million cubic metres, or 20 million barrels, with the possibility of expansion up to five million cubic metres for the storage and handling of crude oil, fuel oil and clean petroleum products from its terminal located just 80 miles of the coast of Florida, and is the largest storage terminal in the Caribbean. Its deepwater jetties can berth the largest-sized vessels. In addition, Vopak Terminal Bahamas offers blending, transshipment and bunkering services. **Source: freeport.nassauguardian**

MCC Transport Philippines brings in another container vessel in September

MCC Transport Philippines is bringing in another container vessel to ply its lucrative Philippine domestic service. The company, which is majority-owned by MCC Transport Singapore Pte Ltd, will introduce into the country the 13,760 dwt **Indian Express**. The Gibraltar-registered vessel will be reflagged in the Philippines and renamed **MCC Sandiwa**. The change in registry is necessary to comply with Philippine cabotage laws that allow only Philippine-flagged vessels to operate in domestic trades.

The Indian Express has a nominal capacity of 1,114 TEUs although its effective capacity is more in the order of 700 TEUs. It is expected to arrive in the Philippines some time in September. This will be the second vessel in just four months that MCC Transport will be moving into the country. In June, the company brought in the Gibraltar-flagged, 13,760 dwt **Iberian Express**. This was renamed the **MCC Sandigan**. The **MCC Sandigan** was brought in to replace the off-hire **MCC Sulo**. The 700 TEU capacity vessel is now servicing the Manila-Bacolod-General Santos-Davao-Cagayan de Oro-Cebu run. Apart from the **MCC Sandigan**, MCC Transport also operates the 607 TEU **MCC Sinag**. MCC Transport Philippines has been operating in the Philippines since 2007. It is one of only two fully

containerised shipping operators in the country. The company is a joint venture between Maersk-owned MCC Transport Singapore Pte Ltd, Maersk's Mercantile Ocean Maritime Co (Filipinas) Inc and Manila-based Aboitiz Transport System Corp. **Source: businessstimes.com.sg**



Birds eye view of Heerema's **BALDER** - Photo : Clemens Smits (c)

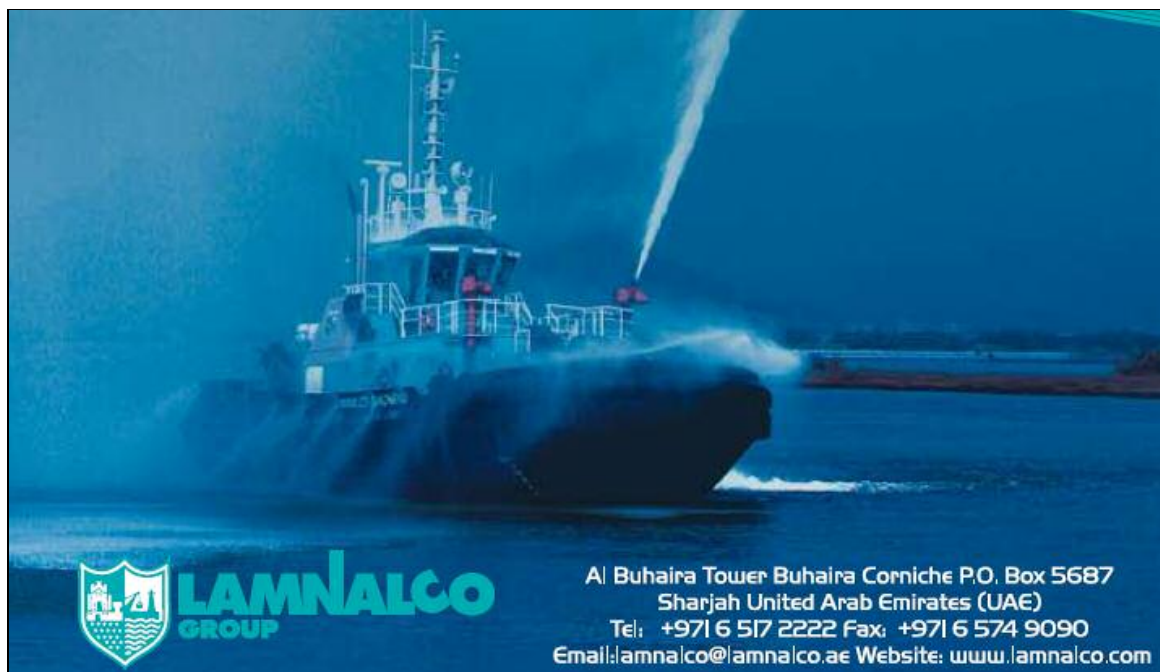
Vapores delays new ship order as shipping dwindles

Chile-based Vapores, the region's leading shipper, said on Tuesday it had delayed an order for new vessels to save costs as dwindling international trade hits its earnings. In a note to the country's market regulator, the company said that instead of ordering four ships of 12,600 twenty-foot-equivalent units (TEU) for delivery between 2010 and 2011, it would get five ships of 8,000 TEU each to be delivered between 2011 and 2012. Vapores plans to save around \$19 million with the new order.

The ships' builder is South Korea-based Samsung Heavy Industries, Vapores said.

The company said it had reached an agreement with a group of banks led by BNP Paribas to finance the new ships and two others under construction. Facing a weakened shipping market Vapores posted losses of \$413 million in the first half of the year. Global shipping fees have been reduced to a fraction of previous levels because of the recession.

Source: Reuters



Above seen the **Trondur**, under tow northbound in the Sound (Öresund).
Photo : Lars-Eric Frennesson (c)

SUBSEA 7 CONFIRMS MAJOR CONTRACT AWARD ON BLOCK 18 FOR BP IN ANGOLA

Subsea 7 Inc, one of the world's leading subsea engineering and construction companies, today confirmed that the announcement made on July 6th 2009 for a pipeline engineering, construction and installation contract in Angola, offshore west Africa is for a gas export pipeline (GEL) project for BP. The contract is valued in excess of US \$150 million.

The Subsea 7 workscope is to engineer, construct and install a 74 km 12" gas pipeline from Block 18 to a gas delivery pipeline in Block 3. In addition, Subsea 7 will perform the tie-in of the pipelines, including installing three client supplied subsea manifold systems and a 1000m umbilical before carrying out the final commissioning of the completed gas export system.

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The engineering work will commence immediately, followed by the fabrication of the rigid pipeline at Subsea 7's Luanda spoolbase in 2010. The offshore phase will commence in 2010 and complete in 2011, using Subsea 7 pipelay and construction vessels.

Graham Sharland, Subsea 7's Chief Operating Officer – Africa Region stated, "I am delighted that BP has chosen Subsea 7 to perform this scope of work for them. This award further strengthens our relationship with BP in the Africa region and highlights our capabilities in delivering projects efficiently, safely and on time, reinforcing our position as the Subsea Partner of Choice. Above all it allows Subsea 7 to strengthen its presence in Angola and increase the number of local Angolans in our workforce."

The **Greater Plutonio Development** is located within Block 18, approximately 125 km off the coast of Angola in water depths ranging from 171m to 1325m. It has been operational since 2007. **Source : Subsea 7**

Wilhelmsen Marine Engineering wins large contract from Meyer Werft

Wilhelmsen Marine Engineering has won an order from Meyer Werft in Germany to finalise the cruise ship AIDAblu and two new cruise vessels, NB689 (unnamed) and NB690 (unnamed) being built for the German cruise operator, AIDA Cruises. Under the terms of the deal, Wilhelmsen Marine Engineering's subsidiary, Wilhelmsen Callenberg Fläkt will deliver heating, ventilation and air conditioning (HVAC) systems and related engineering services. The order has an estimated value of EURO 10.4 million.



The **QUEEN MARY 2** seen departing from Hamburg – **Photo : Pieter van Dulken (c)**

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The company has been involved in AIDA's new building program since 2004 and has delivered HVAC system design and advanced equipment to **AIDAdiva**, **AIDAluna**, **AIDAbella** and **AIDAblu**. The latest contract with Meyer Werft is very significant, says Mikael Ströby, Wilhelmsen Marine Engineering's director for the new building and cruise segments: "It confirms that we are also competitive in today's tighter market and can meet the exacting demands of leading shipbuilders and operators alike." Prior to the AIDA projects at Meyer Werft, Wilhelmsen Marine Engineering successfully delivered a similar project to the **Queen Mary 2**, a Cunard vessel and, like AIDA Cruises, a member of the Carnival group. **Source: transportweekly**



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The advertisement features two images of offshore structures: a large steel framework on the left and a red and white structure on the right. The M3 logo is prominently displayed on the right side.



The **HALUL 21** seen in Qatar
Photo : Jonathan Mapp (c)

Panama Canal signs locks construction contract

The Panama Canal Authority signed the contract for construction of its third set of locks with Grupo Unidos por el Canal, the international consortium that won the bidding for the project on July 16. The base price of \$3.12 billion submitted by Grupo Unidos was lower than the canal authority's target price of \$3.48 billion and lower than the bids of the other two bidding groups. The canal authority signed the contract after receiving a \$400 million performance bond and \$50 million payment bond on Aug. 11. Jorge de la Guardia, the canal authority's executive manager and contracting officer for the Locks Project Management Division issued the notice to commence work slated for Aug. 25. Grupo Unidos por el Canal consists of Sacyr Vallehermoso of Spain, Impregilo of Italy, Jan De Nul of Luxembourg, and Constructora Urbana of Panama. The scope of work included in the contract encompasses the design and construction of the Canal's new set of locks and water-saving basins on both the Pacific and Atlantic ends of the Canal.
Source: joc.com



This image gives an impression of the latest oilpainting of **Hans Breeman**, showing the P&O liner **Orcades** on the river Thames near London. This old beauty is accompanied by one of the famous Steam powered tugs from William Watkins Ltd, the first commercial tug owner being established on the river Thames in 1833, the **Cervia**. This tug now has been preserved at Ramsgate by the East Kent Maritime Museum.

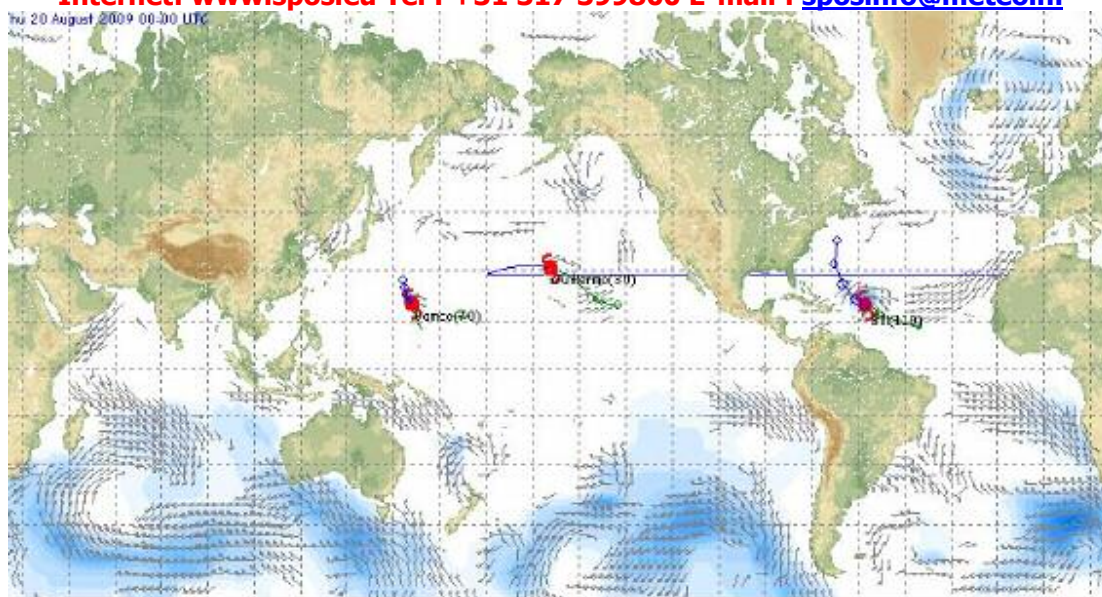
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.... PHOTO OF THE DAY



Heerema's **Thialf** seen removing the **Ekofisk 2/4R** module
Photo : **capt Jan Berghuis – Master Retriever (c)**

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