

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 008



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**ITC's BLIZZARD seen during a "blizzard" whilst moored in Ijmuiden
Photo : Carel Coops - WorldWide Marine Brokers B.V.**

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EVENTS, INCIDENTS & OPERATIONS



Nine missing after tug capsizes off Singapore

A rescue mission is continuing after offshore tug/supply vessel **Ocean Lark** carrying 13 Indonesian crew capsized and sank about 45 nautical miles off the Singapore coast in the early hours of January 6.

Two survivors were found floating in a liferaft by another vessel a few hours later, after which the Maritime and Port Authority of Singapore (MPA), Republic of Singapore Air Force, Republic of Singapore Navy and commercial vessels commenced a full-scale search and rescue (SAR) operation for the remaining 11 missing persons.

As at 2300hrs (Singapore time), divers from salvage company **POSH SEMCO Pte Ltd** had recovered two bodies, with search efforts for the other nine crew members ongoing. MPA has issued navigational broadcasts to vessels in the vicinity to join the search.

It is believed the Singaporean-flagged **Ocean Lark** was being managed by **Seaspec Marine Services**, for owner **Intone Pte Ltd**, and was en route from Batam to Matak. No reason for the sinking has yet been given. **Source :** Seatrade Asia

Protest boat hit Whalers' ramming 'attempted murder'

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The father of the Hamilton-born skipper of the **Ady Gil** had an agonising wait for news last night after hearing that his son's vessel had been



rammed by a Japanese whaling ship off the coast of Antarctica. Hamilton man Don Bethune and his wife Mary watched and listened to news reports suggesting the **Ady Gil** – skippered by their son, Pete, – had been split in two and was sinking in the unforgiving Antarctic waters.

"But we got a call from Pete's wife Sharyn about 8pm last night and she told us Pete had called briefly from the Sea Shepherd Conservation

Society's mothership (the **Bob Barker**) and that he and the crew were safe, though they were pretty upset with what had happened," Mr Bethune said. The 24 metre **Ady Gil** – formerly named **Earthrace** – was shadowing the **Shonan Maru**, which suddenly started its engines and hit the Sea Shepherd vessel. Crewman Lauren de Groot called it "attempted murder".

"They have no mercy those guys, they were trying to kill us, ramming us like that in one of the most hostile environments in the world," Mr de Groot said. "The only way to describe it is attempted murder." While the crew of six are now safe the multi-million dollar **Ady Gil** had been paralysed.

This morning Don Bethune said the **Ady Gil** was made of lightweight materials, including carbon fibre, and as a result the vessel would probably not sink. "I know they were salvaging as much equipment as they could and they will be doing everything they can to salvage the vessel," he said. Mr Bethune said despite the crucial blow he believed the Sea Shepherd Society would make the most of the worldwide attention it had attracted.

"The loss of a boat was grim but the nations of the world need to see what is going on. A few years ago they agreed that the taking of whales for commercial activity was wrong and unfair." Mr Bethune said it was ridiculous the Japanese could expect to take "hundreds of whales for research purposes".

"Recently there has been a whale study announced, including a group of New Zealanders, but they are only taking a few grams of whale specimens for analysis – so it can be a non-lethal research activity," he said. Yesterday's attack was pre-meditated, according to Mr Bethune, who said he was aware that the Japanese whaling boats had chartered Australian planes to help find the Sea Shepherd protest ships.

"So they went after them and were rammed by their security boat." The **Ady Gil** had been pursuing the whalers in Commonwealth Bay with the new protest ship, the **Bob Barker**, a 1200 tonne Norwegian-built former Antarctic harpoon vessel.

Ad Feedback Japan's Fisheries Agency, which has no direct involvement in whaling but oversees the country's fishing operations, said it was still checking details about the clash. "We have confirmed that there was a collision, but we have no other details. We have not heard that any boats have sank. We are now trying to confirm details of why the collision occurred," said Fisheries Agency spokesman Toshinori Uoya.

Mr Bethune said his son's Auckland-based family, including teenage girls Alycia and Danielle, were shaken by the incident but believed their father would "probably continue" his conservation work. "We hope he will be home soon

but there are no immediate plans," Mr Bethune said. "He was expected to come home in March before heading off to another part of the world – but that has a big question mark over it now." **Source : Waikato Times**

Drunk skipper who hit rocks fined

master of ship rescued near notorious whirlpool was more than three times drink-drive limit

The captain of a cargo ship who hit rocks near a notorious whirlpool while more than three times the legal drink-drive limit was fined £3,300 at Oban Sheriff Court yesterday. The 260ft coaster **Fingal** had six crew on board and was laden with timber when she hit rocks at the north-east tip of Jura on December 15, near Corryvreckan whirlpool.

The ship was on her way from Corpach at Fort William to Troon in Ayrshire at the time of the crash at 9.30pm. Coastguards, lifeboat crews and helicopters were called out. Two lifeboat crew members were put aboard with pumps and to assist navigation to help the ship back to Oban Bay.

When Polish captain Stanislaw Sowinski, was breathalysed at Oban police station at 4am the following morning, he had 121 microgrammes of alcohol in 100 millilitres of breath. The legal limit is 35. Sowinski, of 6 The Meadows, Billington, near Blackburn, pleaded guilty to being the master of the ship while over the limit. The 59-year-old also admitted failing to navigate a safe course, maintain a proper lookout or take evasive action to prevent the grounding of the ship.

Procurator fiscal Craig Harris said: "The vessel was sailing somewhat erratically when she was in the waters of the Firth of Lorn. She hit rocks to the north of Jura and became stuck on them. Due to a change in the current she drifted off them." Water was entering two ballast tanks, which, Mr Harris said, had the potential to make the ship unstable.

Defence solicitor Edward Thornton said Sowinski had a sea-going career of almost 40 years and has been a master mariner since 1994. He has been dismissed by his former employers as a result of what happened. Mr Thornton said: "He does not normally drink while on duty. He felt very tired and started consuming beer with a view of keeping himself awake.

He advises me that he consumed some cans of beer prior to his vessel grounding. "He never anticipated the tide running as strongly as it did, as a result he lost control of the vessel, resulting in the grounding. "Between getting the vessel off the rocks and making their way back to Oban he consumed three or four further cans of beer, as he was rather upset at what he regarded as a blemish on his previous excellent professional career. As a result of the recession jobs, especially as a master, are few and far between. Having lost his post in this manner, his prospects are limited."

Sheriff Douglas Small told Sowinski: "This is an extremely serious incident. You were the master of the vessel whilst under the influence of alcohol. "The vessel ran aground and it was by sheer good fortune that it was re-floated by the tides." **Source : pressandjournal**



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NEW HOME FOR PILOT WHALE

In one of July's 2009 News clippings there was a story about a sick and exhausted young pilot whale looking for a safe spot to recover. He went near the south coast of Curaçao, where animal lovers found him and cared for almost half a year day and night for his recovery. This was done with the professional and dedicated expertise of especially **George Kieffer** and **Iñez Hallewas** of the Southern Caribbean Cetacean Network (www.sccnetwork.org), many volunteers and also professional advice from abroad. The pilot whale fully recovered, increased in size and was accompanied daily by boat to swim in the Caribbean sea.



In November a group of pilot whales showed up. The now 10 feet long, 1000 lbs. pilot whale from Curaçao was accepted and played with the group andreturned to his spot at Curaçao.

He did not wish to leave his protectors. In the mean time the pilot whale got a name "captain Sully" in honor of captain Sullenberger, who made the most successful aircraft ditching in history last year in the Hudson river near New York, saving all passengers and crew.

Seaworld

The recovery of the pilot whale at Curaçao was known by professionals in sea life the whole world over and many came to see him. The famous Seaworld in San Diego has already two female pilot whales and now there was a young male living in the Curaçao waters and consequently showed much interest.

The burden to take care of the pilot whale was enormous for the volunteers, apart from the cost element to buy special costly food, consequently the care takers were interested in the offer from Seaworld and on January 4, 2010 "Sully" was flown by a special Airbus 300 charter flight to the USA. One of the volunteers is **Mrs. Myra Rauchbaa** – a local sailor – who worked in night and weekend shifts as a volunteer (even New year's eve) since during the day she is working as executive secretary. She said that the public interest was often a greater challenge than caring for the pilot whale "Sully". Looking after "Sully", who enjoyed being taken care of by gently "scrubbing" his skin with a broom, uttering sounds of well being and turning belly up was very rewarding for the volunteers. He also liked to play with small coral stones which he picked up from the bottom of his basin. However, only well instructed volunteers were allowed to stay with the playful pilot whale.



After boozing, often men and an occasional woman appeared with intentions to play "macho" and wished to swim next to the animal, unknowingly of the fact that the animal could tear them underwater to play, thus there was the danger of being drowned. Also unaccompanied children would approach and walk the jetty next to the pilot whale, consequently they had to be sent away too. It is a great relief for professionals and volunteers that **Sully** the pilot whale is now in professional hands and will become a major attraction in Seaworld. **Source : Joop Kooijman**

16 seafarers injured in fire on containership

Sixteen Chinese seafarers have been injured during a fire blaze on board the 4,713 TEU APL-chartered containership M/V "**APL Columbia**", built in 2003. The men were rushed to hospitals, suffering from smoke inhalation and burns.

Sixteen Chinese nationals have been taken to hospital after a fire broke out on their ship at Port Botany in Sydney, Australia, this morning, according to Sydney Morning Herald. A crew member aboard the 45,000-tonne "**APL Columbia**" noticed a fire in his cabin about 1.30am, while the container ship was docked at Friendship Road at Port Botany, a police spokesman said.

The man tried to put out the fire, but was unsuccessful. When fire crews arrived they noticed thick smoke from the ship's bridge, and fire burning in the cabin, a NSW Fire Brigades spokesman said. The fire was contained to the cabin and a nearby corridor, but both were severely damaged, he said.

The fire was put out about 5.30am using the ship's own firefighting equipment, he said. The cause of the fire is not yet known, but police do not believe it was suspicious. The vessel is managed by Univan, but the company has so far refusing to comment on the incident, TradeWinds report.

A statement from the Maritime Union of Australia said: "Crew from a container vessel docked at the DP World terminal were rushed to hospital after fire ripped through the accommodation quarters of M/V "**APL Columbia**".

"At this point we understand 16 of the 17 Chinese and six Indian workers have been taken to hospital suffering from smoke inhalation and burns". **Source : BluePulz**

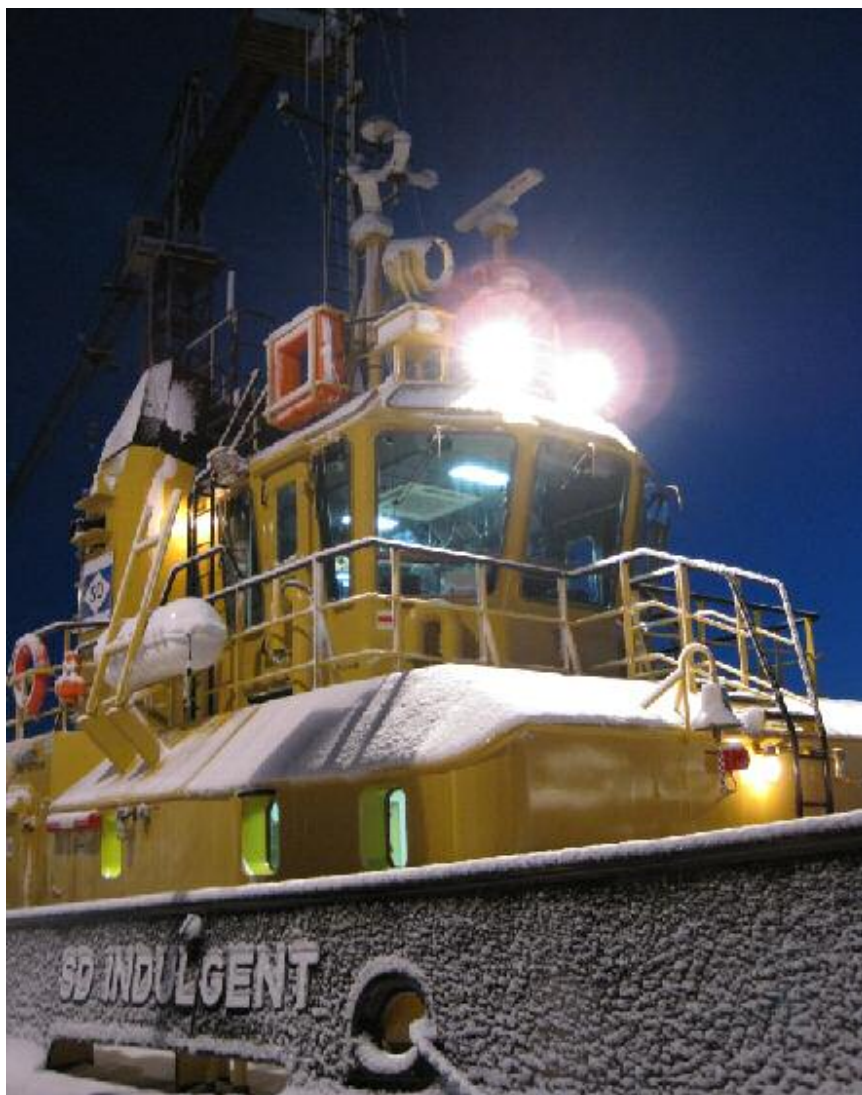
Pirates expand area for attacks, target oil tankers from Gulf states

Somali pirates have begun to target oil tankers from the Gulf states and have increased the range for attacks to the Gulf of Aden, Arabian Sea and in the Indian Ocean. The International Maritime Bureau has reported that Somali pirates were seeking to capture oil tankers from the Persian Gulf states.

In December 2009, the bureau said, Somali pirates attacked a Kuwaiti oil tanker with rocket-propelled grenades in the Red Sea on Dec. 30. "Fortunately, the tanker managed to escape the pirates," bureau director Noel Choong said.

"Pirates are expanding their areas of attack. They are now operating in the Gulf of Aden, Arabian Sea and in the Indian Ocean." On Dec. 25, Somali pirates were reported to have captured a Yemeni vessel, **MV Socotra-1**. The state-owned Kuwait Petroleum Corp. denied any attack on its tankers. But Choong warned that Somali pirates would try again to seize oil tankers leaving GCC states. **Source : WorldTribune**





The DAMEN built **SD INDULGENT** seen during trials
Photo : [Lars Vliegenthart](#) ©

‘Hold ship owner’

THE Bureau of Immigration should place on its watch list the owner of the ill-fated **M/V Baleno 9** that sank last December 26 near San Agapito point in Isla Verde off Calapan City, Oriental Mindoro.

Senate President Pro Tempore Jinggoy Ejercito Estrada made this call after his office received information that the ship owner, identified as Patrick Ang, is planning to leave the country apparently to escape criminal liability over the incident.

The sinking of the roll-on, roll-off vessel resulted in the death of at least six persons including an infant while scores were still missing as of press time. “I am asking BI Commissioner Marcelino Libanan to give special attention to the case of Mr. Ang and not allow him to leave the country to escape prosecution,” Estrada said.

Describing the past year as a year of tragedies, Estrada stressed that the government should ensure that all those who are responsible for the disasters are brought to justice. **Source : Journal Online**

Ballycotton RNLI lifeboat launched to French fishing vessel

Ballycotton lifeboat crew pagers were activated this morning, 5 January, at 08:10 and requested them to assemble at the lifeboat station. Many crew members had to clear ice from their windscreens before answering the call. However, this did not stop them as their assistance was required for a 20 metre French fishing vessel in difficulties 20 miles east of Ballycotton.

The RNLI lifeboat, **Austin Lidbury**, slipped her moorings at 8.30am and arrived at the casualty at 9.40am. A towline was established and the fishing vessel, with five persons aboard, was taken under tow. The tow speed was reduced as the wind in the area was fresh, blowing NNE Force 6. The fishing vessel was safely secured along side the pier at Ballycotton at 1.30pm.

To date, the crew of Ballycotton Lifeboat Station have been awarded seventeen medals by the RNLI, 2 gold, 7 silver and 8 bronze. The station has a €2 million, Trent Class lifeboat, **Austin Lidbury**. This is a 14 metre, all weather lifeboat, with a top speed of 25 knots **Source : BYM Marine & Maritime News**

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NAVY NEWS



Once one of the proud Korteneer Class frigates of the Dutch navy named **ABRAHAM CRIJNSSEN (F 816)** , sold to the United Arab Emirates during April 1996 and taking in service 31-10-1997 named **ABU DHABI**, as can be seen at the photo made last week, the complete superstructure is now removed of the 1978 built frigate and according information received the frigate will be rebuilt as a luxury yacht.

OUT OF SIGHT

The Royal Navy is no longer required to engage in traditional naval warfare — warship fighting warship, in the old-fashioned sense of seagoing battles. And the risk of coming under attack from an airborne enemy, as in the Falklands conflict of 1982, has also receded. As a result, the image of the Navy has changed dramatically. It is only when there are spectacular examples of warships chasing and overpowering drug-runners in the Caribbean or pirates in the Gulf of Aden that the activities of the Navy are brought to public attention. Conversely, when things go wrong, the Navy receives overwhelmingly bad publicity. Never more so than when 15 sailors and Marines were captured by the Iranian Revolutionary Guard in 2007.

Apart from the thousands of Royal Marines of 3 Commando Brigade who have served two tours in Afghanistan, the rest of the Navy suffers by having to operate out of the public gaze and, more often than not, over the horizon.

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However, to reduce the size of the Navy could be damaging, not just for the fleet, but also for Britain's ability to confront potential dangers ahead: terrorist attacks on merchant shipping, hostile states blocking oil supplies through the Gulf waterway, or the emergence of a new, enemy posing a threat to British dependent territories.

The Navy prides itself on being flexible, capable of dealing with all manner of threats and dangers. But, as a former First Sea Lord, Lord West of Spithead, now the Security Minister at the Home Office, said in 2005, a warship cannot be in two places at once. So the smaller the Navy, the fewer tasks it will be able to perform. **Source : ShipTalk**

Navy ship fights piracy off Somalia

A Royal Navy vessel has set sail from the UK to combat piracy off the Somali coast.

Plymouth-based **HMS Chatham** will lead Nato operations in the Gulf of Aden, the Horn of Africa and Somali Basin, waters now synonymous with the threat of piracy. Three vessels - including two UK ships - were seized last week alone. Among those being held on the Somalia mainland are British couple Paul and Rachel Chandler, whose yacht was hijacked in October.

HMS Chatham and her 250-strong crew sailed from Devonport, Plymouth, for a seven-month deployment and will be the UK Flagship to the Standing Nato Maritime Group 2 (SNMG2). The Type 22 Frigate will also become the lead vessel for **Operation Ocean Shield**, the Nato contribution to counter-piracy operations off Somalia.

Commander Simon Huntington, the ship's commanding officer, said: "**HMS Chatham** is deploying to the Middle East to join Nato forces in the fight against piracy as part of the international effort to improve maritime security in the region.

"We are fully trained for the task and our ship is extremely well equipped for the challenges that we will face.

"This will be a demanding operational deployment and it is always difficult being separated from families and loved ones for such a long time, but we are firmly focused on the task ahead and are now eager for **HMS Chatham** to take on this important role, which we have spent many months preparing for."

The 492ft ship will join other ships in the Nato task group, including warships from Spain, Turkey, Greece and the US, to patrol round the Horn of Africa and the Gulf of Aden. **Source : google.com**

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Ark Royal suffers third fire scare in her engine room

HMS Ark Royal has been hit by a third fire scare since her expensive refit in Portsmouth, The News can reveal. Crew in the 20,000-ton aircraft carrier had to use emergency systems to make one of her jet engines safe after a fire alarm went off.

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The starboard inner gas turbine in the forward engine room was cooled with sprinklers after it overheated during trials off the coast of Devon. It was the third fire scare for Ark since the ship left Portsmouth on September 26 after her £12m refit. Other members of the ship's company were carrying out mock war games when the problem happened before Christmas leave, leading some to say it was a distraction.

A serving sailor in **Ark Royal**, who did not want to be named, said: 'It's been frustrating to have repeated fire problems after such a big refit. 'We had a fire the day we left Portsmouth and it gets in the way of training when we're at full pelt.'



On October 10 Ark suffered a fire scare in her aft engine room, the same place where a fire broke out hours after she had left Portsmouth. A navy spokesman said there had been no fire and no casualties. He said: 'An alarm was triggered and a member of the ship's company acted to contain the overheating.

'He activated a system which seals the engine module and cools it to a safe temperature. 'As with the other two incidents, there were no injuries and the rest of the ship were able to continue with trials.' The navy reduced the engine speed of the Rolls Royce engine after the October incident, and had not ruled out an operational defect.

In September the navy announced that Ark's refit would cut fuel and emissions by nine per cent and increase the ship's top speed by two knots to 30 knots. Work was done to her engines and diesel generators, exhaust systems, computers and gearboxes. **Source : portsmouth.co.uk**

IRGC prepares for major drill amid war speculations

Iran's Islamic Revolution Guards Corps (IRGC) has announced plans to hold a major defense exercise in the Strait of Hormuz in late January. "The sensitive conditions of the Middle East region have multiplied the need for us to be ready to defend the country," commander of the IRGC Navy, Rear Admiral Morteza Saffari said on Tuesday.

RAdm Saffari said different units of the IRGC navy would take part in the maneuver to try out their new tactics and equipment in real life situations. He added that the IRGC forces would use the experience they had gained in previous Persian Gulf and Strait of Hormuz exercises in the upcoming drill to increase their defensive abilities. The commander explained that both IRGC naval personnel and its newly introduced equipment would be put to the test.

He also noted that the various stages of the drill would be planned out based on logical strategies, specific objectives and time limitations. According to RAdm Saffari, the message Iran is trying to send out is that any aggressors that violate the country's borders will encounter a strong response from the Islamic Republic's defense forces.

RAdm Saffari said the drill also aims to reassure neighboring states that, by cooperating with each other, regional states can maintain the security of the Persian Gulf and the Strait of Hormuz without the interference of foreign powers. The Strait of Hormuz is an essential waterway that connects the oil-rich Persian Gulf region to the Sea of Oman, and thence to the Indian Ocean. A large portion of the oil that the world uses passes through the Strait on a daily basis.

Other than the IRGC Navy, the Iranian army also plans to hold a defensive exercise in late January or early February. The announcement comes amid speculations that the US is preparing to launch an attack on Iran with the help of Israel. The former Malaysian Prime Minister Mahathir Mohamad has recently added to those speculations by verifying them.

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"Obama is preparing for a (military) offensive on Iran with the help of his ally, the Israeli regime," IRNA quoted Mohamad as writing on his weblog. Mahathir said the US is expected to launch the war on Iran on the pretext that the Islamic Republic is seeking to build a nuclear bomb. He said that the US will introduce "forged evidence" showing Iran aims to "start a nuclear war against the world," just as it did before invading Iraq.

Mahathir's warning came as some US intelligence sources confirmed Iran's assertions that a document published by a British daily about Tehran's nuclear program was a fabrication.

According to a recent article, penned by renowned investigative journalist Gareth Porter, former CIA official Philip Giraldi has revealed that US intelligence agents believe Israel or Britain forged the document, which was published by the Times of London.

On 14 December, the Times of London published a document, which alleged that Iran had been secretly experimenting on a key component of a nuclear bomb called the "neutron initiator." **Source : presstv.ir**

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Filming wreck of the AHS Centaur

The robot submarine that will film the wreck of the **AHS Centaur** over two kilometres underwater has arrived in Brisbane. Acting Premier Paul Lucas inspected the Remotely Operated Vehicle or ROV. "It was an unforgettable moment when the news came through that search Director David Mearns had found the Centaur early on the morning of December 20," said Mr Lucas.



"It will be an extremely poignant time for the survivors and relatives of those that perished on this ship when this machine sends us images of the wreck on the seabed." The **AHS Centaur** was sunk without warning by a torpedo from a Japanese submarine on 14 May 1943, about 50 miles east north-east of Brisbane. Of the 332 persons on board, only 64 survived.

The wreck location is approximately 30 miles due east of the southern tip of Moreton Island (27 deg 16.98' South, 153 deg 59.22' East) at a depth of 2,059 metres.

The ROV will be launched from the **Seahorse Spirit**, the ship used to find the **Centaur**, and travel to the seabed after the ship leaves for the wreck site on Thursday or Friday this week. The

device will be controlled by operatives working in a specially equipped shipping container on the **Seahorse Spirit**.

Special lights will be used to illuminate the wreck on the sea bed so that high definition video can be recorded. The images will be transmitted in real time to a separate control room on the ship and a photographer, print journalist and television cameraman will travel on the vessel. Acting Prime Minister Julia Gillard said the Federal Government is pleased the wreck has been located and that Australians may soon be able to see the final resting place of those that died on that terrible day.

"The sinking of the **Centaur** was a dark day for our nation. This exploration will allow us to see what became of the AHS Centaur and honour those brave men and women that lost their lives," Ms Gillard said. Acting Premier Paul Lucas

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said the robot submarine, will also use one of its two 'arms' to place the specially fabricated bronze plaque created by The **CENTAUR Association** near the wreck.

"This will be a fitting memorial to those who perished in this terrible wartime incident," he said. "The Centaur Commemoration Taskforce met for the first time this week and they will meet again in the coming weeks and months to establish the most fitting memorial for the **Centaur**."

"We want the memorial service to take place at the earliest opportunity in consultation with the needs of the survivors and family members." Search Director David Mearns said mobilisation of the equipment onto the **Seahorse Spirit** was progressing well. "I am looking forward to catching the first glimpse of the **CENTAUR** since she was lost on that tragic day in May of 1943," he said.

"It is going to be a challenging operation to film the wreck where she lies at the bottom of a very narrow and steep gully, but I am still expecting to collect the highest quality video and photographs of the wreck possible even though we can't be sure whether the hull is lying upright or on its side. "The one moment I know the entire team will be looking forward to is when we can lay the specially fabricated bronze plaque entrusted to us by The **CENTAUR Association** near the wreck as a lasting memorial to the 268 who were lost during the sinking."

On the 14th May 2008, the 65th anniversary of the sinking of the Centaur, Premier Anna Bligh wrote to Prime Minister Kevin Rudd seeking support to enable a search for the **HMS Centaur**. With both State and Federal governments committing funds the search began to find a team of experts and the right equipment to solve the mystery and locate its final resting place. On the 14th December 2009 Search Director David Mearns, his team of experts and an experienced crew began the search, using deep water sonar equipment and focussing on a search area identified as the most likely resting place for the **Centaur**. As expected, the sub-sea terrain was steep and rugged, making the search extremely challenging.

On Sunday 20th December the wreck of the Hospital Ship **Centaur** was found, and the mystery of its fate resolved.

Finding the **Centaur** helps bring peace to those who lost family and loved ones in the pre-dawn hours of 14 May 1943. Its discovery also enable the site to be protected under law, and solves the 66 year old mystery surrounding its fate. The final resting place of the **AHS Centaur** is also historically significant for Queensland, and Australia. The sinking of the Centaur was Queensland's worst maritime disaster, with the highest death toll of any merchant vessel sunk by a submarine in the Pacific theatre of war during World War II.

Look for more detailed information about the **CENTAUR** at : http://en.wikipedia.org/wiki/AHS_Centaur

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Orders decreased 90 per cent in 2009

The Norwegian shipbuilding industry's orders in 2009 decreased by 90 per cent compared to 2008. The new orders in 2009 was worth 1.3 billion Norwegian kroner. The lack of new orders will come to the surface in 2011 when most of the yards' orders end. Only a couple of the 25 Norwegian shipyards have orders into 2011, E24.no reports. This leaves thousands of jobs in jeopardy.

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The growing wind power industry could be a key to deal with the crisis, according to institutions such as the GIEK institute, the governmental agency responsible for furnishing guarantees and insurance of export credits. The government-funded institute has requested permission for an extended access to offer finance to wind power projects from Minister of Trade and Industry Trond Giske.

Whilst yards in other countries such as South Korea struggle, the situation in Russia is slightly different. There several yards in the Murmansk area is preparing for new orders related to the Shtokman developments. **Source : Offshore 24/7**

ACERGY FALCON ARRIVED IN BREST FOR DRYDOCKING



Photo's : Jaques Carney ©



Colle Shipyard Contract, New ASD Tug

President of Colle Towing Company, Inc., Pascagoula, Miss., announced that Signet Maritime Corporation has awarded a new-build contract to Colle Shipyard for construction of Signet Weatherly, a Robert Allan designed RAmports 3200 105-ft x 38-ft by 17.7-ft ASD tug. The vessel will be built and classed to ABS Maltese Cross, AMS, Ocean Towing

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Service standards. She will be employed in Signet's expanding US Gulf and overseas harbor, ship assist and ocean rig transport businesses.

J. Barry Snyder, President of Signet Maritime, stated "We chose Colle Shipbuilding for its quality engineering and shipbuilding work and previous construction of the Robert Allan design. We are very pleased to have cut steel and begun construction of this technologically advanced vessel. The raised forecastle and gentle sheer along with its MTU high performance engines and Niigata Z-drives give this tug a decided advantage for in-harbor assist and ocean towing. With her state of the art wheelhouse, advanced telemetry, communications and electronics, sophisticated electrical distribution system, highly advanced Markey electric hawser and double drum tow winches she will serve Signet's rigorous multi-purpose rig-transport demands. She is designed for more than 60 Metric Tons Continuous Bollard Pull for intricate rig work and ocean towing and set up to bunk ten seamen."

When delivered in Spring 2011, the ASD will be the seventh tractor added to Signet's fleet to support international operations for vessel assist, escort, rig transport, ocean towing and deep offshore energy development. By popular vote among Signet employees, the name chosen for the new tug, **M/V Signet Weatherly**, was the 1962 winner of the Americas Cup. Snyder recounts, "During her races, she proved to be a staunch, tough competitor, and we will hold her namesake to no less a commitment. She will be a proud warrior, serving our customers well with a higher standard than ever before." **Source : MarineLink**

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MOL to Boost Investment in Gearbulk



The **JAEGER ARROW** seen in Rotterdam - **Photo : Leen van der Meijden (c)**

Mitsui O.S.K. Lines, Ltd. yesterday announced a move to increase its investment share in Gearbulk Holding Limited ("Gearbulk") from 40% to 49% effective at the end of December 2009. MOL has been a shareholder in Gearbulk since 1991. Gearbulk is the world's leading open hatch shipping company, with a fleet in service of 64 vessels and a renewal programme consisting of about 20 vessels on order. The company is owned by the Jebsen family and MOL. The increased shareholding of MOL reflects the long standing partner relationship between the shareholders. It also demonstrates the firm future commitment of MOL to Gearbulk. **Source: MOL**

Port Project Services maakt Maasvlakte-projecten mogelijk

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De Verkeersonderneming

Wie zorgt dat de komende jaren naar schatting zeven tot achtduizend (tijdelijke) arbeidskrachten dagelijks naar hun werk op de Maasvlakte kunnen komen terwijl de belangrijkste toegangsweg, de autosnelweg A15/N15 volledig op de schop gaat? Om dat mogelijk te maken heeft **United Homes** (tijdelijke huisvesting) uit Spijkenisse samen met **Uitzendbureau Randstad**, **Vipre** (bedrijfsvervoer) en **Aqualiner** (100%-dochter **Koninklijke Doeksen**) het platform **Port Project Services (PPS)** opgericht. Donderdag 14 januari zal PPS zich officieel presenteren.

Nog is de aanleg van Maasvlakte 2 vooral het werk van de baggeraars. Maar zodra die klaar zijn, komt er een grote stroom arbeidskrachten op gang om de 1000 hectare opgespoten zand en water om te bouwen tot havens met kilometerslange kades en honderden hectares havenbedrijfsterrein met daarop loodsen en kranen en andere haveninstallaties. Tezelfdertijd is er op Maasvlakte 1 nog een groot aantal projecten in ontwikkeling zoals onder andere de aanleg van twee kolencentrales, twee LNG-terminals, uitbreiding van de Maasvlakte Olie Terminal (MOT) en in de Europoort een aantal grote onderhoudsbeurten van raffinaderijen en fabrieken, waarvoor ook heel veel tijdelijk personeel en specialisten uit binnen- en buitenland dagelijks op en neer naar de Maasvlakte moeten reizen. Dat gebeurt allemaal de komende jaren als tegelijkertijd de A15/N15 moet worden verbreed voor het verwerken van de verkeersstromen van de toekomst. Daarvoor zal de bestaande weg, waarop het verkeer nu al regelmatig vastloopt, langdurig worden versmald. Omdat hierdoor grote problemen worden voorzien hebben de vier genoemde bedrijven vorig jaar op initiatief van **United Homes** de koppen bij elkaar gestoken.

Port Project Services, geleid door **United Homes**, fungeert vanaf nu als centraal aanspreekpunt waar bedrijven met al hun vragen over het vinden van tijdelijk personeel, huisvesting en vervoer van hun medewerkers terecht kunnen. Daarnaast fungeert het platform ook voor lokale overheden als aanspreekpunt en coördinatiecentrum voor vragen en oplossingen van knelpunten. Eerste gesprekken met lokale overheden zijn gevoerd waaruit blijkt dat het initiatief wordt toegejuicht. De samenwerkingsovereenkomst tussen de vier partners is mede ondertekend door de **Verkeersonderneming** en het **Havenbedrijf Rotterdam**.

De vier in PPS samenwerkende partners willen met hun kennis en expertise oplossingen organiseren en een totaaloplossing bieden voor huisvesting, personeel en vervoer. Dat gaat om goed bereikbare huisvestingslocaties in een normale woonomgeving. Met het aanbieden van huisvesting en tijdelijk personeel wordt tegelijkertijd vervoer over water of collectief vervoer van huis naar haven aangeboden. Dit soort totaaloplossingen moet een positieve bijdrage leveren aan het beperken van reistijden/reiskosten, ontlasting van de verkeersdruk op de A15 en prettige sociale woon- en leefomstandigheden voor het tijdelijk ondergebrachte personeel. Doel hiervan is het minimaliseren van misstanden die op de loer liggen bij huisvesting van te grote groepen (tijdelijke) arbeiders op omvangrijke clusterlocaties. Port Project Services heeft zich ten doel gesteld uiteindelijk tussen 30 en 60 procent van de totale huisvestingsbehoefte en vraag naar tijdelijk personeel en transport te gaan regelen. De initiatiefnemers hebben voor **donderdag 14 januari** een officiële presentatie van **Port Project Services** georganiseerd. Die vindt plaats in het speciaal voor de totstandkoming van Maasvlakte 2 opgezette expositiecentrum **Futureland**, Europaweg 902 op de Maasvlakte.

Indian shipping rates to rise

Container carriers have announced they will increase rates on shipments from India to the US and Europe this month to capitalise on an upswing in demand. Shipments to Europe will increase by US\$100-300 for 20ft containers and US\$300-600 for 40ft containers, LiveMint.com reported. It currently costs around US\$800 to ship a 20ft container from India to Europe and US\$1,500 per 40ft container. From India to the US, rates are currently US\$1,300 for a 20ft container and US\$1,800 per 40ft container. Maersk Line, Mediterranean Shipping Co. SA, CMA CGM SA, Hapag Lloyd AG and Shipping Corp. of India Ltd (SCI) are among the carriers to announce the hike.

Some carriers have also introduced a 'piracy-risk' surcharge for shipments from India to the US and Europe that have to pass through the Gulf of Aden, in the Arabian Sea between Yemen and Somalia. Piracy is seen as a growing problem for the container shipping industry in that region and in April last year Somali pirates hijacked the cargo ship **Maersk Alabama**, creating a stand-off that lasted four days and made headlines around the world. MSC and SCI are among the carriers to announce the charge, which is US\$40 per 20ft container. Major container carriers are estimated to have lost US\$20bn last year as the global recession hit hard and analysts believe the new charges could slow down economic recovery. **Source: Fruitnet**

TOS starts 2010 with record performance

At TOS -**Transport & Offshore Services**- the Christmas period is always a busy one. Besides the regular demands for crewing, TOS also assists its customers to arrange their crewing schedules for the holiday season. With the largest number of ship deliveries and also the highest number of TOS employees on the job TOS starts 2010 with a record performance. December; a hectic period, but a nice one as well because TOS can show its strength as worldwide supplier of maritime personnel. In cooperation with the branch offices TOS offers its clients 'Crewing Solutions'. In December the well known status of TOS as a supplier of ship deliveries brought the orders to a record. This includes ships preparing to depart and ships on the open sea. This is also why TOS got its second record "the highest number of employees on the job in 2009" entering 2010.

Even our consultant ship delivery, Dennis van der Waal, stayed for TOS on another continent at New Year's Eve. During the holiday season a lot of TOS employees were at sea or on vessels in harbours all over the world. Just as a lot of companies TOS is looking forward to the developments 2010 will bring us. With this record performance TOS has faith in the year 2010. Wishing all of you a safe voyage throughout 2010, we thank all our customers for their trust in TOS and all the TOS employees worldwide for their effort.

China finances Kenyan port

China will finance the building of a second port in Kenya, a transport corridor and the upgrading of a railroad linking Kenya's Mombasa port and the Ugandan capital, a statement said Wednesday. The second port is to be built in the

coastal town of Lamu, said the statement from President Mwai Kibaki's office, but did not give figures. Initially, the port was to be financed by Qatar under a deal to lease swathes of arable land to the Gulf state, but the agreement was shelved.

Kibaki, who met with China's Foreign Minister Yang Jiechi who visited the east African country, "welcomed the commitment that the government of the People's Republic of China has shown in the development of a second port at Lamu". China also granted Kenya seven million dollars for "various projects in the country", the statement said. "For Africa to further take off, it is very important to build up the infrastructure so that African countries can conduct intra-regional trade on a massive scale," Yang told reporters. China has extensive oil interests in south Sudan, according to the Financial Times, and the new Kenyan port could be a new export route for the crude. The south of Sudan is expected to vote to secede from the Arab-led north next year in a referendum that is already stoking fears of renewed conflict between the two sides. South Sudan currently relies on pipelines that transport its oil to refineries and a port in the north, but a new export route through Kenya would break that dependence. **Source : Seatrade Asia**

Norovirus Troubles Hit British Ships -- Again

It's been a tough few weeks for Fred. Olsen Cruise Lines. The company confirms this morning that two of its ships -- **Balmoral** and **Boudicca** -- were both hit with a vomiting bug during Christmas and New Year cruises. A spokesperson for the British line told Cruise Critic that on **Balmoral's** 21 December Canary Islands cruise a total of 342 passengers and nine crew were struck down with the bug, and on **Boudicca's** 22 December Canary Islands cruise, 286 passengers and nine crew were sick.

For **Boudicca**, it is the third time in less than a month that passengers have been taken ill onboard the ship. The previous two cruises in late 2009 were affected with 230 cases in total. Despite a deep cleaning process, passengers kept getting sick on each new cruise.

You may also recall that last February, more than 200 guests on a **Balmoral** sailing were hit with Norovirus and the ship was refused entry to the Cape Verde Islands. In a statement, Mike Rodwell, Fred. Olsen's managing director said, "This is just the time of the year when the Norovirus, or winter vomiting virus, becomes widespread in the U.K., and being highly contagious it can spread very quickly in the confines of a cruise ship. There was, naturally, a very sociable atmosphere onboard at this time, so unfortunately the virus was spread extremely quickly."

Specialist companies have been taken on to work alongside the company's own staff to handle the cleaning programmes. To that end, Boudicca returned to Portsmouth a day earlier than scheduled, on 4 January, and the next cruise -- a 12-night Canary Islands cruise -- will depart one day later than scheduled, on 6 January, to allow for three days of intensive cleaning to take place. As far as compensation goes, passengers on **Boudicca's** Christmas cruise, and on the following cruise leaving on 6 January, will be compensated for the loss of one day's holiday. As a gesture of goodwill, they also received a credit to their onboard account. Meanwhile, **Balmoral** returned to Dover on schedule today (5 January) and will undergo a concentrated cleaning and disinfecting regime before departing on its 106-night world cruise this evening. There have been rumours -- via a story that ran 4 January on dailymail.co.uk but has since been taken down -- that **Balmoral** was on the verge of being detained by maritime authorities. A Fred. Olsen spokeswoman tells us this is not the case. **Source : CruiseCritic.co.uk**

Stena Line vervoert minder vracht

Stena Line heeft in 2009 bijna een vijfde minder vracht vervoerd op de Noordzee dan een jaar eerder. Dat blijkt uit cijfers die de veermaatschappij donderdag bekendmaakte.

In totaal zette Stena Line 287.000 containers, trailers en vrachtwagens over, 67.000 minder dan een jaar eerder. „Deze daling is in lijn met de ontwikkeling van de gehele vrachtmarkt tussen het Verenigd Koninkrijk en het continent", aldus directeur Pim de Lange. De zakelijke divisie was in 2009 verliesgevend. De Lange vindt het resultaat nog meevallen. Hij verwacht dat het vrachtvervoer na het eerste kwartaal weer aantrekt.

Het bedrijf bracht wel meer passagiers (6 procent) en auto's (4 procent) de Noordzee over, tussen Hoek van Holland en het Britse Harwich. In total maakten een half miljoen passagiers en honderdduizend auto's de oversteek. De netto-inkomsten van de divisie die het personen- en autovervoer regelt, zakten met 2 procent.

NEDLLOYD ROCKANJE SCRAPPED

The former **Nedlloyd Rockanje** arrived at the end of last year at the breakers in Alang, built as the **ANTARES** in 1972 under yard number 206 at the Rauma Repola Oy yard the vessel was named **RHEINFELLS** during 1975 and **NEDLLOYD ROCKANJE** during 1977, in 1983 she arrived as the **NEDLLOYD ROCKANJE** in the port of Flushing and departed some time later on October 29th 1983 as the **KOTKA LILY**.



as seen above at the photo made by **Wim Kosten** (www.maritimephoto.com) in 1985 renamed again in **JALINA** followed in 1987 by **FINNROVER**, 1988 by **SEAHORSE** and in 1992 by **DANA CORONA**, and she got her final name **SEA CORONA** in 2001.

Brown salutes Dubai over British port pledge

Prime Minister Gordon Brown on Tuesday saluted a decision by heavily-indebted Dubai World to stand by plans to build a giant deep sea port in Britain. The 1.5-billion-pound (2.4-billion-dollar, 1.7-billion-euro) London Gateway port project was put under review by DP World, the ports subsidiary of state-owned investment group Dubai World, during the Gulf emirate's recent financial woes.

But DP World said Monday the project to build Europe's largest combined deep sea port and logistics park would go ahead at Stanford-le-Hope, east of London. "The London Gateway is a significant foreign investment," Brown said Tuesday as he toured the site on the north bank of the River Thames estuary.

"It is a massive vote of confidence in the UK's economic recovery." "I am delighted with the decision to locate this world-class project here in the UK. "It will help bring the largest deep sea vessels here and improve the efficiency of the UK's freight distribution, creating thousands of jobs, future growth and economic prosperity," added Brown. There were fears for the future of DP World's flagship project in Britain as the group took stock amid a steep downturn in global trade and Dubai's economic troubles. But DP World said Monday it had reviewed its options in light of the market downturn and was "pleased to announce it has decided to proceed with construction of essential infrastructure that lays the foundation of the facility. "DP World will continue to review the development of the port and park operations in line with market demand," it added.

London Gateway, the first new deep sea container port in Britain for more than 25 years, is intended to create 36,000 jobs, including 12,000 in the short-term in construction and logistics. The port is planned as a hub, with containers being sent via smaller ships to other British ports. Business Secretary Peter Mandelson said: "This project sends a message to companies worldwide that the UK is the number one place in Europe to invest." **Source: AFP**

Euromax wins Port Trophy for 2009

Container handling company Euromax has won the 'Havenbeeld' Port Trophy 2009, a new annual prize intended to encourage business owners in the port to pay attention to the appearance of their offices, industrial complex or

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terminal. The prize was established by the Port of Rotterdam Authority and Deltalinqs, the group that represents the interests of companies in the port, and is awarded annually. Euromax won the Port Trophy for its office building in particular: a landmark on the Maasvlakte. Hans Smits announced the winner during the end of year meeting of the Havenvereniging Rotterdam (Friends of the Port) and awarded the prize at the same occasion.

The Euromax terminal, a joint venture of ECT and the shipping lines Cosca, Hanjin, Yang Ming and K-Line, was taken into use in 2008. The jury report calls its office building 'a landmark on the northern Maasvlakte with a very strong, striking shape. Its well-maintained and robust style fits in with the port and is carried through consistently throughout the complex. The building seems to take on a different shape and form from different angles and appears to change colour according to the weather conditions due to its light colour.'

The prize consists of an artwork by the Rotterdam artist André van de Wijdeven, a 40cm high cast silver sculpture in the shape of a trophy with large, curled ears on either side of a gleaming 'splash'. The Port Trophy was established in order to draw more attention to the appearance of the port and to make this of a comparable quality to the port's logistic and nautical features. The Port of Rotterdam Authority tries to improve the appearance of the port by making public spaces and green areas more attractive and by asking companies to take the appearance of their businesses into account. Thus there are rules that require buildings (old and new) to be orientated towards the public road as far as possible, the putting up of logos (lighted or otherwise) is encouraged, white, grey and silver have been chosen as the main functional colours of the port, etc. Besides these rules for improving the appearance of the port, the Port Authority has developed a number of cycling routes through the port, and viewing points have been done up and provided with new information panels. **Source: Port of Rotterdam Authority**



Above seen from the helicopter the drilling vessel the **Bavenit** which is currently busy with the geo technical investigation for a suspension bridge on a project in Izmit bay in Turkey.

The İzmit Bay Bridge is a planned suspension bridge located at the eastern end of the Sea of Marmara, close to Izmit and approximately 50 kilometers from Istanbul, Turkey. As of 2007[update] it will be the second largest suspension bridge in the world by length of central span. Construction and operation of the bridge has been awarded to an Astaldi-led consortium following the international tender that took place in April 2009

Photo : Michel Hagens – Fugro Marine Services ©

Snøhvit LNG Traffic Returned to Full Speed

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The third LNG cargo dispatched since the planned maintenance shutdown last autumn left Melkøya January 4. Production from Snøhvit resumed one week before Christmas, and the LNG vessels are back in regular operation.

The plant was closed for a four month period for upgrading and maintenance. The maintenance shutdown was completed in early November, but start-up was delayed by problems affecting the facility's large electrical motors, which form a central part of the refrigeration process. The defective motor has now been replaced by a reserve unit that was in store at Polarbase in Hammerfest.

"These have been demanding months for all involved at Melkøya. Hammerfest LNG is a highly advanced facility where huge efforts have been made to solve complex technical problems," said senior vice president of production Knut Henrik Dalland, who adds that the plant's total capacity will now be verified in a performance trial in the new year.

At peak production an LNG tanker will depart from Melkøya every five or six days, with each vessel transporting almost 150,000 cubic metres of LNG to customers worldwide.

Snøhvit is the first development in the Barents Sea and the world's northernmost LNG facility. **Source : MarineLink**

Titanic fears for Greenland cruise ships

The Danish navy stationed in Greenland has warned of impending Titanic-style disasters as cruise liners stray too close to the region's icebergs. The Danish navy, which polices Greenland's oceanic waterways, has stationed two of its heavier ships inside the shipping lanes used by cruise boats on the west and east of Greenland under rising fears that icebergs and passenger ships are coming into ever closer contact, reports Politiken.

"We are responsible for rescue in Arctic waters from Cape Farewell in southern Greenland to the North Pole. It's a vast area and we are obviously not able to be everywhere," said the Commanding Officer of the Danish base in the southern Greenland's Arsuk fjord Rear Admiral Henrik Kudsk. "Experience from Antarctica shows that you need a cruise ship to rescue a cruise ship – no other vessels have the capacity. So we are advising cruise companies to cooperate and sail in pairs in Greenland waters," said Kudsk from the Gronnedal navy base. Fellow navy commander Jan Bogsted feels that, "In fact, it is not a question of if, but when it happens. It's only a question of time before an accident occurs". In such a situation, Bogsted would be in charge of coordinating the rescue of some 4,200 people in icy waters. "Cruises are sold as adventures – getting close enough to ice packs so that you can almost touch them. The closer you get, the more adventurous it is and the better the stories to tell back home. That's how the cruise companies see it. In 2009 there were thirty-six cruise ship visits to Greenland. At one point fourteen were on the waters on the same day, two with over four thousand on board. **Source : Icenews**

OLDIE – FROM THE SHOEBOX



The Wijsmuller tug **STENTOR** seen by the **Marianne Gen**, This cargo vessel sank in the River Scheldt, Belgium, in 1973. Ten years later, the wreck was raised by pull barges and sheerlegs

Photo : coll. Henk de Winde (c)



Met 4000 man personeel en een vloot van meer dan 600 schepen verleent SVITZER wereldwijd haar diensten aan de maritieme wereld. SVITZER is onderdeel van de A.P. Moller-Maersk Groep. De activiteiten van SVITZER bestaan uit berging-, zeesleepvaart, haven- en terminal sleepdiensten.

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.... PHOTO OF THE DAY



"POSH Semco's vessels "**POSH Virtue**" and "**POSH Viking**" attending to the JU "**West Prospero**" off Port Sudan.
Photo : POSH Semco ©

BOEKBESPREKING

Door : Frank NEYTS

"Arctic Convoy PQ8"

Bij Pen & Sword Books verscheen "**Arctic Convoy PQ. The story of Capt. Robert Brundle and the SS Harmatris**". Het werd geschreven door Michael Wadsworth.

Wanneer Robert Brundle het bevel overnam van het SS '**Harmatris**' was hij 47 jaar oud. Zowel het schip als de kapitein waren veteranen en hadden konvooi gevaren over de Noord-Atlantic als op Zuid-Afrika. Het 5.395 ton metende, op kolen varende stoomschip, geladen met 8.000 ton wapens vertrok op 27 november 1941 om het konvooi PQ6 te vervoegen. In een zware storm ging de lading schuiven en ontstond er brand aan boord. Met veel moeite kon de bemanning de situatie onder controle krijgen. Men was gedwongen terug te keren naar Glasgow voor hersellingen. Na lossing en herstellingen koos het schip op 26 december opnieuw zee. Het werd toegewezen aan konvooi PQ8 en Brundle werd meteen benoemd tot konvooi commodore. Op 8 januari vertrok PQ8 vanuit Reyavik met bestemming Moermansk.

Na tal van aanvallen door duikboten, maar ook vanuit de lucht, kwam de '**Harmatris**' op 20 januari zwaar beschadigd aan. Het duurde to 21 juli vooraleer het schip opnieuw kon vertrekken. Een verhaal van een kapitein die voor zijn schip vocht tot het bittere eind. Robert Brundle werd om zijn heroïsch gedrag geëerd met het OBE en de Lloyds War Medal. Hij stierf in 1960 op 66-jarige leeftijd.

"**Arctic Convoi PQ8**" (ISBN 184884051-9) telt 210 pagina's en werd als hardback uitgegeven. Het boek kost £19.99. Aankopen kan via de boekhandel of rechtstreeks bij de uitgeverij, Pen & Sword Books Limited, 47 Church Street, Barnsley, South Yorkshire S70 2AS, UK. Tel. +44.1226.734555, Fax +44.1226.7344438, email: enquiries@pen-and-sword.co.uk

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