

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 015



**Number 015 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 15-01-2010**

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**Acta Marine's 400 hp tug JUTTER seen breaking the ice in the port of Den Helder  
Photo : Paul Schaap - PAS Publicaties (c)**

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## Skegness RNLI to get new inshore lifeboat

SKEGNESS RNLI will take delivery of a new inshore lifeboat later this summer. The boat will replace the **Leicester Fox II** which was withdrawn from service 18 months ago. The **Leicester Fox II** has been used for training at the Lifeboat College in Poole.



Since it was withdrawn the crews have been using a relief inshore lifeboat '**Tom Broom**'.

The new lifeboat will be delivered in July or August and will be a new IB1 design, D class inflatable lifeboat. It is almost identical to the current lifeboat with some minor improvements to speed and equipment.

The boat will be funded by the Peterborough branch of the Campaign for Real Ale.

She will be built at the RNLI's Inshore Lifeboat Centre in Cowes, Isle of Wight. It is hoped a naming ceremony will take place in October. **Source : Skegness Standard**

## Hunter's famous shipwreck Sygna could be history in 10 years

IT'S been a landmark on the Hunter coastline for more than 35 years, but the wreck of the Sygna could fade from view within 10. Shipping experts, National Parks and Wildlife rangers and long-time visitors to the Stockton Beach site agree time and tide could reduce the rusting wreck to the waterline within a decade. "Our staff have certainly been noticing its deterioration in recent years," National Parks and Wildlife Service Hunter Coast Area Manager Mick Murphy said yesterday.

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The service is already giving thought to a permanent reminder once the wreck is gone. "Perhaps there will be an opportunity to erect a sign with some interpretive information on it so people can read about the **Syгна** when it's gone," Mr Murphy said. The 53,000-tonne Norwegian bulk carrier attracted international headlines when it became stranded 10 kilometres north of Stockton during a cyclonic storm on May 26, 1974. The stern has since become a magnet for thousands of Hunter residents and tourists who fish, surf and dive in the area each year.



The wreck's deterioration has been most obvious over the past three years to the point where large sections of the steelwork, including the distinctive funnel, have been reduced to a rusty stump. "Every time I head up there to view her there's another bit of it missing," local marine and shipwreck enthusiast Garry Luxton said yesterday. He has regularly visited the wreck photographing and documenting the decay of the Syгна. "I'd say a couple more big storms will finish it off; all that will be left will be a couple of bits of steel." Former Newcastle-based senior surveyor with Lloyds Register of Shipping Ray Pattinson said the key to Syгна's rapid deterioration in recent years was its steel. By comparison, the iron wreck of the Adolphe, which ran aground at Stockton in 1904 and rests in the relative shelter of Stockton breakwall, has

deteriorated much slower. "The Adolphe was made from iron plates, which corrode much more slowly," Mr Pattinson said. Newcastle Maritime Museum holds artifacts from the Syгна, including a diver's suit and lead boots, life rings and cutlery. "It's quite a substantial collection, which will become increasingly valuable in years to come," maritime committee president Peter Morris said. "There's also a large pictorial display and timeline of the vessel's grounding and ultimate loss." **Source : Garry Luxton**



The **SIRIUS** seen enroute with the **SCROMBUS** from Amsterdam (Shipdock) to IJmuiden

**Photo : Marcel Coster ©**



## Sea Shepherd: twee Japanse piraterij-gevallen

Sea Shepherd heeft een tweede incident toegevoegd aan de aangifte van piraterij die de milieuorganisatie vorige week in ons land deed tegen Japan.

Het actieschip **Ady Gil** werd op 5 januari overvaren door de Japanse walvisvaarder **Shonan Maru-2**. Het futuristisch uitzijende actieschip van Sea Shepherd dat bijna een miljoen euro kostte, zonk daardoor een dag later. De volgens de walvisvangstbestrijders opzettelijke aanvaring gebeurde in het zuidpoolgebied, 2500 kilometer ten zuiden van Tasmanië. Alle zes opvarenden van de **Ady Gil**, vier Nieuw-Zeelanders en twee Nederlanders, konden worden gered.

'Piraterij is één van de oudste misdrijven van het Volkenrecht. Op basis daarvan heeft eigenlijk elk land de rechtsmacht om dit misdrijf te vervolgen', zegt de Nederlandse advocaat van Sea Shepherd Liesbeth Zegveld in 'Op zee'. Maar er is ook een duidelijke link met ons land. Behalve dat twee Nederlanders werden overvaren, vaart het moederschip van de vloot van Sea Shepherd, '**Steve Irvin**' onder Nederlandse vlag.

Zegveld heeft dus nog een incident toegevoegd aan de aangifte, dat gebeurde op 17 december 2009. 'De helikopter aan boord van de **Steve Irvin** wilde de bewegingen van de **Shonan Maru 2** vastleggen op beeld, vloog daartoe in de lucht en werd eerst met acoustic devices, een geluidsinstrument, geïnterfereerd waardoor het niet verder kon vliegen. Het is geland aan boord van de **Steve Irvin** en daar werd het waterkanon tegen de helikopter ingezet.' Het OM laat uiterlijk op 22 januari weten of de Japanners zich in Nederland moeten verantwoorden. **Bron:**

[www.opzee.nl](http://www.opzee.nl)

## N.L. search and rescue heading to Chinese Ship

A search and rescue helicopter is on its way from central Newfoundland to pick up an injured crew member on board a Chinese bulk carrier. The **Hui Ping** called for assistance two days ago, but sea and weather conditions kept a Canadian Forces Cormorant helicopter, based in Gander, from responding.

The ship was more than 600 kilometres east of St. John's Wednesday. The **Cormorant** will refuel at the Hibernia oil platform, about 300 kilometres east of St. John's, before continuing on to airlift the crew member to hospital in St. John's. **Source : CBC**

## Global container shipping traffic to increase by 3.4 % in 2010

Drewry Shipping Consultants has reported that the worst of the recession was over and projected global container traffic to increase by 3.4 per cent in 2010. "Carriers have to substantially improve revenues in 2010 and this means that the transpacific rate negotiations with shippers this year are the most crucial ever," said Mr Neil Dekker, Editor of the monthly report. "There are no real signs yet of US consumers changing their spending habits, and it will be very much a case of shippers bailing out the carriers. The big question is how much will they acquiesce to the rate demands of carriers," Mr Dekker wondered.

If revenue failed to increase, carriers may be forced to sell assets, like terminals, to stay in business, he said. "Even if the industry could secure the same amount of fresh cash in 2010 as it received from shareholders in 2009, it would not be sufficient to cover its needs. An estimated \$1.4 billion in cash may be needed from other sources to keep the carriers trading," he calculated. What would happen if the banks or the shareholders refuse to inject more cash?

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Three scenarios present themselves: Either the carriers will be liquidated, causing financial harm to shareholders, suppliers and banks; or carriers will walk away from vessel orders with shipyards, causing damage to the shipyards or governments are forced again to rescue the carriers," he said. "There is a strong argument for thinking that if a major carrier had been allowed to fail, the market would have had a much better opportunity to correct itself and lay the foundations for a more profitable industry in the long-term," he added. **Source: transportweekly**



The **BAHIA BLANCA** seen in the Panama Canal – **Photo : Ronald de Bloeme ©**

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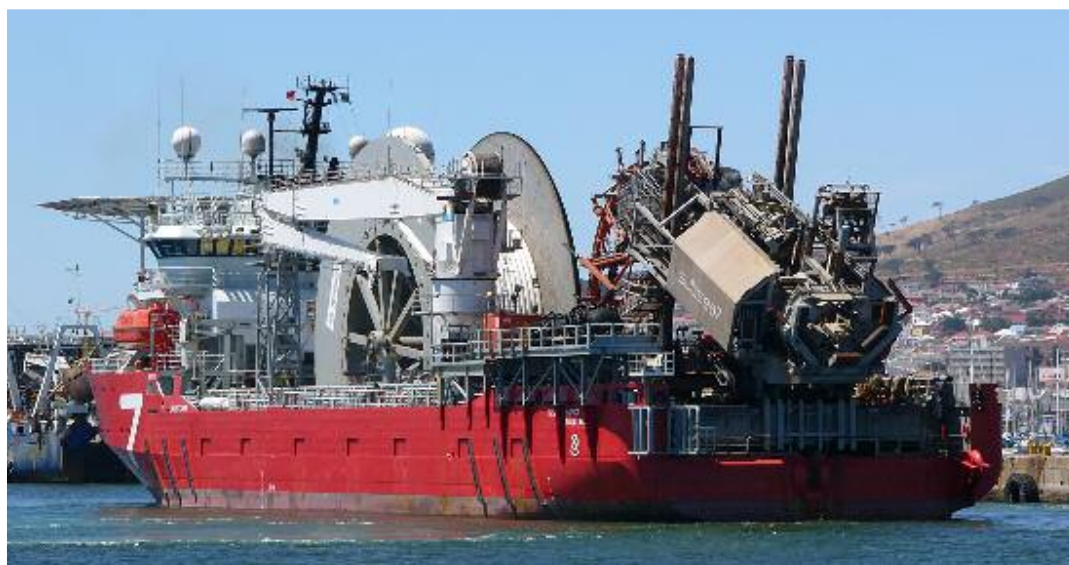
## Asian container routes see extra slow steaming - Alphaliner

The latest Alphaliner newsletter highlights a distinct trend towards extra slow steaming by leading container liners. It writes, "Two high volume transpacific loops are to adopt extra slow steaming, the Maersk/MSK/CMA CGM 'TP-8/New Orient Express/Bohai' and the CMA CGM/MSK 'Pearl River Express' (PRX). Both loops are run with ships averaging 8,500 teu. Each of the services will be stretched by one week from 5 to 6 weeks, with the addition of a sixth ship for each loop.

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A third Asia-US West Coast service, the Grand Alliance Transpacific SSX loop will also be slowed down. OOCL, which runs the SSX, is to bring the 5,762 teu OOCL GERMANY as the extra sixth ship on 18 February. The vessel was freed up though cascading triggered by the restructuring of the GA FE-Europe services. Additionally, two more Far East-North Europe loops are to be slowed down in extra slow steaming mode this month: the New World Alliance 'Asia Europe Express' (AEX) and the CKYH Asia-North Europe Loop 4 (NE 4). Each loop is stretched by one week. Hyundai M.M., which runs the AEX, will re-activate the 6,800 teu Hyundai Jakarta as the 10th ship on the service. This follows the NWA's JEX which is also stretched to 10 weeks in January. The additional ship on the NE 4 is not yet named. The CKYH Far East- Europe NE 1 and NE 2 services are currently run with 8 ships and are likely to be stretched soon."

Source: seatradeasia



The **SEVEN NAVICA** seen arriving in Cape Town - Photo : Aad Noorland ©



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# Shippers cry foul over increased freight rates

**Asian council condemns move made without proper consultation**

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In sharp contrast to the same time last year, the more familiar refrain of lines raising container freight rates and shippers crying foul is starting to emerge again. Seen as an arbitrary rate hike, Asian Shippers' Council (ASC) has condemned the move by the Transpacific Stabilisation Agreement (TSA), which groups major container shipping lines on the key Transpacific trades, to implement an Emergency Revenue Charge (ERC) of US\$320 per 20-foot container (TEU) and US\$400 per 40-foot container (FEU)

'We are astounded by TSA's planned ERC,' said ASC convenor for Greater China, Willy Lin. 'What good are service contracts if shipping lines can just alter them without proper consultation with shippers?' he asked. TSA lines say they are negotiating with customers depending on whether contract terms allow adjustments, and seeking to negotiate reopening of contracts that do not provide for interim adjustments. ASC however says that smaller shippers will be disadvantaged in these negotiations because they hold less clout than these big contract shippers. The ERC will expire upon execution of new contracts in 2010.

This extra charge is in addition to a general rate increase (GRI) of US\$800 per FEU for West Coast port-to-port and local cargo, and US\$1,000 per FEU for all other all-water and intermodal shipments, announced in October. The GRI will be applied to early bids or new contracts starting before May 1. Trans-pacific contracts are typically negotiated around May. 'Transpacific shipping lines have announced an emergency revenue programme for the first half of 2010, in an effort to obtain critically needed revenue prior to the usual service contracting season that begins for most carriers and their customers in May 2010,' TSA said on its website.

The lines grouped under the discussion forum, which includes heavyweight player Maersk as well as other major lines such as APL, Hapag-Lloyd and Mediterranean Shipping Co (MSC), say that 'with every major transpacific carrier suffering massive losses reaching into the hundreds of millions individually, and estimated at \$20 billion collectively for 2009', they cannot afford to sustain current rates for another six months until the new round of contracts is signed.

'Taking this step now, as many shippers face the stress of an economy that is still a long way from recovery, is not what carriers would have preferred,' said TSA chairman and APL parent Neptune Orient Lines CEO Ron Widdows. 'But without some improvement in the economics of this trade in the very near future, they will be left with some very tough choices that involve either moving even more aggressively to individually consolidate or reduce the number of services now offered, or incur further losses that in the longer term are simply not sustainable.'

According to ASC's records, TSA-imposed surcharges since the beginning of 2009 have pushed the all-in freight rate for a 40-foot container from Singapore to the US West Coast from US\$1,500 in early 2009 to US\$2,500 in 2010 pre-ERC. With economic recovery still in the early stages, a 16 per cent increase over and above all the other surcharges over the past year 'is clearly unacceptable' ASC contends. ASC chairman John Lu said that while almost the same lines are active in the Far East-Europe trade, the banning of shipping conferences in Europe has prevented a similar arbitrary rate rise. 'We want to call on Asian governments to take decisive action to remove the anti-trust immunity accorded to shipping lines. By allowing liners to continue to organise, they are jeopardising the viability of millions of shippers across the continent,' said Mr Lu.

The lines meanwhile say the rate rise is about survival. 'We're looking at the ERC as a bridge to get carriers through the first half of 2010, recognising that the current rate levels do not adequately cover the cost of operating assets in this trade,' said Evergreen Marine president and TSA executive committee member Jack Yen. 'Without this additional revenue, along with further steps to lower operating costs, carriers will continue to lose millions of dollars on a daily basis,' he added. The ultimate arbiter however will still be the market. While freight rates have been creeping up over the year, volumes are still down about a third from normal levels. With the first quarter being a traditional slow period for the lines it remains to be seen whether they can actually make the planned surcharges stick. **Source :**

**BusinessTimes**

## Crowley Responds to Earthquake in Haiti

In light of the earthquake in Port-au-Prince, Haiti, Crowley Maritime Corporation's liner services group has temporarily suspended regularly scheduled cargo services to and from the country. This temporary suspension comes as port infrastructure damages are being assessed. The company is cooperating with and assisting U.S. government agencies



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including USAID, SDDC and other relief agencies with emergency shipments to the country. Crowley stands ready to ship emergency supplies and needed cargo as soon as port conditions allow. The company is evaluating how it can best deploy its wide variety of specialized marine assets to deliver humanitarian cargo and assistance to the disaster relief.

"We are deeply concerned for our colleagues as well as all Haitian citizens affected by this disaster," said Tucker Gilliam, general manager, Dominican Republic/Haiti services. "We are closely monitoring the situation through our agent in Port-au-Prince and our Incident Management Team and are maintaining communications with both relief agencies and our customers ensuring that cargo moves are resumed as quickly as possible." Those wishing to contribute humanitarian supplies to Haiti's relief effort should do so by contacting non-profit organizations such as Food for the Poor or Catholic Relief Services.

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## Aussie Jessica and Indian Dilip both round Cape Horn

At almost the same time as volunteers were rescuing yachts caught in a bit of a storm off Broken Bay and the Central Coast yesterday, our own 16-year-old Jessica Watson was rounding the most treacherous point in the world, Cape Horn. Yes, this week's excellent news is that both Jessica and Dilip Donde, Commander in the Indian Navy, have successfully rounded the Horn and are heading towards the Falkland Islands.

Dilip will stop there as scheduled and repair his autopilot problems, while Jessica, intent on completing her journey 'non-stop and unassisted', will merely find calmer waters to 'rest' a little before heading for the Southern Ocean again. Maybe it is Climate Change, which these days is probably blamed for much more than it is responsible, or maybe they were just incredibly lucky.



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Both sailors sped past the Horn driven by what is, for the seas between Cape Horn and Antarctica, a front of mild wind and seas, of 40 knots and four metres respectively.

For Jessica, who had been becalmed only a few days before her crossing, it will be a great psychological triumph, and give her a boost for the next half of her journey, much of which will be in the Southern Ocean. For Dilip it will be another leg completed in his quest to become the first Indian national to solo circumnavigate the world by sailing boat. Follow her on: <http://www.jessicawatson.com.au/>



The **SEASON TRADER** seen outward bound from Rotterdam - Photo : Kees Torn (c)

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## Apache Reports Fire on GOM Platform

Apache Corporation reported a fire aboard its East Cameron (EC) 2 processing platform, in La. state waters of the Gulf of Mexico about two miles off the coast of Cameron Parish.

The three personnel on the platform, all Island Operating employees, evacuated the platform and were rescued. They were all transferred to the hospital where Frank Richard, 34, of Mowata, La., died. The other two employees are being assessed. Island Operating provides contract operating services for Apache and other companies in the Gulf.

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Apache has shut in the wells that flow to the processing facilities on the EC2 platform. All production operations have been secured, and the fire has been extinguished. Production processed at the platform totals approximately 7.7 million cubic feet of gas and 850 barrels of oil per day.

Apache dispatched helicopters to fly over the location and believes environmental impact to be minimal. Apache has activated its emergency response plan, and the company is coordinating with governmental agencies and mobilizing response teams and equipment.

The U.S. Coast Guard and the Louisiana State Police have been notified.

"We extend our deepest sympathies to Mr. Richard's family," said Jon Jeppesen, Apache's executive vice president - Gulf Coast Region. "Our priority at this time is to minimize any environmental impact from the incident. After that has been accomplished, and conditions permit safely boarding the platform, we will investigate to determine the cause of the fire."

Apache Corporation is an oil and gas exploration and production company with operations in the United States, Canada, Egypt, the United Kingdom North Sea, Australia and Argentina. **Source : [apachecorp](#)**

## MSC SHIRLEY AGROUND IN CONAKRY



Yesterday the **MSC SHIRLEY** grounded when she was leaving the port of Conakry (Guinea) during misty weather, later in the afternoon the vessel was refloated by 2 local tugs and continued her voyage

## NAVY NEWS

### US Navy to buy 17 Littoral Combat Ships

US Defence Secretary Robert Gates has directed the Navy to buy 17 more Littoral Combat Ships through 2015, according to a budget document. The ships, which are designed to operate in shallow coastal waters, are built by Lockheed Martin Corp and General Dynamics Corp. The US Navy in August proposed buying 15 such ships, down from a planned 29, because of budget pressure. Mr Gates, in a Dec 23 directive to the military services, told the Navy to buy 17, adding US\$1.21 billion to its proposed five-year budget. Lockheed and General Dynamics each already have contracts to build two and would compete for contracts for the next 17 - the first 10 in fiscal 2011.

Mr Gates' unreleased document is the basis for the defence budget, to be released on Feb 1. The US services are under pressure to meet spending targets that allow little growth beyond inflation. US Navy officials say they still plan ultimately to increase the fleet to 313 ships from 286 now and to buy the initially planned total of 55 Littoral ships.

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Mr Gates last year called the new ship 'a key capability for presence, stability and counterinsurgency operations in coastal regions'. Still, the Navy offered to trim the programme in part because of Pentagon guidance to cut planned spending through 2015 by 4.5 per cent. The ships are designed for mine clearance, submarine hunting and humanitarian relief. They have a draft of no more than 20 feet, enabling them to operate close to coasts in the Persian Gulf, Korean peninsula and elsewhere.

Lockheed's plant in New Jersey

is managing the design and construction of its ship in concert with designer Gibbs & Cox Inc, Marinette Marine of Wisconsin, and Bollinger Shipyards of Louisiana. General Dynamics is designing and building its model with Australia-based Austal Ltd and is supervising construction of the first ship at an Austal shipyard in Alabama. Navy spokeswoman Lieutenant Callie Ferrari said it would be inappropriate for the Navy to comment on the fiscal 2011 budget until it is released.

Mr Gates, in his directive, also told the Navy to add money to its budget for three new ships that would store equipment near a potential conflict zone, buy one more Virginia-class submarine than planned in 2015, and delay by one year buying a new amphibious, tracked vehicle to carry Marines ashore.

He also told the service to add US\$1.38 billion to buy the three new ships, one each in 2011, 2013 and 2015. The vessels would store craft, vehicles and equipment for the Marines before they move ashore as well as provide a landing strip for helicopters and V-22 Ospreys. Mr Gates told the Navy to add US\$2.38 billion for the second Virginia-class submarine in 2015, one more than the Navy planned.

He also directed the Marine Corps to delay by one year procurement of the new General Dynamics Expeditionary Fighting Vehicle, cutting US\$612 million. The system has been in development for over 12 years during which the programme's overall cost has increased to US\$15.8 billion from US\$7 billion. **Source : Bloomberg**

A yellow crane on a ship's deck is lifting a large blue hose reel. The scene is set on a ship, with the ocean visible in the background.	<p>Hose &amp; Reel Products is the largest European designer and manufacturer of high quality hose and cable Reels for the heavy Industrial shipment and off-shore market.</p>	A large blue hose reel is shown on a ship's deck, with a yellow crane nearby.	The logo for Hose & Reel Products BV features a stylized blue 'H' and 'R' above the company name. Below the name is the website address and contact details. <p><b>Hose &amp; Reel</b> P R O D U C T S B V <a href="http://www.hosereel-products.com">www.hosereel-products.com</a> T. +31(0)43 3653102 F. +31(0)43 3653103 The Netherlands</p>
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## Navy: Cruiser CO relieved for 'cruelty'



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The commanding officer of the Yokosuka, Japan-based cruiser **Cowpens** was relieved of duty Wednesday after being punished for “cruelty and maltreatment” during her time in charge, the Navy announced. In an unusual move, she is being permitted to continue on to an assignment in the Pentagon.

Capt. Holly Graf was brought before an admiral’s mast with Rear Adm. Kevin Donegan, the commander of Carrier Strike Group 5, after an inspector general’s investigation found problems with her “temperament and demeanor vis-a-vis her subordinates,” said Cmdr. Jeff Davis, a spokesman for 7th Fleet.

Davis said he could not elaborate about what the IG had found about Graf’s treatment of her crew, but he said it had been taking place “over a length of time,” including when the ship was in port and at sea. Specifically, Donegan found Graf guilty of violating Article 93 of the Uniform Code of Military Justice — which covers “cruelty and maltreatment” — and Article 133, “conduct unbecoming an officer,” according to information provided by Davis.

Replacing Graf in command is Capt. Robert Marin, Davis said, who had already been scheduled to take over for her some time in January. Marin had been aboard the Cowpens since the end of December, making preparations for a normal change of command, so Donegan “ordered the change of command be executed immediately based on the non-judicial punishment and in the best interests of the ship and crew,” Davis said.

Davis said he didn’t think an exact date had been set yet for a normal change of command, but that Marin was to have taken over before the end of January. Graf is under orders to move on to a new assignment on the Navy Staff in the Pentagon, Davis said — a move already scheduled before her relief this week.

Her continuing into a job to which she had already been assigned is unusual for a Navy captain who has been relieved; many fired COs are assigned to the staff of their parent command and their careers effectively ended.

Graf is a 1985 graduate of the Naval Academy, according to her official Navy biography; she commanded the destroyer Winston S. Churchill, among other assignments, before taking command of the Cowpens in March 2008. **Source :** **Navy Times**

## Navy League: Obama on path to 240-ship fleet

The Obama administration has quietly ditched the Navy’s former goal of building a fleet of at least 300 ships and is now on course to field a fleet of only 240, the head of the Navy League has charged. In a January message to members, Navy League president Daniel Branch said that during the 2008 campaign, then-Sen. Barack Obama’s team responded to the Navy League’s questions about fleet size by saying “the current force structure is adequate to support the Navy’s missions,” referring to the fleet at the time of about 283 ships.

“Every president since World War I has made it clear that a Navy of more than 300 ships is essential to keep the peace, defend our shores and safeguard America’s global interests,” Branch wrote. “Clarification is needed from the current administration regarding its support for this important issue.”

The Navy League is urging its members to press their representatives in Congress to support a larger fleet, he wrote — just in time for the Navy Department to submit its budget amid a flurry of other updates and reports, including the Quadrennial Defense Review, due in February. The precedent set last year won’t cut it, he wrote.

“To maintain a Navy of at least 300 ships, the U.S. must fund and build at least 11 or 12 ships per year,” requiring as much as \$27 billion per year, Branch wrote. “However, the administration submitted a budget of only \$14.7 billion for ship construction in fiscal 2010. For this administration, there is a question as to budget priorities.” His voice added to the chattering around Washington in advance of this year’s budget, which some observers fear will include deep cuts that could not only reduce today’s fleet, but also kneecap the Navy’s shipbuilding and aircraft-buying plans.

"In reality, everybody knows a 313[-ship] fleet is a pipe dream based on defense investment — the numbers indicate the president of the Navy League is right," said Mackenzie Eaglen, a defense analyst with the conservative Heritage Foundation. Top officials in the Pentagon and Congress spent so much time working on a formal fleet goal, they never built deep enough support for it, she said. Still, Navy officials said the official goal is still at least 313.

That target was the product of then-Chief of Naval Operations Adm. Mike Mullen, who unveiled it early in 2006 — after what he said was extensive analysis — and told Congress later that same year he expected the Navy to hit it by fiscal 2012. Mullen's successor, Adm. Gary Roughead, said he wanted 313 as a "floor," with the final number being even higher. But in early 2009, when the Navy unveiled its budget request for the new fiscal year, Rear Adm. T.J. Blake said everything, including the 313-ship goal, was "subject to change" in the QDR and other Pentagon studies. And although the Navy was required by law to submit 30-year shipbuilding and aviation plans with its budget, it didn't.

Since then, Roughead has reaffirmed his goal of 313 or more ships. As of Jan. 7, the Navy's official count of its fleet was 287 ships. **Source : Navy Times**

## Bulgarije kan Belgische fregatten niet afbetalen door crisis

Bulgarije heeft in 2009 niet betaald voor de marineschepen die het overnam van ons land. Dat bevestigt minister van Defensie Pieter De Crem (CD&V).



België deed twee jaar geleden de verouderde fregatten **Wielingen** en **Westdiep** en de mijnenjager **Myosotis** van de hand. Bulgarije diende zich aan als koper. Ons land kocht alvast nieuwere schepen van Nederland. Het arme Bulgarije zou de drie schepen in zeven jaar afbetalen. In eerste jaar betaalde het land netjes, maar

in 2009 stortte het de tweede schijf van tien miljoen euro niet. Bulgarije, lid van de Europese Unie, beweert dat het de som niet op tafel kan leggen door de economische crisis. Onze regering wil nu snel diplomatiek overleg met het land.

**Bron : Gazette van Antwerpen**

## SHIPYARD NEWS

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The Damen Stan Tug 4011 **ORCA** seen getting painted at the PT Dumas Shipyard, just before the monsoon starts  
**Photo : Henk Lichtenberg - Paintinspector (c)**

## ROUTE, PORTS & SERVICES



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## Court rejects objections to Westerschelde dredging

Plans to deepen the Westerschelde estuary look likely to go ahead after the highest court in The Netherlands, the Council of State, rejected objections to the plan. Work on the project was halted last summer after a preliminary Council of State ruling, a decision that led to a diplomatic row between The Netherlands and Belgium.

The Westerschelde separates the two countries and provides access to Port of Antwerp. In 2005, the two countries signed an agreement to deepen the estuary but work on the Dutch side has yet to get underway because of political objections and planning disputes.



Flanders claimed the problems are costing Antwerp port €70m in lost income a year. **Source : Dredging News Online**

## China's largest oil tanker set to sail

The most sophisticated supertanker ever designed and built by a Chinese shipyard, **Xin Pu Yang**, is about to start its maiden voyage from Guangzhou later this month, media reports said. The ship is believed to be the largest oil tanker in the world, three times the size of an aircraft carrier.



The maiden voyage marks a milestone that "the tonnage of China's oil tanks finally breaks through 300,000 tons", the China National Radio said. Captain Feng Wanyuan said the tanker is equipped with the world's most advanced automatic navigation system, which enables it to sail 24 hours a day without manual operation.

"Xin Pu Yang is by far the most advanced super-large oil tanker with a high level of automation and reliability in performance, featuring independent technology in design and construction," Feng said. The high efficiency of the tanker will safeguard oil security in China, experts said.

The vessel can sail at 30 km per hour even when it is fully loaded. That means it will only take 20 days for it to arrive at oil terminals in the Middle East from Guangzhou. Also, the tanker is able to unload its 300,000 tons of oil within 24 hours. Liu Yijun, an energy strategy specialist at China

University of Petroleum, told China Daily that foreign tankers are shipping more than 80 percent of China's crude oil imports.

"For a country importing more than 50 percent of its crude oil, to develop its own shipment will make the oil industry cheaper and safer," he said. **Source**

## Dubai to open new Cruise Terminal next month

The Dubai Department of Tourism and Commerce Marketing (DTCM) has announced that its new cruise terminal located in Port Rashid complex will be inaugurated in February giving a big boost to the cruise tourism segment in the region's best cruise tourism destination.

The facade of the New Cruise Terminal building is based upon Dubai's contemporary Arabic design. The main purpose is to reflect Dubai's rich heritage as a maritime center, present a strong positive image of Emirati hospitality, and to express the importance of Dubai as an international tourist destination. Special attention has been given to the exterior and interior of the terminal. Traditional domes, arches and carvings are the major architectural elements that constitute the exterior facades.

The terminal has been designed to handle four ships simultaneously and cater to the increased number of Cruise Ship calls. The terminal have a tourist support infrastructure which includes facilities like money exchange, ATMs, post office, duty free shop, souvenir shops, gift shops, and business centre with internet access, Wi-Fi enabled for lap-top users and VIP Majlis.

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The DTCM has set-up information counters inside the cruise terminal which is manned round the clock when ships are in-port to cater the needs and inquiries of the passengers and facilitating them with free maps and brochures about Dubai. In addition, the terminal houses offices for representatives from other government bodies such as Immigration, Customs and police to ensure easy access and swift services for the passengers. **Source : Traveldailynews**



The DE HAAS Shipyard built **RWS 73** seen during trials in Rotterdam-Pernis

**Photo : Lia van Egmond-Mets ©**

## Abu Dhabi Land completes two major projects

Abu Dhabi Land, the UAE-based contracting company, has announced the completion of dredging, reclamation and rock revetment works at Dolphin Island and coastal protection for the Marina Square at Reem Island - Sector 1.

Tamouh Investments awarded the projects to Abu Dhabi Land in 2008 for the formation of 'Dolphin Island' and the coastal protection and beach work at Marina Square. Abu Dhabi Land was made responsible for the end-to-end design, technical submittals, procurement, delivery and commissioning of all work for both projects.

The dolphin island project required the engineers to shape the island by constructing rock bunds and rock revetment walls to obtain the desired Dolphin Shape. The surrounding areas were dredged to form accessible channels to pump the fill materials to reclaim the Island to the required limits and levels. Earth works were carried out to obtain the required levels and contour.

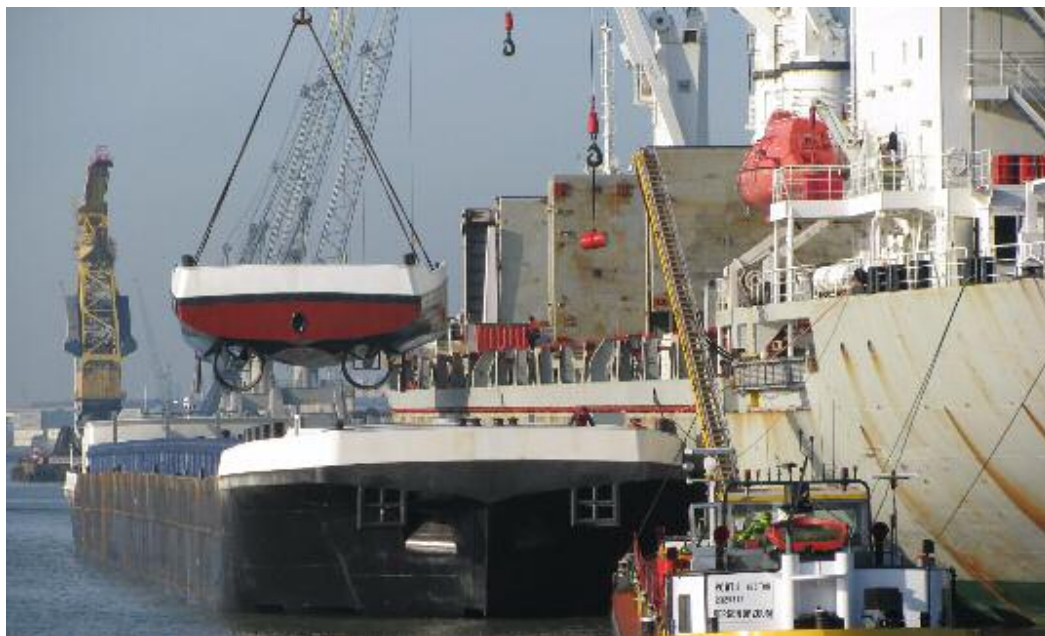
The coastal protection works for the Marina Square consisted of a 1,700m seawall for shore protection and the installation of rock groins to safeguard the beach. Al Reem Island located at the northeastern coast of Abu Dhabi with Marina Square as its first part to be developed. **Source : Dredging News Online**

## Globe Wireless Acquires Zynetix

Globe Wireless has acquired Zynetix, a UK-based company specializing in GSM solutions. Frank Coles President & CEO of Globe Wireless said, "Mariners will use personal GSM handsets without paying premiums for that convenience. By seamlessly blending IP satellite systems such as FleetBroadband, OpenPort and VSAT with the Zynetix technology, Globe has created the perfect maritime GSM solution. Customers can now address voice, data, and GSM usage with a single bundled solution that reduces costs for business and crew alike."

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xIan Taylor, CEO of Zynetix commented, "We are delighted to join Globe Wireless at this exciting time in the maritime communications market. Specifically it enables greater focus and innovation in Zynetix's two strategic business areas. This will accelerate the deployment of GSM on merchant ships, exclusively through Globe Wireless, making GSM a base-level expectation for on-board communications. Zynetix will also continue to serve its extensive non-maritime GSM business, and is tasked with continuing to grow in the remote GSM solutions market." **Source : MarineLink**



The **CHONG MING** seen discharging with her own gears parts of newbuilding hulls in Rotterdam and lowering this section into another newbuilding hull.

**Photo : Aad van Zon (c)**

## Brightoil's First Ocean Tanker in Singapore

Brightoil Petroleum (Holdings) Limited, one of the largest service providers of marine bunkering in China, announced that the Group has taken delivery of its first ocean-going oil tanker in Singapore purchased in November 2009 for the consideration of \$52.5m.

The double-hulled aframax oil tanker, with a capacity of 107,500 DWT, has an overall length of 799.8 ft. Built in Japan in 2009, it is coupled with three sets of cargo pumps, each having a discharge rate up to 3,000 m<sup>3</sup>/hr and hence totaling a maximum discharge rate of 9,000 m<sup>3</sup>/hr. The vessel is built to Common Structural Rules (CSR), the latest standard for newly-built tankers, featuring increased strength requirements and durability of hull structures to make it safer and more dependable to operate.

The oil tanker will mainly be used for transporting fuel oil or crude oil internationally. The group has been contemplating the formation of a fleet of vessels comprising ocean-going oil tankers and marine bunker tankers with sizes ranging from approximately 5,000 DWT to 300,000 DWT through acquisition, leasing or hire-purchase arrangements for the purpose of supporting its marine bunkering and petroleum products trading businesses and to provide marine transportation services to its customers. The Group intends to charter out the oil tanker to generate additional revenue and to streamline the procurement process for its core marine bunkering business worldwide.

Dr. Sit Kwong Lam, Chairman and CEO of the Group, said, "The delivery of our first ocean-going oil tanker represents a milestone for Brightoil Petroleum in rolling out its marine transportation business. This is in line with the group's



business strategy and it also marks an important step for us to expand our fleet of vessels. The group reckons the timing to purchase an oil tanker is highly attractive given the current price of a newly-built high quality tanker vessel is down from around \$80m in 2008. In addition, the group also anticipates benefits from the gradual recovery of the shipping industry." **Source : MarineLink**

## **Saudi Arabia Opens Gateway Terminal**

The new \$510-million Red Sea Gateway Terminal at Saudi Arabia's Jeddah Islamic Port marked its opening with its first call by a container vessel, the Al Muttanabi with a capacity of 3,802 20-foot equivalent units. The vessel is part of United Arab Shipping's MINA Service connecting the Indian Subcontinent, the Middle East, the West Mediterranean and the U.S. East Coast. "This maiden call represents the start of a new era for JIP as a transshipment hub on the Red Sea. With the launch of RSGT's commercial operations, the annual capacity of JIP is estimated to increase by 45 percent," the terminal operator said in a statement.

Equipped with modern equipment, comprising six new super post-Panamax ship-to-shore cranes with twin-lift capabilities and a lifting capacity of 85 metric tons, supplemented by 20 advanced rubber-tired gantry cranes, and 18-meter draft, the terminal offers an annual capacity of 1.8 million 20-foot equivalent units.

RSGT, the first build-operate-transfer port development project in the country, is a joint venture between Saudi Industrial Services Company, Saudi Trade & Export Development Company, Xenel Industries Limited and Malaysia's MMC Corporation. It is expected to be fully operational during the third quarter of this year. Jeddah Port is the largest container gateway in Saudi Arabia, moving nearly 75 percent of the country's total containerized traffic. In 2008, consolidated throughput at the two existing terminals increased to 3.3 million TEUs from 3 million TEUs the previous year. Volume was expected to fall back to 3 million TEUs in 2009. **Source: Journal of Commerce**

## **RollDock takes delivery of first newbuild**

RollDock, the Dutch heavy lift shipping company launched a couple of years ago, has taken delivery of the first of the innovative new ships that it has on order at L&T Shipping in India.

When the order for four, plus two, newbuilds was originally placed in 2006, it marked the formal launch of L&T's venture into shipbuilding, with the vessels being built at a new shipyard that forms part of the L & T's engineering complex at Hazira, Surat.

RollDock has advised HLPFI that **RollDock Sun** has been handed over by the yard to RollDock Shipping B.V. last Friday (8 January) and immediately sailed from Mumbai to the Far East to execute a number of contracts.

Sister ships, **RollDock Sea**, **RollDock Sky** and **RollDock Star** will follow over the next 14 months

The newbuilds are identical multi-functional heavy transport vessels, which will be able to achieve a service speed of 18 knots when fully loaded. Their shallow draft characteristics will allow the ships to call at ports with limited water depths.

Each vessel has three loading modes - lo-lo; ro-ro and flo-flo - and will be equipped with two heavy lift cranes each of 350 tonnes lift capacity each, or 700 tonnes lift capacity when working in tandem. The open hold nature of the vessels allows very high cargoes to be handled. **Source : Heavy Lift**

## **Seaspan takes in 5,100-TEUer, hands it to MOL for 12 years**

SEASpan Corporation, based in both Hong Kong and Vancouver, has accepted its first delivery of the year from **MOL Empire**, a 5,100 TEU from Hyundai Heavy Industries Co already leased to Japan's MOL on a 12-year, fixed-rate time charter.

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CEO Gerry Wang said the acquisition further builds on its contracted revenue stream bringing up the company's modern fleet to a total of 43 vessels. "With the delivery of the **MOL Empire**, we now have four vessels on 12-year charters to MOL, one of the largest Japanese shipping companies."

It expects a delivery of 25 newbuildings over the next two and half years with long-term charters with Cosco and "K"-Line some of which average 11 years in duration. Seaspan owns charters out containerships. Its customers consist of seven of the world's largest liner companies, including China Shipping Container Lines, Maersk, MOL, Hapag-Lloyd, Cosco, "K" Line and CSAV **Source : Schednet**



The **YM UTOPIA** seen getting handled with 6 container cranes at the **EUROMAX terminal** in Rotterdam-Europoort  
**Photo : Rik van Marle (c)**

## Dutch keen to help Bangladesh in river dredging

The Netherlands will continue its support to Bangladesh, especially in water management, sharing its own experience of being at the heart of a European delta, the Dutch ambassador said. The Dutch ambassador, AJAJMG (Alphons) Hennekens, told a seminar on Wednesday that his country, being a low-lying country, faces situations similar to Bangladesh and has attained considerable technical experience in fighting the sea.

He pointed out that the major rivers of Bangladesh carry over one billion tonnes of sediment every year which were gradually silting up the riverbeds and coastal areas of the country. The Netherlands has been supporting Bangladesh since 1975 in different water development projects, including river management, Hennekens said.

"In future, we want to continue support Bangladesh in its water sector and help develop its climate change adaptation programme," the Dutch envoy told the seminar on river dredging held at a city hotel.

Bangladesh will soon initiate a massive programme of dredging its major rivers to extract around 3,276 lakh cubic metres of silts at an estimated cost of Tk 11,470 crore. Prime minister Sheikh Hasina has recently given necessary instructions to the Public Works Department (PWD) in this regard, officials said.

Abdur Razzaq, chairman of the parliamentary standing committee on water resources, said the country needs to dredge its major rivers which are gradually dying, and causing recurrent floods and disrupting water transports.

But the country lacks necessary technology and adequate dredging capacity to take care of some 230 rivers, 57 of which are trans-boundary rivers, he pointed out. Razzak has asked the Dutch government and other developed

countries to help Bangladesh in facing the challenge of climate change and different adverse effects of natural disasters.

Abdur Rahim, a former BUET teacher, currently working for IHC Merwede, a Dutch company dealing in dredging equipment, observed that the dredging contractors in Bangladesh are not equipped with modern tools for major river works.

The seminar, organised by IHC Merwede, also discussed dredging developments around the world, cost effective and sustainable dredging technology, shipping and finance of equipment, and training in this connection. **Source :** [bdnews24](#)

### CMF operates new barge in Gibraltar Strait

With the aim of giving a better service to its customers, CEPSA Marine Fuels, S.A. has put into place a new barge in Algeciras Bay, providing service for the ports of Algeciras and Gibraltar. The double hull barge is the **Spabunker Cuarenta**, which is new built and holds the most advanced technology. It has been specially designed to supply bunkers in terms of manoeuvres, pumping rates, automatic blenders, radar soundings and meters.

It segregates up to 5 different products, 3 for fuel, 1 for MGO and 1 for MDO, providing a great versatility in everyday operations.

The **Spabunker Cuarenta** is 4.200 MT DWT with a pumping rate of 3x600 m<sup>3</sup>/h for FO and 2x200 for MGO and MDO with capacity of 3.600 MT of FO and 500 MT of MGO/MDO. This ship can develop a speed of 12 knots complying with all the international regulations required in terms of safety and environmental contamination. In order to reach CMF's main objective, its client's satisfaction, CMF constantly works on finding the best formulas combining its musts: service and quality. This new barge operating in the Algeciras Bay has come to configure an excellent example of CMF's formula, guaranteeing the deliver of premium customer service. **Source: CEPSA Marine Fuels**

### "Sakhalin Energy" shipped 59 loadings of oil and 81 of LNG in 2009

"Sakhalin Energy", operator of the "Sakhalin-2" project in 2009 shipped 59 loadings of oil and 81 loadings of liquefied natural gas (LNG), showing a 11% growth in oil shipment, a 47% rebound in LNG turnover over projected figures for the recent year, the company press office said. The last 59-th loading on the oil tanker "**Aniva Bay**" for Japan and 81st of LNG on K Jasmine gas carrier bound for South Korea were transshipped on December 29, 2009.

By the end of 2009, the amount of produced oil was reportedly at 1 million 400 thousand tons (10 million barrels), just a year after the Piltun-Astokhska-B platform started operating. The sixth oil well will allow increasing daily oil production at 8 thousand 100 tons (60 thousand barrels). This was said to be the second productive well among those drilled on the Piltun-Astokhska-B platform.

LNG Plant, launched into operation on Feb. 18, 2009, recycles gas, produced at "Sakhalin-2" and transshipping via the 800-km pipeline to the plant at Prigorodnoye in southern Sakhalin. Annual plant capacity is reportedly at 9.6 million tons of LNG. The liquefied natural gas is shipped from the plant by tankers with capacity at 18 -145 thousand cubic meters of gas.

The overall cost of "Sakhalin-2" project is about \$ 20 billion. Among the stockholders of "Sakhalin Energy" are listed state-owned Gazprom holding 50%, Royal Dutch Shell (27.5%) and Japan's Mitsui (12.5%), Mitsubishi (10%).

**Source : Port News**



## Port of Tanjung Pelepas handles 6 million TEU in 2009

THE Malaysian Port of Tanjung Pelepas (PTP) has announced that its container throughput in 2009 grew 7.5 per cent year on year to six million TEU, enabling the port to retain its position as the country's leading container terminal.

"We are fortunate to be one of very few ports in the world which recorded an increase in container volumes in 2009," PTP chairman Mohd Sidik Shaik Osman said in a statement from port authorities.

"PTP managed to grow the port for a number of reasons. While existing customers contributed with new services, new volumes brought in by PTP's latest signing, French shipping line CMA CGM also added to the numbers. There was also a nine per cent increase in local volume from the Johor industrial hinterland." More Johor shippers are said to be using PTP for their import and export needs, and the port handled 20 per cent of Johor's hinterland cargo last year.

"We now have more shipping lines calling our port compared to the early years. Apart from Evergreen and Maersk Line, we have CMA CGM, MISC and other shipping lines providing direct services to many global destinations. Local cargo shipped out of PTP does not need to go through other transshipment ports before it can connect to bigger long-haul vessels, as they already call at PTP directly," Mr Sidik said.

Looking ahead to 2010, Mr Sidik said that despite signs of the global economy recovering, he predicted an overall "challenging" year ahead and a continued focus on cost management by ports and shipping lines. "We expect lower operational costs for shipping lines to be a key focus area," he added. **Source : Schednet**

## OLDIE – FROM THE SHOEBOX



The dredger **BEACHWAY** seen moored in yesteryears at the Wijsmuller jetty in Ijmuiden

**Photo : Ton van Oosten (c)**

## .... PHOTO(s) OF THE DAY .....

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"Mammoet and Dragamex/Boskalis managed to launch CSD Mercurius into Cuyutlán Lagoon for the LNG Import Terminal development dredging project"



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