

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 031



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The Namsos registered coaster Stig Halle approaching her berth ahead of the Seahorse at Nord Fosen Quarry, Hopsfjorden, Norway on 28 Jan
Photo : Bob Eadie ©

EVENTS, INCIDENTS & OPERATIONS

The visit of **THE OCEANIC [PEACE BOAT]** to Cape Town has not been without incident.



The 238 mtr, 1965 built **THE OCEANIC** was due to depart at 3pm Thursday, but a 45 knots South Easter kept her port bound. During the night the wind peaked at 60 knots forcing the harbour to be closed and container working



operations halted. The wind dropped to just under 20 knots Friday and Pilot Basson, with the assistance of 3 harbour tugs did a superb job of turning her in the Duncan Dock in the wind and then heading out into Table Bay. Once he had disembarked and the tugs were returning to the dock, **THE OCEANIC** seemed to have problems with her propulsion and collided with one of the buoys on her starboard bow, causing some

damage to the buoy, but no damage to herself. The pilot and 3 tugs rushed to assist, and with smoke bellowing out of her funnel she drifted in the south Easter. Luckily the problems were solved and she head off for Walvis Bay. A lucky escape which could have had a different ending. Current Voyage is **Peace Boat's 68th Global Voyage** which departed from Japan on December 28, 2009, to visit 17 ports of call around the southern hemisphere, and also the Antarctic region. This voyage will feature programmes focusing on achieving the **United Nations Millennium Development Goals (MDGs)**, the preservation of indigenous cultures, environmental conservation and the protection of children's rights. It will return to Japan on April 9, 2010 **Source – Photo's : Ian Shiffman ©**



Crewman died amid safety failures



David Stephenson was flown to Aberdeen Royal Infirmary but died

An offshore worker died on board a diving support vessel in the North Sea after the most basic safety principles were ignored, a report has said.

Crewman David Stephenson, 44, of Willow Bridge, Northumberland, was crushed between equipment on the Well Servicer, operated by Technip, last April.

The Marine Accident Investigation Branch (MAIB) said lessons had to be learned from the accident off Aberdeen. It has issued a safety flyer to the offshore support industry. Mr Stephenson was airlifted to Aberdeen Royal Infirmary following the accident but was pronounced dead. **Source : BBC**

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Noodhulpdetachement beëindigt hulpverlening Haïti

Na elf intensieve dagen van hulpverlening – variërend van de begeleiding van konvoien, het uitdelen van noodrantsoenen tot de distributie van shelterboxen – beëindigt het noodhulpdetachement van Defensie haar inzet op Haïti.

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Het Caraïbisch eiland Haïti werd op dinsdag 12 januari getroffen door een zware aardbeving met een kracht van 7 op de schaal van Richter. Het epicentrum lag op 25 kilometer van de hoofdstad Port-au-Prince. Naar schatting kwamen meer dan honderdduizend mensen om in de ramp. Een groot deel van de infrastructuur werd verwoest.



Kort na de ramp stuurde Defensie het ondersteuningsvaartuig **Hr.Ms. Pelikaan** naar Haïti. Aan boord van het schip waren vijftien bemanningsleden, een detachement van 45 mariniers van de 32ste infanteriecompagnie van het Korps Mariniers uit Aruba, de bootgroep Aruba, zes militairen van de Arubaanse Militie en twee medewerkers van de Koninklijke Marechaussee. Het detachement werd verder aangevuld met logistiek, technisch en geneeskundig personeel van het Commando der Zeemacht in het Caraïbisch Gebied. Dit noodhulpdetachement zette zich gedurende elf dagen in voor hulpverlening aan de getroffen bevolking van het Caraïbische eiland.

Waar primair de focus lag op algemene ondersteuning en het toegankelijk maken van de haven van Port-au-Prince, verschoof de inzet naar het begeleiden van konvoien, het uitdelen van hulpgoederen en het uitvoeren van verkenningen. Op diverse locaties in Port-au-Prince deelden de mariniers voedsel en water uit. Ook bevoorraadden ze meerdere ziekenhuizen en weeshuizen. Daar werden medicijnen, nooddrantsen, voedselpakketten, water en luiers gebracht. De mariniers escorteerden daarnaast nog een groep van 106 Haïtiaanse adoptiekinderen van het weeshuis God's Little Angels naar het vliegveld van Port-au-Prince. Ook het Nederlandse 'Urban Search and Rescue' (USAR) team werd enkele dagen begeleid bij het uitvoeren van bergingstaken. De afgelopen dagen bracht het noodhulpdetachement circa 1.000 shelterboxen naar diverse locaties. In elke box bevinden zich primaire overlevingsmiddelen voor tien personen, zoals een tent, een geïsoleerd grondzeil, thermische dekens, een fornuis, kookspullen, gereedschap, muggennetten en watercontainers en waterzuiveringstabletten. Hiermee werd duizenden ontheemde Haïtianen een onderkomen geboden.

Het ondersteuningsvaartuig **Hr.Ms. Pelikaan** maakte haar reputatie van 'werkpaard van de marine' meer dan waard. Na het initiële transport van het noodhulpdetachement, 21 pallets met hulpgoederen, twee vrachtauto's, vier Landrovers, vijf Zodiac rubberboten en vier Boston Whalers van bootgroep Aruba naar Haïti, vervoerde het schip 15.000 kg hulpgoederen en 45.000 kg materiaal van het Amerikaanse duik- en bergingsteam van Cuba naar Haïti. Bij terugkeer voorzag de **Pelikaan** de Amerikaanse kustwachtcuter **USS Oak** van 25.000 liter drinkwater. Hierna beladde het ondersteuningsvaartuig wederom 200 pallets met hulpgoederen op de Amerikaanse basis Guantanamo Bay te Cuba, om deze af te leveren voor distributie op Haïti.

Net als minister Eimert van Middelkoop, die telefonisch contact had met de commandant **Pelikaan**, luitenant-ter-zee 1 Maarten Veenstra, is ook de nieuwe Commandant Zeestrijdkrachten, vice-admiraal Matthieu Borsboom, trots op het werk van zijn mannen en vrouwen. "Jullie waren een schoolvoorbeeld van onze snel inzetbare vloot- en marinierseenheden. **Hr.Ms. Pelikaan**: waar een klein schip groot in kan zijn!" **Hr.Ms. Pelikaan** zal op maandag 1 februari weer afmeren op Marinebasis Parera.

Lifeboat rescues in Flamborough hit new record

FLAMBOROUGH Life-boat experienced one of its busiest years ever as 2009 proved a record-breaker for stations across the north. The number of Flamborough Lifeboat launches topped 40 in 2009, almost double the previous year's total of 24.

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Crews across the north were involved in a record 1,282 launches, but Bridlington was one of the few stations which had a slightly quieter 2009. It's lifeboat was launched 43 times last year, with 51 people rescued – less than the 58 launches in 2008 in which 73 people were rescued.



However, the general increase in the number of callouts could be as a result of the current economic climate, with more people holidaying at home and heading to the coast instead of taking holidays abroad. Chris Hoskison, lifeboat operations manager for Flamborough Lifeboat Station said: "We experienced a considerable increase in calls for help during school holiday periods which would indicate that more people are coming to the coast and taking part in leisure activities."

"Our crew have done a marvellous job this year and I would like to thank them all for their dedication." In support of all lifeboat crews across the country, the RNLI is launching its SOS day tomorrow and is encouraging people to host themed events to raise money for the charity. **Source: Bridlington Free Press**



The 2003 built Italian chemical/oil tanker **IBLEA** leaving Grand Harbour, Malta on 28/1/2010.

Photo : Anthony Vella ©

Israeli Navy Fire Upon Gazan Fishermen

Israeli military boats have fired upon Gazan fishermen in Palestinian water this Thursday. The attack allegedly occurred in waters near the Rafah border crossing, off the southern coast of Gaza. According to a fisherman's testimony, Israeli gun-ships fired upon the Palestinian vessels, sending them back to shore with damaged boats. Since the Israeli blockade upon Gaza, attacks on fishermen have steadily increased.

A number of them have been killed and many more have been detained by the Israeli military. The Palestinian Fishermen Trade Union in Gaza warns that the fishing industry is at the verge of collapse due to Israeli prohibitions that severely limit where Gazans are permitted to fish. **Source : Imemc News**

Hjacked tanker arrives in Durban

A Supertanker that was hijacked off the Somali coast last year has arrived in Durban. But the arrival was shrouded in mystery, with few details of the crew's condition or their itinerary surfacing. The **Maran Centaurus** was hijacked on November 29 about 1 300km off the Somali coast.

At the time, it was carrying about 2 million barrels of crude oil from Saudi Arabia destined for the US. The cargo was estimated to be worth roughly \$150-million when the vessel came under attack. The ship was released by pirates last Monday after a ransom, estimated to be about \$5,5m, was dropped off by helicopter. Although there are conflicting reports of the carrier's exact location, port officials confirmed that it arrived at 2pm last Thursday.

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Some reports indicate that the tanker is docked 7 to 8 nautical miles off the Bluff, while others claim that the vessel is outside Durban Harbour. The vessel - because of its unusually large size - will apparently remain outside the port limits until it resumes its journey. Captain Saroor Ali, regional manager of the SA Maritime Safety Authority, said the crew of 27 were expected to undergo medical examinations and possibly counselling in Durban, before being flown home. "They must be very traumatised and stressed after their ordeal. But they haven't asked for any assistance from us yet," he said. Ali said a crew change would take place, but whether the original seamen had been ferried to shore yet was unclear. Reverend Boet van Schalkwyk, of the International Sailors' Society, said members of the organisation were on standby to counsel the crew if necessary. "We've just been told by the agents that they will let us know when they are ready," he said last night. When the Daily News contacted the vessel's agent yesterday, he said he had been instructed by the owners not to speak to the media. **Source : Eccoterra**



The 2004 built NIS flag car carrier **HOEGH TOKYO** offshore Malta on Sunday 17th January, 2010.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©





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The Cobelfret-sisters "**Mazarine**" and "**Palatine**" seen moored at the Zweedse kaai te Zeebrugge. The new conro's are operated by Cobelfret-daughter CIDN between Zeebrugge and the Irish Dublin.

Photo : Henk Claeys ©

BoC issues hold departure order vs Vietnamese ship

The Region 6 office of the Bureau of Customs (BoC) issued a hold departure order against the vessel "**MV Trai Thien 66**" from Ho Chi Minh, Vietnam after it was suspected to have transported illegal drugs together with the alleged imported rice allocation supposedly of the National Food Authority (NFA) in Negros Occidental. The vessel, skippered by Bul Van Chin, arrived here last Friday. The BoC, in issuing the hold departure order Thursday to the Vietnamese vessel which has a registered shipping agent identified as certain Romeo Conlu Jr. has cited violation of the Tariff and Customs Code.

Meanwhile, Ronnie Delicana of the Philippine Drug Enforcement Agency (PDEA), in an interview, said that the BoC in coordination with them, the Philippine Coast Guard, and the Philippine National Police tried to check on the cargo of the Vietnamese vessel on the suspicion that there were some illegal substances with the NFA rice.

He said they found out that there were indeed some dubious sacks containing white crystalline substance believed to be N-methylephedrine, which is a precursor for the manufacture of metamphetamine hydrochloride or shabu.

Of the total 77,000 sacks of NFA imported rice, the PDEA was able to check 51 sacks.

Delicana said the substances they were able to get were sent to their Manila laboratory for study. The result could be released on Thursday.

He further said that on board the Vietnamese vessel anchored at the Bredco Port in this city are 20 crew members who are under investigation. There are right now 20 PDEA agents waiting on standby for any legal action also at the port vicinity, Delicana said. The BoC coordinated with the PDEA, and other law enforcers after a Customs employee

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noticed that the other sacks being unloaded from the Vietnamese vessel when carried by a porter "moved" differently compared to those bags containing rice. **Source: PNA**

Ferry carrying 850 passengers stuck in Baltic ice

A ferry on its way from Finland to Estonia with 850 passengers on board is marooned in the ice of the Baltic Sea, maritime officials said on Friday. Esa Hurskainen, watch supervisor from the Gulf of Finland Vessel Traffic Centre, said the ship, the 1981 built **Nordlandia**, became stuck as it was leaving Helsinki.

"An icebreaker knows about the situation, but it is busy with other ships, so we cannot estimate how long it will have to wait," he told Reuters. He said the ship was not in danger. A coastguard official said the vessel, operated by the Eckero Line, was stranded about 15 km (9 miles) south of Helsinki on its way to the Estonian capital, Tallinn.

An Eckero Line spokeswoman said the passengers were calm. "We spoke to the crew a few minutes ago, and they told us they had just started serving lunch," the spokeswoman, Ida Toikka-Everi, said. Atso Uusiahho from Arctia Shipping, which operates icebreakers in the Baltic, said there were about 15 to 20 ships that needed assistance because of ice, but the **Nordlandia** was the only passenger ferry. The region has been gripped by unusually cold weather for weeks, with temperatures dipping below minus 20 degrees Celsius (minus 4 Fahrenheit)



NAVY NEWS

USS George H.W. Bush Departs for Sea Trials

USS George H.W. Bush (CVN 77) departed Northrop Grumman Newport News Shipbuilding in Newport News, Va., for sea trials Jan. 27 after a seven-month maintenance period. During Sea Trials, the ship's electronics, communication, navigation and other combat systems that were built or modified in the shipyard will be tested.

In addition, an inspection of the ship's catapults and jet blast deflectors will be conducted, as well as inspections of the ship's berthing spaces, demonstrations of search and rescue equipment firefighting capabilities, and an evaluation of food service facilities to determine the ship's overall mission readiness.

Bush's sea trials comes after a highly successful Post Shakedown Availability/Selective Restrictive Availability that officially completed the construction of the Navy's newest aircraft carrier. "In just seven months, the ship experienced an amount of depot and intermediate level work comparable to an 11-month planned incremental availability," said Bush's Chief Engineer, Cmdr. Shannon Terhune.

Work on the ship over the last seven months included finishing the airwing spaces and combat systems suite, implementation of ship alterations to get the ship on the class maintenance plan, and the completion of the ship's force work package. Ship's force work saved the Navy more than half a million dollars, according to Bush Engineering Department Leading Chief Petty Officer, Master Chief Machinist's Mate (SW) Al Fuller, and more than 60 percent of the overall ship's force work package fell to Engineering Department Sailors to complete.

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One major undertaking was completed by Damage Control division, who exhausted more than 6,800 man hours upgrading the ship's 10 damage control repair stations and 27 damage control unit lockers, saving the Navy more than \$680,000.

Another upgrade included Electric division converting the carrier's "77" island lights from incandescent bulbs to light emitting diode, saving the Navy 90 percent of the cost associated with light operation. Terhune credited the teamwork and cooperation between ship's force, Northrop Grumman Shipbuilding, Program Manager for Ships (In-Service Aircraft Carriers), Commander Naval Air Forces Atlantic (Maintenance and Material), Supervisor of Shipbuilding, Conversion and Repair (Newport News), and more than 20 separate contractor organizations for an unprecedented level of efficiency in the execution of production work on the ship. He said the ship's crew appreciated the professionalism of all maintenance providers.

Upon completion of sea trials, Bush will return to its homeport of Naval Station Norfolk, Va., to begin the work-up cycle towards deployment and prepare for sustained flight operations at sea.

For more news from **USS George H.W. Bush (CVN 77)**, visit www.navy.mil/local/cvn77/

Body of missing T-34 pilot found

Divers have found the body of a Navy pilot whose training airplane crashed Saturday in Lake Pontchartrain.

The Navy says Lt. Clinton Wermers' remains were located about 1 a.m. Wednesday near the airplane. The 33-year-old Wermers was a native of Mitchell, S.D. He was assigned to a training squadron at Whiting Field in Florida for about three years. Wermers and a Navy student aviator whose name has not been released crashed in a T-34C Turbomentor airplane about 6:30 p.m. Saturday while on a landing approach to the New Orleans Lakefront Airport.

A Coast Guard boat crew rescued the student Saturday night. **Source : NavyTimes**

Two Visby corvettes are operational

Two of the Visby corvettes, **HMS Helsingborg** and **HMS Harnosand**, are now operational with the Royal Swedish Navy, as part of the Third Naval Warfare Flotilla, based in Karlskrona. Built by Kockums, they significantly enhance the Swedish Navy's capability.



"With their stealth technology, the Visby corvettes are the right concept for the future, given the environment in which we shall be operating, namely the littoral zone. The ships will form the core of the Swedish Navy for years to come. And they have attracted considerable international interest," states Rear Admiral Anders Grenstad, Inspector General of the Royal Swedish Navy.

The ships are built for service with Sweden's rapid reaction force, designed primarily to operate in the Baltic, although also on

international missions in the littoral zone. Featuring full stealth capabilities, these vessels are difficult to detect either with radar or other sophisticated detection technologies, offering numerous tactical advantages. They are constructed of carbon fibre. It is also possible to exit the stealth mode, perhaps on an international mission where a temporary need to demonstrate some military muscle arises, after which the ship can 'disappear' again. The Swedish Navy has always operated in the littoral zone, an area in which it is specialised. Similar coastal waters exist in all parts of the world, of course, precisely those areas where maritime traffic is most intense.

The Visby concept has generated a lot of attention, and naval experts the world over are following developments with keen interest. **Source : Defense Talk**

Anti-Ship Missile Defense Upgrade On First ANZAC Frigate

BAE Systems has begun modifying the first of the Royal Australian Navy's ANZAC Class frigates to be upgraded under the Anti-Ship Missile Defence (ASMD) Upgrade Project. **HMAS Perth** entered the Henderson dockyard in Western Australia on 18 January on schedule.



The ASMD Upgrade project is being managed by the Defence Materiel Organisation supported by BAE Systems and Saab Systems under an alliance contracting arrangement. The upgrade will significantly improve the anti-ship self-defence capabilities of the ANZAC Class by integrating:

Jason Beer, BAE Systems Maritime Through-Life Support General Manager, said today that the platform integration of these systems required significant structural modifications. "This includes replacement of both the frigate's forward and aft masts, which has required us to develop innovative design solutions to minimise the impact on the ship's weight and stability,"

he said. Mr Beer said that BAE Systems work during the installation phase in **HMAS Perth** would create more than 150 highly skilled jobs at its Henderson base in WA. "The experience gained over the past five years of designing and developing this project has enabled BAE Systems Maritime Business Unit to enhance critical skills in complex maritime combat systems integration and platform systems integration.

"These skills are crucial to maintaining the capability that will be needed for next generation naval programs such as the Future Frigate and the Offshore Combatant Vessel projects," Mr Beer said.

BAE Systems is the premier global defence, security and aerospace company delivering a full range of products and services for air, land and naval forces, as well as advanced electronics, security, information technology solutions and customer support services. With approximately 105,000 employees worldwide, BAE Systems' sales exceeded £18.5 billion (US \$34.4 billion) in 2008.

Kazakhstan to Purchase South Korean Vessels

The Kazakh Navy is expected to purchase new high-speed patrol killer guided-missile (PKG) vessels from South Korea. Kazakhstan's navy chief Zhanzakov Zhandarbek will discuss the proposed sale in detail during his five-day visit to Korea, according to The Korea Herald.

South Korea exported three retired Chamsuri Class patrol ships to Kazakhstan in March 2006. At present, the Kazakh Navy intends to acquire the latest Yoon Young-ha Class patrol boats, which were decommissioned in December 2009. The 440t Yoon Young-ha Class PKG vessel is the first patrol ship equipped with an integrated combat system and will gradually replace the Kazakh Navy's Chamsuri ships. The PKG vessels can simultaneously detect up to 100 aerial and surface targets and



also engage multiple targets.

The Yoon Young-ha Class vessels were named after Lieutenant Commander Yoon Young-ha, who was killed in a 2002 naval clash with North Korea in the West Sea. **Source : [naval-technology](#)**

US Navy ships heading for South Africa

Two US Navy warships that have been visiting East African countries on behalf of the US Africa Partnership programme are due in South African waters.

USS SWIFT (HSV-2), a high speed catamaran-hulled vessel and **USS NICHOLAS (FFG-47)**, a frigate of the Oliver Hazard Perry class will be arriving at Cape Town on 8 February. It is presumed that the ships will conduct exercises with their counterparts in the South African Navy, although no announcement has been made that we are aware of.

This week the two ships wrapped up a weeklong training engagement in Tanzanian waters involving members of the Tanzanian Navy, with the finale being a graduation ceremony held on the flight deck of the High Speed vessel **Swift**. Earlier members of the Tanzanian Navy joined various other East African naval personnel already on board the vessels.

"I am encouraged and inspired by what we, together, have been able to achieve during this APS visit to Dar es Salaam," said Capt. James Tranoris, commander, Africa Partnership Station (APS) East. "It truly exemplifies the spirit and commitment of the US Navy, the Tanzania Peoples Defence Force and all our African partners toward enhancing their own regional maritime capacity and capability through collaborative partnerships."

The various naval personnel including 130 members of the Tanzanian Navy received maritime training in basic ground skills, instructional theory, law of war/ethics, medical response, pier security, small boat maintenance, and visit, board, search and seizure. The training was conducted by APS instructors from the US Navy and US Marine Corps. The graduation ceremony showcased the maritime partnerships between Tanzania, regional African partners and the United States. During its mission along the east coast of Africa, **USS Swift** and **USS Nicholas** have also visited or will call at ports in Comoros, Djibouti, Kenya, Mauritius, Mozambique and Seychelles. The ships are on scheduled deployments within the US 6th Fleet area of responsibility and the visit to South Africa does not form a part of the APS East function.

APS East is being conducted in cooperation with Commander, US Naval Forces Africa, a component of US Africa Command. In other navy news, the US Navy frigate **USS SAMUEL B ROBERTS (FFG-58)** has concluded a visit to the port of Point-Noire in the Republic of Congo, during which a number of military inter-actions between the two countries were conducted. **Source : [ports.co.za](#)**

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The **CALAMITY JANE** seen in Drydock at Keppel-Verolme in Rotterdam-Botlek
Photo : Robin de Gijssel ©

REFORMS TO NAVAL SHIP REPAIR SECTOR

Greg Combet, Minister for Defence Personnel, Materiel and Science, today announced reforms to Australia's naval ship repair sector that will help deliver better results for the Navy and more certainty for defence industry.

"These reforms being announced today will lead to greater certainty in the naval ship repair sector allowing for increased investment and better performance. This is good for jobs, good for the taxpayer and good for the Navy," Mr Combet said. "This is a win win for Defence and industry. Defence enjoys savings in their sustainment budget and industry gains certainty that allows them to develop their workforce and infrastructure.

"Under these reforms, the Defence Materiel Organisation will reform the Navy's Major Fleet Unit Repair and Maintenance program as outlined in the Smart Sustainment initiative. "The principal element of the reform program is the establishment of long term performance based contracts for repair and maintenance activities in lieu of the current arrangement that is based on awarding a contract under a panel arrangement for each and every maintenance activity.

"These reforms will lead to the batching of our requirements. This will affect the maintenance and repair of the Major Fleet Units - the eight ANZAC class frigates, the four Adelaide class frigates, the two Amphibious Landing Ships and the Heavy Landing Ship. "It is also intended that these new maintenance concepts will be extended to new ship classes such as the Air Warfare Destroyers and the Landing Helicopter Dock Ships when they are introduced.

"On average the Australian Government spends \$150 million per annum on major surface ship repair and maintenance. We would expect to see significant savings from this reform. "As Minister for Defence Personnel I am pleased that this initiative will also provide better notice to Navy and ships' crews of the planned location of maintenance patterns," Mr Combet said. **Source : Gary Luxton**

Global financial crisis rocking the boat for shipbuilders, analysts say

Although China's shipbuilding industry reported a gross output value growth and received the most orders in the world in 2009, analysts said it still faces gloomy prospects in the next few years. Shipbuilding saw a gross output value of 548.4 billion yuan (\$80.34 billion) in 2009, a 28.7 percent increase year-on-year, but the growth rate dropped 31.1 percent, according to figures released by the Ministry of Industry and Information Technology (MIIT) Tuesday.

It also said export delivery values rose 17.8 percent to 253.2 billion yuan (\$37.09 billion), and the growth rate dropped by 38.2 percent. China's new orders and orderbooks occupied 61.6 percent and 38.5 percent of the world's total in 2009, up 23.9 and 3 percent compared with 2008, said the MIIT.

"China's new orders and orderbooks surpassed South Korea's to top in the world in 2009, but it still lags behind the main competitors in other aspects such as technology innovation and production efficiency," said Liang Zhiyong, a senior analyst at the China Shipbuilding Economy Research Center (CSERC).

He said the increase in the shipbuilding industry's gross output value is a reflection of the booming market before the global financial crisis, and the growth rate's slowdown indicates a gloomy prospect for the shipbuilding industry in the next few years. There were 1,859 shipbuilding companies around the country as of November. About 65 percent did not receive new orders in 2009, and 30 percent of orders have been cancelled or delayed due to the economic recession, the China Association of the National Shipbuilding Industry said in a report released January 5.

"These factories are mainly private and small ones based in Zhejiang and Jiangsu provinces," said Liang. "They face difficulties from financing to delivering vessels on time and getting new orders, and some of them will be washed out of the industry in the future."

Zhu Hongren, chief engineer at the MIIT, said at a December conference that China's shipbuilding industry would face "severe" overcapacity problems in 2011. He said the government would encourage mergers and acquisitions, which it plans to use to create 10 large shipbuilding companies which will account for 70 percent of the market share in terms of overall production capacity.

Analysts from Haitong Securities said in a research report that they are optimistic on the prospects of State-owned China State Shipbuilding Corporation and China Shipbuilding Industry Corporation (CSIC), as well as some large private shipbuilding companies, in the expected industry reshuffle.

Liang from the CSERC expects China's shipbuilding industry will recover in 2013 or 2014. "Normally ship yards wait longer than the world's shipping market for recovery," he said. **Source: Global Times**

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Above seen the laid-up container liners **Cape Mayor** and **Cape Mahon** - Photo : Leon de Hoop ©

Siri is back in production

Production has started at the Siri field in the North Sea after several delays. Norwegian Energy Company reports that the field which has been shut down since 31 August, is back in production. "With Siri back in production, the production from the satellite fields Nini and Cecilie can also be resumed. The recently completed Nini East development will also start production shortly", the company writes in a press release.

Noreco's share of production from Siri, Nini and Cecilie prior to the shutdown amounted to roughly 6,000 barrels per day. Siri was shut down after a routine inspection revealed cracks in a water buffer tank at the Siri platform. A temporary solution is in place, and a permanent repair of the damage is expected to be finalised in second half 2010.

Source : Offshore247

Suez Terminal Volume Grows 11 Percent

Suez Canal Container Terminal at Port Said reported an 11 percent increase in cargo volume to 2.7 million 20-foot equivalent units last year despite a 20 percent drop in vessel transits through the canal. The increase came atop a 34 percent jump in volume in 2008 for SCCT, which opened in December 2004 and now serves lines such as Hanjin, Cosco, "K" Line, Yang Ming and CMA CGM as well as Maersk Line, the sister company of SCCT's majority shareholder, APM Terminals. The terminal now accounts for one out of every five transshipped TEUs in the Eastern Mediterranean. Work was completed last year on a project to deepen SCCT's terminal to 14.5 meters (approximately 48 feet) and 24 super-post-Panamax cranes are scheduled to be installed as part of an expansion project that will double the terminal's annual capacity to 5.4 million TEUs by 2012. The terminal is owned by a partnership of APM Terminals, with a 55 percent stake, Cosco Pacific (20 percent), the Suez Canal Authority (10 percent), the National Bank of Egypt (5 percent), and private investors (10 percent). **Source: Journal of Commerce**



Boven een foto van een **Seatrade** container op de kade van Kralendijk, Bonaire. Met Bonaire als toekomstige bijzondere gemeente van Nederland is er steeds meer behoefte aan producten uit Nederland waarbij Seatrade met een transit time van slecht 11 dagen ideaal is!

Dar es Salaam port congestion tightens

An urgent revamp of Tanzania Railway Limited (TRL) is required to de-congest the port of Dar es Salaam, say Tanzania Ports Authority MD Ephraim Mgawe. Quoted in the Tanzania Daily News, Mgawe said an efficient and reliable railway system remained critical to the reduction of transportation costs as well as removing large quantities of containers from the port. He noted with concern the continuing deterioration of the railway network and said the business community preferred the railway to road because rail is [potentially] cheaper and faster. He said it takes up to 40 days to transport cargo by road from the port at Dar es Salaam to Zambia and the DRC, due partly to an "unjustly high number of road blocks" between the port and the borders. It was recently announced that the concession held by India's Rites company to operate Tanzania's central railway has been revoked. **Source :** ports.co.za

MOL profits on the up

Mitsui OSK Lines has increased its full year profit forecast on the back of improved shipping markets. MOL increased its net profit forecast for the year ending 31 March 2010 by 150% to Yen5bn from Yen2bn previously. The Japanese shipowner said it had increased its profit forecast as the dry bulk market was expected to hold steady due to Chinese iron ore and coal demand and expected improvement in the tanker market due to the phase out of single hull tonnage. MOL also noted the global economy had bottomed out that this should in higher cargo volumes and improved freight rates for its container shipping business. **Source :** SeaTradeAsia-Online

Cargotec signs an agreement with DP World Djazair for 10 Kalmar Reachstackers

DP World Djazair –a joint venture between DP World and the state of Algeria – has awarded Cargotec an order for 10 Kalmar DRF450 reachstackers. The machines will be delivered during the first quarter 2010. This order was booked in the fourth quarter 2009 order intake. The new units, featuring increased load capacities of 45 tonnes in the first row, 30 tonnes in the second row and 15 tonnes in the third row, will help DP World meet its high standards in terminal efficiency and productivity as the terminal operator looks to expand the handling capacity of its facility in Algeria.

Paul Michon, Director, Global Key Account for DP World, commented on the order: "Cargotec is proud to be a close partner of DP World. We have been serving their needs with an emphasis on respect and reliability for more than 20 years, and I am pleased to have DP World as one of our worldwide customers." The Kalmar machines on order are presently the most innovative reachstackers on the market. The DRF units are equipped with first class components with environmental care taken into consideration. This reachstacker model has also earned a reputation for safety and reliability while being engineered to withstand some of the toughest environments in the world. **Source:** Kalmar

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Element No2 being lowered into position at the new Tyne Tunnel site 25.01.10.

Photo : Kevin Blair ©

Ocean Carriers Add Africa-Europe Reefer Service

The South Africa Europe Container Service on Feb. 15 will introduce an additional reefer service for the anticipated seasonal increase in refrigerated exports, which it first announced on Nov. 4. The members of SAECS said it will launch the Reefer Express (REX) with the first sailing of the DAL Madagascar from Cape Town, South Africa.

The REX service is an additional 'purely reefer' container service designed to provide added capacity for refrigerated exports during the peak reefer season months of February to August. The REX vessels will call Cape Town, Rotterdam (Unipor), Tilbury, and back to Cape Town with transit time comparable to the SAECS core service.

The REX service will be flexible in terms of frequency and ports of call according to the seasonal demands of the perishable/refrigerated products market and will supplement the capacity provided by the main weekly SAECS core service. The SAECS member lines include Safmarine, Maersk Line, Deutsche Afrika Linien and MOL.

Source: Journal of Commerce

Asian terminals gets control of Philippines' Batangas port

Port operator Asian Terminals Inc. was recently granted a 25-year concession to manage the Philippine Ports Authority's (PPA) Batangas Port. The contract includes management, operations and development contract for Phase II (international container terminal) of Batangas Port. The award effectively allows ATI to control the entire Batangas Port since the company also operates Phase I of the domestic terminal.

The notice to proceed will be issued to ATI in the next few weeks. ATI earlier said taking over Phase II of the Batangas Port is a challenge considering the facility has no direct callers and traffic has been low since the terminal began commercial operations in 2005. Just recently, the container terminal's only direct caller, Mariana Express, dropped Batangas from its ports of call, citing low cargo volume. This effectively idled the port's container operations. This year, the port is forecasting a five-percent growth in bulk and break-bulk cargo. Such growth is expected to be complemented by growth in car shipments. For now, three car manufacturers -Toyota, Hyundai and General Motors- ship their completely built-up units at the port.

Each company ships an average of 2,000 units a month. Fair Shipping, Wallem, NYK and Transmar act as agents for the car manufacturers. In another development, ATI has filed a petition before the Central Board of Assessment Appeal to stop the auction of its Mariveles Grains Terminal for alleged tax delinquency. ATI filed a motion claiming it paid the correct amount of the taxes. Last year, the port operator secured from a Batangas court a temporary restraining order against the auction. **Source: PNA**




Fugro geotechnical vessel **MARKAB** anchored El Nido Palawan Philippines 23-1-10 ready for stores.
Conducting work in 700 m Shell Camago field

Photo : Roderic Browne ©

NEPTUNE 2 being built

KISWIRE is building a new plant for the production of very large wire ropes for Offshore and Mining applications. This NEPTUNE 2 plant is located in Tanjung Langsat, on the sea coast in Johor, Malaysia and will be operational autumn 2011. The equipment installed is capable of manufacturing wire rope units of 600 metric tons in non rotating, multi strand constructions. Furthermore, six strand wire rope units of 300 tons and eight strand units of 400 tons shall be produced in this factory. The output capacity of NEPTUNE 2 will be 35.000 metric tonnes per annum. This number comes in addition of the existing NEPTUNE 1 plant output of 25.000 tonnes each year. With this investment KISWIRE hopes to be ready to service the Offshore and Mining market up to their most extreme wire rope needs in the future.

Source : KISWIRE



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Osprey Shipping's new Damen built Stantug 2208 tug "**Osprey Boxer**". seen entering the River Tyne on her maiden voyage from the builders yard in Gorinchem, NL.

Photo : Paul Finlay ©

VREEMDE BAGGER WELKOM IN ROTTERDAM

Het gedeelte van het Havenbedrijf in De Slufter – het baggerdepot van het Havenbedrijf en Rijkswaterstaat voor verontreinigde baggerspecie uit de havens en vaarwegen - blijft open voor de stort van derden zoals waterschappen, provincies, gemeenten en particulieren. Het sediment van de Rotterdamse haven is de afgelopen jaren aanzienlijk schoner geworden. Daardoor kon het depot reeds een aantal jaren geleden worden opengesteld voor baggerspecie uit andere delen van Nederland.

Voor de goede orde reageert het Havenbedrijf met dit bericht op een eerder deze week gepubliceerde brief van staatssecretaris Huizinga van Verkeer en Waterstaat aan de Tweede Kamer. Daarin maakte ze bekend dat de voorgenomen privatisering van de rijksbaggerdepots wordt opgeschort en dat de rijksbaggerdepots Hollands Diep en IJsseloog voorlopig gesloten zijn voor niet nuttig toepasbare baggerspecie van derden. De totale capaciteit van de Slufter is 150 miljoen kuub. Het depot is ongeveer voor de helft gevuld. Toen het depot in 1987 werd opgeleverd, ging het Havenbedrijf er van uit dat het vol zou zijn in 2003. In die tijd verdween ieder jaar 10 miljoen kuub verontreinigde havenslib in het depot, maar door de schonere waterbodems is die hoeveelheid teruggelopen tot gemiddeld één miljoen kuub. Het tarief voor berging in de Slufter bedraagt € 10,60 per verrekenbare kubieke meter.



The **CREST STAR 2** seen arriving in Cape Town for bunkers
Photo : Aad Noorland ©

MARITIME MUSEUM OF THE WEEK WAR MEMORIAL OF KOREA



Opened in 1994, the largely museum-like **War Memorial of Korea** in Yongsan-dong, Yongsan-gu, Seoul, South Korea offers visitors an educational, yet emotional



DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 031

experience of the many wars in which Korea was involved. Many documents and war memorabilia have been collected and are displayed. Despite the Museum is not really a maritime museum but as seen myself the War Memorial has several display rooms and an outdoor exhibition centre displaying all kind of military equipment including a lot of ship models.

13,000 items are displayed in its six halls under different themes: Memorial Hall, War History, Korean War,



Expeditionary Forces Room, ROK Armed Forces Room, and Large Equipment Room, Above seen the replica of the "**Turtle ship**" -- the first iron clad vessel used in warfare -- that helped Admiral Yi defeat the Japanese invading fleet in the late 16th century additional a large outside exhibition area.

All photo's : Piet Sinke ©

Displayed are various weapons and equipment from prehistoric times to the modern period as well as paintings of battlefields and sculptures of notable warriors and An Jung-geun, who assassinated a former

Resident-General in Manchuria in 1909. About 100 large weapons are displayed in the outside exhibition area on the lawns around the building.

The park surrounding the museum is filled with aircraft, tanks, and other fighting machines from the Korean War to the present. One of the most impressive fixtures is the vintage B-52. Just inside the entrance sit an M-47 "Patton" tank from the U.S. Army and a K-1 "88" tank from the Korean Army, silently guarding the museum. One of the most moving scenes is the statue of 2 brothers (one from the North, one from the South) meeting on the battlefield, a poignant reminder of the more than 10 million Korean families still separated by the Korean War.

Opening times War memorial of Korea daily 09:30 ~ 18:00

Closed: Every Monday (If a holiday falls on a Monday, closed the next day.)

Admission: Adults (19 and over): 3,000 won = 1.86 Euro !!

Directions: 10 minutes by walking from Subway line 1, Namyang Station

Address : Yongsan-dong, Yongsan-gu - Seoul – South Korea

<http://www.warmemo.or.kr/>

.... PHOTO OF THE DAY

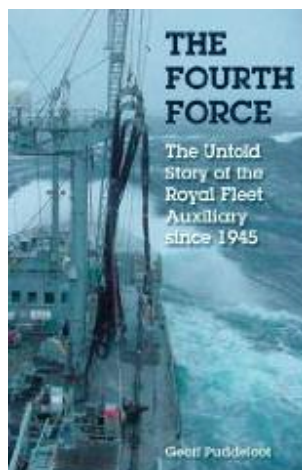


Iskes tugs **SIRIUS, TRITON** and **HERCULES** seen near Velsen - **Photo : Jan Plug ©**

BOEKBESPREKING

Door : Frank NEYTS

"The Fourth Force".



Bij Pen & Sword Books verscheen "**The Fourth Force. The untold story of the Royal Fleet Auxiliary since 1945**". Het werd geschreven door Geoff Puddefoot. Dit boek beschrijft de ware 'revolutie' dat de Royal Fleet Auxiliary (RFA) sinds het einde van de Tweede Wereldoorlog heeft doorgemaakt. De schepen van de RFA doorstaan op vandaag qua afmetingen, kostprijs en technologie iedere vergelijking met moderne oorlogsschepen. De RFA speelt op vandaag een cruciale rol in het functioneren van de Britse land-, lucht- en zeeemacht. Zonder schroom mag het dan ook de '**Fourth Force**' worden genoemd.

Nieuwe technologie en technieken tonen het groeiend belang aan van de logistieke factor in moderne oorlogsvoering. De groei van de rol van de RFA is in dat opzicht maar weinig bekend. De auteur brengt dan ook een verhelderende kijk op deze zo belangrijke maar weinig bekende poot van het Britse militaire gebeuren.

"**The Fourth Force**" (ISBN 978-1-84832-046-8) telt 243 pagina's en werd als hardback uitgegeven. Het boek kost £25.00. 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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