

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 032



**Number 032 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Monday 01-02-2010**

News reports received from readers and Internet News articles copied from various news sites.



The UK based NorfolkLine, which A.P. Moller - Maersk group recently sold to DFDS, has sold two of its ro-ro vessels M/V "**Maersk Vlaardinger**" and M/V "**Maersk Voyager**" to the Tunisian ferry operator Contunav. The news have been circulating, but according to Danish news agency Direct, Mr. Kell Robdrup, head of Norfolk Line's ferry division, has now confirmed the news. Kell Robdrup has not wanted to comment on the price, but according to TradeWinds, the en block price is USD 32 mln. M/V "**Maersk Vlaardingen**" has already

been delivered to Cotunav and renamed **AMILCAR** while M/V "**Maersk Voyager**" is due for delivery in March.

Above seen the ex **MAERSK VLAARDINGEN** under her new name **AMILCAR** departing from Scheldepoort, at the photo also can be seen the Dutch flag hanging upside down in the mast. Seems to be difficult to raise a flag the correct way nowadays !

**Photo's : Gilles Bronke ©**

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## M3 MARINE OPENS M3 MARINE EXPERTISE PTE LTD



**M3 Marine Pte Ltd**, a Singapore based offshore shipping brokerage house, is pleased to announce today the opening for business of its subsidiary, **M3 Marine Expertise Pte Ltd**. M3 Marine Expertise has been formed to meet the growing local and international demands of our clients and further develop and enhance our ability to excel in providing commercial and technical marine consultancy to the marine offshore oil and gas industry.

**Joanna Clark**, Director and General Manager of M3 Marine Expertise, today stated; "**M3 Marine Expertise** will focus the strengths and abilities inherent in the M3 team and its carefully selected consultants and provide timely, quality, tailored services for the exclusive benefit of its clients. I am honoured to be a key part in the delivery of this service."

Joanna trained and practiced as a UK qualified solicitor in international law firm, Eversheds LLP, before joining global insurance giant, Aviva Plc, as an in-house solicitor for the life funds investment management team. She brings with her a wealth of commercial and business skills enabling her to meet the challenges of the industry and manage the expectations of our clients.

M3 Marine Expertises' services include vessel valuations, vessel suitability, DP consultancy, market research, due diligence, technical editing, contract drafting and negotiation, technical evaluation, shipyard selection, newbuild specification and project analysis. Further information please visit our website ([www.m3marine.com.sg](http://www.m3marine.com.sg))

**M3 Marine Pte Ltd** is a specialized offshore shipping brokerage and consultancy founded by industry veteran Captain Mike Meade and supported by an experienced team of energetic employees based in Singapore.

**M3 Marine Expertise Pte Ltd**, as a subsidiary of M3 Marine Pte Ltd, is underpinned by over 30 years of multi-faceted industry experience and backed by a network of associates in Europe, Asia, the Middle East and Australasia.



The **CAP COLORADO** seen approaching Colombo Port

## Tokyo protests at Russian border guard shooting

Tokyo has lodged a formal complaint after Russian border guards shot at two Japanese fishing boats off the disputed South Kuril islands, the Japanese foreign ministry said. The guards fired warning shots from a helicopter and then shot directly at the boats on Friday when the fishermen failed to stop after straying into waters off Kunashir island, a Russian statement said.

Kunashir, known as Kunashiri in Japanese, is the southernmost in the island chain, which is controlled by Russia but claimed by Japan. The Japanese trawlers returned to their home port of Rausu and what resembled bullet marks were found on them, the Japanese foreign ministry said in a press release late Saturday.

It added the Russian action could have resulted in the loss of life and was "extremely inappropriate". The ministry said the Japanese boats were operating in the waters in accordance of bilateral fishery arrangements. Japan and Russia have yet to sign a World War II peace treaty because they both lay claim to four islands off northern Japan seized in 1945 by Soviet troops, who expelled Japanese residents.

The disputed territory is known as the South Kurils by Russia and the Northern Territories by Japan. In 2006, a Japanese fisherman on a crab fishing boat was killed by a stray bullet fired as a warning by Russian border guards.

**Source : Google.news**





Above seen the **RHEA** just after being pulled off the beach near Algeciras.(taken across the Bay from Gibraltar). Tugs, **VB Andaluia** and **VB Algeciras** are seen with the vessel as it is taken to the port of Algeciras. **Luz de Mar** was also used in the salvage.

Photo : Krispen Atkinson ©

## Analysts positive on dry bulk despite fall

Although the Baltic Dry Index has been steadily falling most of this month, analysts remain bullish about the dry bulk sector, expecting demand from China to pick up, while new building deliveries, one of the key elements which could hamper a pick up in rates, are now believed to remain subdued. In a recent report, Dahlman Rose indicated that a hefty 17% of the capesize newbuilding orders could very well never reach the water. Analysts of the investment bank now say that they expect that about 200 capes will be delivered this year, while the remaining part of the orderbook will be delayed even until 2013.

As a result, the average daily charter for a capesize, according to Dahlman will reach \$45,000 in 2010, from \$38,000 it was in 2009. At the moment, the current tonnage of the world capesize fleet is thought to be 169.7 million dwt, with an average age of 11.6 years old, while up to 50% of the vessels are under 10 years old.

Still, as evidenced by the current seasonal drought of the dry bulk market, the Chinese iron ore imports are expected to remain a key factor for the course of freight rates, at least until more developing economies join more global trade more actively. A lot will depend on the current negotiations between Chinese steel mills and miners, on setting this year's contract iron ore price.

With the Chinese New Year celebrations closing in and a recent surge of iron ore stockpiles in the country's ports (although this trend was reversed by the end of the week), the Baltic Capesize Index lost 16% on a weekly basis. The BDI as a whole ended the week with a drop of 11% at 2,848 points. According to data from the Baltic Exchange the average daily time charter for a capesize is now at \$32,182. Commenting on the dry bulk market this week, Weberseas' latest report said that "as we approach the Chinese New Year period we expect chartering activity to slow down somewhat, however as the South American grain season is warming up it will be interesting to see what direction the market will take. The Panamax market has been tough this week as charterers for Atlantic business are trying to fix ships in the Pacific for Atlantic liftings at lower rates given for spot ships in the area. Owners of panamax tonnage in the Pacific area which is suffering from oversupply are happy to cut their rates to secure employment" the broker said.

He also noted that "nevertheless, S&P activity remains strong primarily with Far Eastern buyers. The 2002 built capesize "**LOWLANDS BRILLIANCE**" (170k/2002 Korea) is on subjects to Chinese buyers for US\$ 48.5 million whilst Cido have sold another capesize resale to be named "**ORIENTAL COSMOS**" (180k/delivery July 2010 Sasebo) for a firm US\$ 71 million to Chinese buyers". Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The tugs **Isa** and **Dutch Power** breaking ice in the bay of Bautino Kazakhstan

Photo : Capt N. Blokzijl – Master Dutch Power ©

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## Resolve Marine Group Specialists Respond to an Implosion on a Ship

A concerted response by technical experts from US Coast Guard (USCG), New York City Fire Department (FDNY) and **Resolve Salvage & Fire (Americas), Inc.** averted the risk of a toxic material release from a chemical carrier anchored in Gravesend Bay near Brooklyn last week. During operations with a barge alongside to transfer ethanol cargo, the 443-foot chemical carrier **Sichem Defiance** sustained an implosion on board. The main deck over a cargo tank collapsed and adjacent bulkheads were breached. The ship's cargo consisted of benzene LAB and ethanol, a dangerously volatile liquid. Following the violent event, the ship's captain immediately notified federal and port authorities. USCG dispatched a response team from its Atlantic Strike Team based at Fort Dix, NJ, and FDNY, having responsibility for hazardous material spills on city waters, set up an Incident Command Post in the vessel's wheelhouse with a Marine Battalion Commander in charge.

The ship also notified Resolve, the vessel's salvage response contractor, who sent casualty response engineers on board to address safety issues, survey damages, and develop an action plan to prevent another explosion, fire or spill. The Resolve team worked with FDNY and USCG experts to mitigate potential threats to the crews on board and the local populace, and assumed emergency pumping and air monitoring duties. Resolve developed an emergency operations plan based on tank loading conditions and assessments of the implosion damage's effect on the ship's structural integrity and stability. Following the plan's review by the ship and USCG engineers and all-hands safety briefings on board, portable pumps were used to transfer residual cargo and ballast from damaged tanks. The damaged tanks were flushed and vented to put the ship in stable condition. **Source: Resolve Marine Group**

## Equipment stolen from BP tanker

Robbers have allegedly stolen a liferaft and two immersion suits from a BP tanker. The 106,070 dwt Aframax **'British Holly'** ship was anchored in Manila Bay, off the island of Luzon, Philippines, when the crew spotted wet footprints on deck at about 1400 hours on 21st January. After a check of equipment, they realised that several items were missing. The crew alerted the Vessel Traffic Management System in Manila.

A Philippine Coast Guard vessel was dispatched to the tanker at about 1445 hours. The Coast Guard said that it appeared that the robbers could have boarded using a grappling hook. The anti-piracy watchdog ReCAAP (Regional Co-operation Agreement on Combating Piracy & Armed Robbery against Ships in Asia) advised that ship masters and crew of all types of ships to maintain vigilance at all times and take necessary measures while at anchor. Reporting of an actual, attempted or suspected attack is important because it helps alert ships in the vicinity to a potential threat and helps the authorities respond as the attackers might still be near, ReCAAP said. **Source: Tanker Operator**



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## Marooned Baltic ferry freed from ice

A ferry on its way from Finland to Estonia with 850 passengers became stuck in thick ice for several hours before



being set free by the passage of other ships, maritime officials said. Atso Uusiaho from Arctia Shipping, which operates icebreakers in the Baltic, said there were still some 15-20 ships that needed assistance because of ice. The **Nordlandia** was the only passenger vessel caught up.

The Baltic region has been gripped by unusually cold



weather for weeks, with temperatures dipping below -20 degrees. The **Nordlandia** became stuck some 12 kilometres from shore after leaving Helsinki at 8am. "It (the ferry) has been freed from the ice, and is well on its way towards Tallinn," a watch supervisor from the Gulf of Finland Vessel Traffic Centre said. Other ferry traffic in the area had broken the blanket of ice, Eckero Line spokesperson Ida Toikka-Everi said. "Passengers are all well, and our crew just informed us that the atmosphere on board is calm and quiet," Toikka-Everi added. **Source : Television New Zealand**



## Ship Dropped 30 Containers off Florida

Seaboard Marine said most of the 30 containers that fell overboard from a ship 30 miles off Key West, Fla., this week were empty and the rest contained non-hazardous materials such as textiles, the Coast Guard reported.

The 544-foot container ship **Seaboard Intrepid** arrived in Miami Tuesday, a day after the boxes tumbled off the ship. Seaboard said 23 of the overboard containers were believed to be sunk in deep water off the Florida Keys and seven empty refrigerated containers were believed to be partially sunk and adrift. Efforts to locate the remaining two boxes were continuing, the Coast Guard said.

Representatives of the Coast Guard, the Environmental Protection Agency, the State of Florida and others approved a plan by Seaboard to dispose of the containers still afloat by marking them with strobe lights and emergency position-indicating radio beacons to track their movement and by sinking them in 500 to 1,300 feet of water. **Source : JOC**



The **MSC MARIA ELENA** seen departing from Antwerp Port - **Photo : Stan Muller ©**

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## Tug to try freeing tanker

THE TUG **Megas Alexandros** will try this weekend to free a tanker stranded for a week in Crete, owner Tsavlis & Sons told Fairplay today. The 12,388dwt tanker **Athina** dragged anchor and was grounded by strong winds on 22 January near Kali Limenes, southeast Crete.

One crew member was taken to a hospital with chest pains, but no other injuries or spills were reported from the tanker, owned by Athina Shipping. Along with the 638gt tug, coastguards are attending the casualty, Tsavlis said.



The **HOLLY GALAXY** seen passing Spijkenisse at the Oude Maas in The Netherlands - Photo : Lia Mets ©

## The waters are dangerous to navigation

Last Friday the District Court of Hong Kong announced the sentencing of the four sailors in the case of a collision April 22, 2008 Ukrainian tug, **Neftegaz-67** "and the Chinese dry cargo ship" **Yaohay**, it was a real shock to the international experts.

According to the verdict of the court, the captain of the Ukrainian vessel Yuri Kulemesin received the largest term - 3 years and 2 months. "Everyone was confident that everything will be fine, and nobody thought that the situation could well turn out," - said Yuri Korchevsky, head of foreign economic activity and commercial exploitation of Navy public company "Chernomorneftegaz", which belonged to a transport-tug. In other words, before the end of the meeting there was self-confidence and conviction that the court will make a fair decision.

Besides Yuri Kulemesin (which on Sunday marked 46 years), 38-year-old captain bulker Liu also sentenced up to 2 years and 4 months, a senior pilot - 62-year-old Tang Doc Va to 3 years old and the youngest pilot, 49 -year-old Bruce Chun Wah Tak - up to 2 years and 4 months (Hong Kong pilots carried "**Yaohay**" through the strait; across the strait. All the seamen present are "Sea Wolf: Yuri Kulemesin 25 years spent at sea, Tang Doc Va (62 years) - 39 years).

According to Yuri Korchevsky, who was in the courtroom, all present, and those representatives of the various maritime organizations such as Lloyd, Maritime Institute, Marine Department of Hong Kong and several others, the judge's decision provoked outrage.

The fact is that, at the hands of the parties was a report of Marine Department of Hong Kong, indicating that gross violations in the actions of Captain transportation tugboat was not. Marine Department, in their findings indicates that the behavior of the captain of the tug comes under rule 17 of the International Regulations for Preventing Collisions (COLREGS) - Action vessels, which give way, while the Chinese captain and the pilot was immediately applicable to 3 points: 6 - Safe speed 8 - and 16 of late - of the vessel, which frees up the road. Based on this expertise (as it was based on modeling the situation and its comprehensive study), the crime in the actions of Captain Naftogaz-67 "Sea Hong Kong authorities did not see.

In turn, the judge has put the blame on the captain Kulemesin violation COLREGS p.5 (Monitoring), Clause 8 (action for prevention of collision) and p.9 (swimming in narrow); remaining defendants accused of violating rules COLREGS pm. 5 and 8. Thus, the existing contradiction in the official conclusions of the report on maritime case of Hong Kong Marine Department and the judge. Judge Susanna D'Almada Remedios took no note of the situation and mistakenly crossing courses typically used COLREGS item 9, which Derzhflotinspektsiya Ukraine received an official response from the Hong Kong Government, represented by the Marine Department, which clearly indicates that COLREGS rule does not apply in this situation.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 032

It should be noted that the surprise selection of judges in general is that this process is not engaged in maritime cases in general and does not have the slightest experience in such situations. Previously, she specialized in cases of domestic violence, and so professional in this new field for him clearly is not. Returning to the same process and its results, I should say that professionals and experts the world are raised his hands: as now interpreted and guided by the rules - those that dictate Hong Kong Marine Department, which determines its own rules and regulates the movement of water in the region, or those who proclaimed the judge? There is conflict in the application of the rules, and sailors, who swim in these waters, do not know how to behave in emergency situations. Marine Department has already said that will examine the conclusions of the court.

Describing the situation that arose representative Chernomornaftogas noted that sailors usually avoid known for turning left, if circumstances allow (that it is particularly accented judge). However, top-light "Yaohay in that moment clearly crossed the nose tug, and in this case" Naftogaz-67 "did the only thing he could do - turned left, following the rule that when one of the two vessels should release another way, it another vessel must maintain course and speed, but if it becomes apparent that the vessel must give way, does the appropriate action, it can make the most appropriate action to avoid collision of both their own maneuver. "Yaohay, in turn, guided by rules of vessel traffic in the narrow channel, while this stretch of water, which collided, so is not considered. Captains used different rules and led to the collision.

Ukrainian side, lawyers said Yuri Korchevsky carefully examine the verdict, his every line. Of appeal is 28 days. And it must be filed. Meanwhile, Ukrainian captain is in the bullpen, rather it should translate to a local prison. His 46 th birthday he met away from the family and in captivity. Custody defendants the prosecutor had taken a decision yet on 13 January, after the first hour of the reading materials of the case, when it became clear that the verdict will be guilty. Immediately reviewed the question of bail, under which up to now were all under investigation. Obviously, if the prosecution fails to withdraw, Kulemesin have to serve prison time in Hong Kong, as an extradition treaty between Ukraine and the Hong Kong Special Administrative Region (Hong Kong) no.

Recall that when two ships collided at 21:14 March 22, 2008 off the coast of Hong Kong. 2.723-ton **Naftogaz-67** "going at speeds of 10.5 knots, heading towards the speed of 12.5 knots with a 120,000-tonne bulk carrier. Near the island of Lantau, realizing the inevitability of a clash, both applied different rules to avoid collision - tug was going to go away right side, **Yaohay** - left. As a result, both turned in one direction and collided with the total speed of 23 knots. Tug got 4-meter-long breach, and sank in minutes, taking with him to the bottom 18 Ukrainians, Yaohay received minor damage to the left of the nose.

Should specifically mention that this case should pay particular attention to all companies that in any way connected with shipping in not only Hong Kong, and probably around China in general. The court decision does not mean anything other than that in any conflict situations of this kind the courts decision will be automatically imposed in favor of "their", regardless of objective circumstances of the incident. Dangerous situations and accidents, such as referred to in this material will surely be repeated in the future, because as in Hong Kong and in other sea areas of China Sea traffic is intense.

Hon Kong court decision creates a very disturbing precedent. So this time the shipping company, insurance company or any other structure associated with the operation of maritime transport in China, should be ready for that in case of such accidents, they will be no additional financial losses in its wine. Thus, China is now the region can be attributed to the zones, dangerous for navigation, as well as West Africa, the African horn, etc. Moreover, if in the case of pirates can save their crews for ransom within a relatively short time, in our case, the captains of ships and sailors see their relatives through the years, and will have to deal with gangs are not illiterate former fishermen, but with the whole state machine China's huge.

And opportunities have losses for the redemption amount will not - or say how much the court fees, or in these waters will never go down. One hopes that the International Maritime Organization, operators and insurance companies will make conclusions from this incident and say the word, as all understand that right tomorrow on the ground may appear Ukrainian people and their boats. **Source : KVI**

## Foreign ship calls at Vostochny port, quarantined

A foreign vessel that called at the port of Vostochny (East) in Primorsky region for bunkering was isolated in quarantine after specialists of the regional Federal Service for Veterinary and Phytosanitary Control (Rosselkhoznadzor) found the crew's meal infected with a dangerous virus (the Chinese weevil), the agency's press office reported. The phytosanitary inspection has proved that the contaminated grain contained egg-laying and alive Chinese weevil beetles.

Currently, in order to prevent possible spread on Russia's territory of this dangerous organism to local flora and agriculture, the plant quarantine experts promptly disinfected the ships compartments. In addition, the crew members were prohibited to leave the ship.

According to the department of Plant Quarantine Office of Rosselkhoznadzor in the Primorsky Krai, weevil is one of the most dangerous pests for leguminous crops, destroying up to 75% of the harvested crop, both in the field and in storage. At present, the quarantine service of Russia prevents the spread of this organism. Otherwise, the agency said, it might cause enormous economic damage. **Source : Port News**

## CASUALTY REPORTING

### Two injured after passenger ferry, cargo ship collide off Istanbul

A passenger ferry hit a cargo ship near Istanbul's Küçükçekmece, broadcaster HaberTurk reported Friday evening. Two people were slightly injured in the collision. According to first reports, the cargo ship named New Breeze hit Mehmet Reis, a 358-seat ferry belonging to Istanbul Seabuses and Fast Ferries, or İDO. The ferry had departed from Yenikapı in Istanbul and was scheduled to travel to Bandırma.

The general manager of İDO told broadcaster NTV that the two injured people were being treated by emergency health personnel and did not have life-threatening injuries. **Source : ISTANBUL – Daily News**



## NAVY NEWS

### Bangladesh Navy team attends Milan-2010



Bangladesh Navy ship **Kapatakkha** left Mongla port Saturday for Andaman, India to join Milan-2010, says a press release.

Navy ships from India, Myanmar, Thailand, Malaysia, Singapore, Indonesia, Sri Lanka and Australia will attend the six-day programme. Commodore KS Hossain leading the Bangladesh Naval team. There are 37 officers and 67 sailors in the team commanded by commander KM Masud. Earlier, Chief of the Naval Staff Vice Admiral ZU Ahmed inspected overall preparation of **ENS Kapatakkha** and he expressed the hope that the image of Bangladesh Navy would be enhanced further by taking part in this exhibition.

He instructed all officers and sailors of the ship to uphold Bangladesh in international arena by showing highest professional skill and discipline. Mutual friendly and diplomatic relation on naval security affairs would enhance between Bangladesh and South-East Asian states including India and Australia though this participation, added the release. **Source : The Financial Express**



The Belgian naval vessel **A 963 STERN** arrived in Rotterdam for a port visit - **Photo : Michel Kodde ©**

### China suspends military exchanges with US

China suspended military exchange visits with the United States on Saturday in protest over \$6.4 billion in planned U.S. arms sales to Taiwan and warned the U.S. ambassador that the sales would harm already strained ties.



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## Denmark pulls out of vessel deal

The Danish Department of Fisheries has finally decided to cancel the almost completed newbuilding from the Spanish shipyard Astilleros Construcciones S.A. at Vigo. The 68.1 metres long combined rescue and control vessel has been under construction since 2007, but in the beginning of 2009 the shipyard filed for economical protection in order to make a reconstruction. Despite several months of negotiations, and with Danish financial contributions in order to make the shipyard to complete the vessel, the project will not be finalized. The instalments, already paid and guaranteed by a Spanish bank will now be returned to Copenhagen. The newbuilding was to replace the **Nordsøen**, which has been in service since January 1968. The old, but well maintained **Nordsøen** will continue its service until further notice.

Danish Esvagt A/S is also involved in a conflict with a Spanish shipyard, the Factoria Naval de Marin at Marin, over the two X-bow's under construction. The first vessel is seven months delayed, a final date for delivery has not been set.

Source : ShipGaz

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## Platform supply vessel sails off

The fourth platform supply vessel delivered by Cochin Shipyard Ltd (CSL) to NFC Offshore GmbH KG, Germany, sailed off on Saturday en route to Singapore.

The protocol documents of the ship, **Hellespont Drive**, were signed on January 25 by Sven Deters, owner's representative, and Jose Mathew, General Manager (Ship Building). The Cochin shipyard is constructing 16 offshore vessels for various foreign and Indian owners. The construction of an aircraft carrier for the Indian Navy is also progressing.

The platform supply vessels are of the popular UT 755 LN design. The vessel is designed to suit the specific demands of transport of deck cargo, pipes, liquid cargo, cement/ barite, etc., and unloading to rigs and production platforms, pipe-laying barges, etc. As the offshore industry moves to deeper waters, the demand for such advanced vessels is expected to rise.

The ship is built and classified under the most stringent rules and regulations of Det NorskeVeritas (DNV) and is classified for unmanned engine room and dynamic positioning grade II. The vessel satisfies the 'CLEAN' notation of DNV, which signifies high standards of environmental safety, says a press release.

## **Loksa Shipyard sacks its personnel**

Loksa Shipyard is laying off all its production personnel, consisting of 525 employees, due to the current order drought. The company will keep two members of its management board and staff on parental leave in the hope that it will be able to win new orders and re-hire the former employees, says personnel manager Marju Varter to Tradewinds.

In September, Odense Steel Shipyard A/S sold its subsidiary Loksa Shipyard AS to a consortium consisting of AS Freløk, Crown Solution OU and Stako Diler OU for an undisclosed sum. Odense Steel Shipyard took over Loksa Shipyard in 1994 as part of an investment plan in the Baltic countries, and since then the shipyard has supplied hatch covers and other steel structures to the assembly plant in Odense. **Source : ShipGaz**

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## **LARGEST OFFSHORE DECK EVER BUILT IN THE NETHERLANDS REACHES MILESTONE**

**Heerema Zwijndrecht**, one of the three production locations of **Heerema Fabrication Group (HFG)**, reached a milestone in the construction of the Valhall Re-Development Integrated Production & Hotel Facility deck for BP Norge. As maximum fabrication height has been reached the 11,000-tons weighing topsides leaves the extensive fabrication hall at Heerema Zwijndrecht for further completion outside.

Heerema Zwijndrecht was awarded the fabrication and integration contract in March 2007 of the 11,000-tons weighing Integrated Production & Hotel Facility topsides together with the 350-tons flare boom structure of which fabrication started in November 2007. Additionally, at 23 June 2009 Heerema Zwijndrecht received the award for the fabrication of the 2,000-tons Weather Deck module. Although Heerema Zwijndrecht's facility has a capacity which ranks amongst the largest indoor facilities in Europe, due to limited space the unit has to be moved outside to fully complete the topsides.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 032

The BP Valhall main deck will measure 100 meter in length, 47 meter in width and 50 meter in height. It is expected that all the structures; main deck, weather deck module, flare boom as well as bridges 1 and 2 will leave the Heerema Zwijndrecht location in May/June 2010 for their final destination offshore Norway. Once completed the topsides will have a weight of over 13,000-tons, excluding Power-from-Shore module and Living Quarters.

Ronald Wiebes, project manager of Heerema Zwijndrecht says: "We are very proud to have reached this important project milestone. During the fabrication we were faced with a lot of challenges, but thanks to our dedicated and highly skilled people, we were able to mitigate the impacts. Also our close relationship with BP's project team has contributed to this success and together we will deliver a high quality product to our client BP."



Tino Vinkesteyn, managing director of Heerema Zwijndrecht and Heerema Vlissingen adds: "This project demonstrates our capabilities in managing complex, multi-disciplinary projects, like this integrated deck for BP Norge. Not only the complexity was a challenge but also managing 1,200 people working simultaneously on this project. This contract has provided substantial employment for more than 2,000,000 man hours at our yard, with additional supply-chain jobs being created for other companies across this region and the Netherlands. This is considered particularly important during these challenging economic times."

Chris Ruthven, Project Manager BP, continues: "The site move represents a significant progress milestone for the BP operated Valhall Re-development Project for which everyone involved can feel justifiably proud. I would like to thank the Heerema organization, and all their sub-contractors, for the tremendous efforts made in reaching this important point, The team can now focus all its energies on having the main deck, and other important Heerema based elements of the Project, fully complete and commissioned prior to sail away." **Source : Heerema**



The pilot helicopter **00-NHD** seen at the Helipad at Rotterdam-Europoort - **Photo : Hilbert van Omme ©**



## Reddingsloep gered door KNRM

Donderdagmiddag 28 januari 2010 is de bemanning van de KNRM reddingboot **Jeanine Parqui** om 13.30 uur



gealarmeerd door het kustwachtcentrum voor assistentie bij de tanker **Genmar Companion**. De tanker had problemen met de reddingsloep en lag gemeerd in ankergebied 4 in de positie 51°57.15 Noord en 003°44.83 Oost, 14 mijl buiten de Hoekse pieren.

Om 14.30 uur lag de KNRM reddingboot **Jeanine Parqui** langsij de tanker **Genmar Companion**. Men was aan het oefenen met de reddingsloep toen het mis ging, er waren geen personen bij betrokken. Het bleek dat de reddingsloep was losgeschoten uit 1 bevestigingspunt en vertikaal tegen de achterkant van de tanker beukte. Na enige tijd schoot de tweede en laatste kabel los waardoor het gehavende reddingsloepje in zee kelderde. De bemanning van de KNRM reddingboot **Jeanine Parqui** vond het geen wijsheid om met

een Westnoordwesten wind 6 tot 7 Beaufort de reddingsloep over te geven aan de tanker **Genmar Companion**, daarom is besloten de sloep naar de Berghaven te slepen. Onderweg was de sleep nog een keer losgebroken maar binnen no time was een nieuwe sleepverbinding gemaakt die hield tot in de Berghaven waar om 17.30 uur werd aangemeerd.

## First China bulker to Lauritzen Bulkers

Lauritzen Bulkers A/S, a subsidiary of J. Lauritzen in Copenhagen, has taken delivery of the **Signe Bulker**, which is the first unit in a series from Jiangmen Nanyang Ship Engineering Co at Jiangmen, China. The **Signe Bulker** is hull no. 115 and will be followed by another three units for Lauritzen Bulkers and another four units for its South African partner Island View Shipping for commercial management by Lauritzen Bulkers.

The **Signe Bulker** is part of the renewal of the fleet in the handy-size segment. The newbuilding, 32,500 DWT and 20,250 GT, has a length of 179.9 metres and beam of 28.4 metres. The main engine is a MAN, type 6S42MC, built by STX Engine in South Korea. It develops 5,500 kW, giving a service speed of 15 knots. The **Signe Bulker** has left China for Napier, New Zealand, to load logs on its maiden voyage. She will operate on a long-term affreightment contract held by Lauritzen Bulkers, which calls at the New Zealand port every month. **Source : ShipGaz**

## Lifeboat builders sold for £280m

A Dunmurry survival equipment manufacturing firm has been bought over by a global private equity firm for £280m.

The long-anticipated purchase of Survitec by Warburg Pincus was announced yesterday, with the buyers promising to expand the company through acquisitions in North America and Asia. Survitec, which employs 300 people at its Dunmurry headquarters, supplies lifeboats to the US Navy and survival suits for Australian airforce pilots.

Warburg Pincus said management at Survitec would continue to lead the business. Survitec chief executive Doug Baxter said: "We are extremely pleased to partner with Warburg Pincus and look forward to Survitec's continued expansion and success." A consortium including Lloyds, Bank of Ireland, HSBC, Unicredit, ING, GE and Societe Generale provided £130m in financing, with Warburg coming up with the remaining 54% in equity. **Source : Belfast Telegraph**



The **ARK FORWARDER** (ex.Stena Forwarder) seen enroute Rotterdam - Photo : Cees de Bijl ©

## Less orders but strong result for Wärtsilä

Wärtsilä's net sales grew 14 per cent to EUR 5.3 billion and the profitability is reported to be at a record level, 12.1 per cent of net sales. The operating result before non-recurring restructuring items was EUR 638 million. In 2009, the order intake fell 41 per cent. The order book totalled EUR 4.5 billion at the end of the year, which is 35 per cent lower than the previous year.

The demand for power plants continued on a healthy level and the Services business area maintained its volumes in spite of significant layoffs of vessels. The global recession in the marine market was reflected in low ordering activity and cancellations in the Ship Power business area. While the stagnation in new shipbuilding orders by and large is expected to continue for another two years, the first signs of a recovery can be seen in some offshore and special vessel segments, President and CEO Ole Johansson said in a comment. Source : ShipGaz

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## Mumbai offshore box terminal may be delayed

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The Rs 1,228-crore offshore container terminal at the Mumbai port is expected to be delayed at least by two years. The foreign partner in the consortium setting up the terminal quit selling its stake to the Indian promoter. The promoters will now have to look for a partner with experience in running port terminal.

The Indira Container Terminal Private Ltd is the special purpose vehicle incorporated by Gammon Infrastructure Projects Ltd-led consortium, that had won the right to develop and operate 1.2 million twenty-foot equivalent units (teus) capacity offshore container terminal on a 30-year build-operate-transfer basis in December 2007.

In December 2009, the Spanish company Dragados, the foreign partner in the consortium, decided to sell its stake as part of its global restructuring plan. Gammon Infra had agreed to acquire the firm's 50 per cent stake in ICTPL in two phases. According to the agreement, Gammon would be buying 24 per cent stake in ICTPL by March 2010 and a further 26 per cent equity stake after three years post the commencement of commercial operations of the Rs1,200-crore offshore container terminal. According to Mumbai port officials, the first phase is expected to be completed in 2012 as against December 2010.

They said that Gammon does not have expertise in managing container terminals, port handling and any kind of maritime operations. "As a result, they are currently in discussions with major port players to sign a joint venture," said a senior official. Mr Parvez Umrigar, Managing Director, Gammon Infrastructure, however, said the company is not currently looking for a partner for the project but in future, may invite equity either on contract basis or strategic investment. The estimated project cost is about Rs 800 crore in the initial phase of three years and another Rs 400 crore at a later stage. **Source: The Hindu Business Line**



Above seen the 1977 built mv **SANDRA** trying to moor alongside without tugboat or icebreaker last Thursday in heavy ice in the Port of Korsor in Denmark, the ship is at present owned by Arnesen in Farsund Norway.

**Photo : Hans Bisschop ©**

## Fleet kick-start



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Montenegro's government looks set to order newbuildings after a pledge of a loan from a Chinese bank. China's Export-Import (Exim) Bank said on Tuesday it is providing a \$47.7m facility to the tiny European country to build a merchant shipping fleet.

Andrija Lompar, the Montenegrin transport minister, said the government would use the funds to order newbuildings in China, news wire Associated Press (AP) reported. Lompar said the orders would be for ships of up to 35,000 dwt but did not specify if they would be bulkers or tankers. Any orders are expected to be delivered in two years time.

"These two ships will bring hope in the revitalization of our maritime industry," the news wire quoted Lompar as saying. Exim Bank official Li Ruogu was quoted as pledging that the loan "is just the beginning. We will open a new era of economic cooperation between China and Montenegro." China's loan is for 15 years with a grace period of five years and a fixed interest rate of 3%, AP reported. **Source : Tradewinds**

## Dubai Maritime City Authority – Region's First Ships Lay Up Anchorage Facility

The Jebel Ali Lay up Anchorage is a collaboration of Dubai Maritime City Authority (DMCA) and Dubai Ports World – UAE. Having received input from Panama, Marshall Islands, and Liberia as well as IACS members offering a safe, secure facility as part of ongoing efforts to develop innovative services that cater to the new and evolving demands in the maritime sector.

The Lay up Anchorage (hot/warm lay-up) facility will provide services for ships that will be taken out of service from at least four weeks to over a year, ensuring that the ships are properly maintained and remain in good condition. The anchorage offers a number of possibilities to owners/operators to reduce costs. This collaborative initiative underscores Dubai Maritime City Authority's strong commitment to working with the industry in developing innovative solutions that will enable the maritime sector to move forward amid all the new demands and economic challenges.



Maasvlakte II under construction as seen from the pilot helicopter OO-NHV - **Photo : Paul Beelen ©**

## Phnom Penh's port aims for 26pc revenue growth in 2010

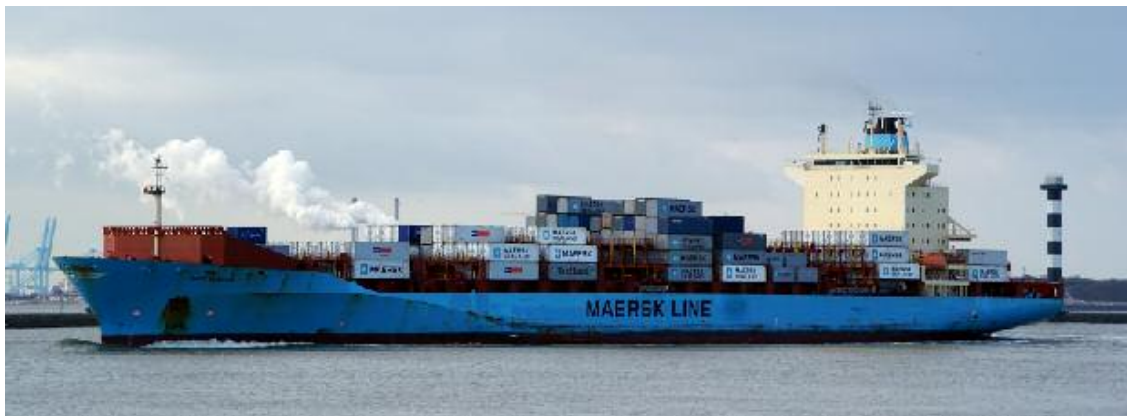
PHNOM Penh Autonomous Port will maintain a recovery into 2010 with projected 26 percent revenue growth, the facility's director general, Hei Bevy said, as it continues to benefit from connections to Cai Mep deepwater port in Southern Vietnam. It has signed up with international shipping line MAERSK in connecting to the new Vietnamese port, said Hei Bevy, and is now targeting \$6.25 million in revenues for 2010, which would easily beat the 2007 record, \$5.26 million. The port suffered a 2 percent fall in revenues last year to US\$4.93 million following an 8.8 percent drop in

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volumes, according to figures obtained by the Post on Wednesday. That beat a January 3 projection by the Phnom Penh Autonomous Port's Director General Eang Veng Sun who estimated that revenues had dropped 15 percent last year, without giving a revenue forecast. Sihanoukville Autonomous Port suffered a 16 percent fall in revenues in 2009 to \$24.19 million, according to official figures, which still made it by far the biggest port facility in the Kingdom. The newly issued figure for Phnom Penh also beat the downturn in Cambodian trade as the capital's port benefited from the July opening of the Cai Mep facility, which allows more convenient connections down the Mekong and cuts days off passage to North America by avoiding other, less convenient Asian hubs, particularly Singapore and Hong Kong.

MAERSK "will link their delivery from Hong Kong with the Phnom Penh Autonomous Port through Vietnam's Cai Mep", said Hei Bevy. The fallout from the economic crisis which pushed Cambodian exports down 18.2 percent and imports down 17 percent therefore barely registered at the Phnom Penh port, even if it did post a second consecutive annualised drop in revenues. In the first half of 2010 before Cai Mep opened, the capital's port saw revenues slump 20 percent, its figures showed, a situation that immediately reversed with the opening of Cai Mep as Phnom Penh's traffic grew 0.84 percent in July, 22.65 percent in August, 22.7 percent in September and 8.61 percent in October. According to Hei Bevy, MAERSK will transfer 10 percent of its traffic from Sihanoukville to Phnom Penh.

"Many companies seem to be interested in using the port to ship their freight," said Hin Theany, line division general manager at Mitsui OSK Lines (MOL), the first company to ship textile products through the Phnom Penh Autonomous Port. It "will get bigger revenue this year". According to projections, the port is expected to ship 585,600 tonnes of goods this year, 1.35 million tonnes of fuel and gas in 62,500 standard containers compared with 43,312 containers last year. Last week Hei Bevy told the Post that Chinese company Shanghai would develop a \$30 million upgrade on the port after it was granted permission by the government. **Source: The phnom Penh Post**



The **OLUF MAERSK** seen enroute Rotterdam – **Photo : Kees Torn ©**

## TransAtlantic's icebreakers are called in for icebreaking in Baltic Sea

The Swedish Maritime Administration, SMA, has drafted two of TransAtlantic's offshore/icebreaker vessels, **Tor Viking** and **Balder Viking**, for icebreaking assignment in the Baltic Sea. The vessels will be equipped with detachable towing notches in Landskrona and are expected to be in the Baltic Sea area by the middle of next week.

The last time one of TransAtlantic's vessels was drafted for an icebreaking assignment was winter 2007 when Tor Viking spent a month breaking ice.

TransAtlantic has a long-term contract with the SMA, which entails that the vessels must be available during the first quarter of the year as required and within ten days for icebreaking in the Baltic Sea. In return, Transatlantic receives an annual basic fee, regardless of whether icebreaking is conducted or not. If icebreaking is conducted, the fee is increased. The contract expires in 2015, with an option to extend for an additional 15 years. **Source : BluePulz**



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## "K" Line Losses Nearly Double

Japanese ocean carrier "K" Line said its net losses in the last three months of 2009 nearly doubled to \$203.3 million from \$115.2 million a year earlier as weak volume and rates caused revenue to plunge to \$2.3 billion from \$3.5 billion. "K" Line said, however, that it sees indications that U.S. and European economies have bottomed out. The company projects a \$760 million net loss for its current fiscal year, which ends March 31, but forecasts an \$87 million profit for its April-to-March fiscal year.

The company, Japan's third-largest ocean carrier, said its losses through the first nine months of its current fiscal year totaled \$673 million, compared with a \$40.6 million net profit a year earlier. "K" Line said its container volume from Asia to North America during the last three months of 2009 decreased 1 percent while backhaul shipments, which generally command lower rates, jumped 57 percent for an overall increase of 16 percent. Volume to Europe fell 23 percent while shipments from Europe rose 22 percent from a lower base, for an overall volume drop of 9 percent. The carrier said, though, that container rates began to rebound during the quarter, "particularly on European service routes and north-south service routes, except for North American service routes, which are waiting for revision of yearly freight agreements this spring." Like most other container carriers, "K" Line has cut costs by reducing sailings. "K" Line said rates for its dry-bulk ships bottomed out at the end of September and have risen with increased demand for iron ore to China and shipments of bulk grain. The company said its car carriers suffered a 30 percent drop in volume as automakers' sales and production remained weak. **Source: Journal of Commerce**

## CMA CGM launches new Hamburg – Scandinavia – Poland feeder service

According to the Port of Hamburg, CMA CGM has started operating a new feeder service between the German port and Fredericia and Copenhagen in Denmark, as well as Halmstad in Sweden and the Baltic Sea port of Szczecin in Poland. The feeder ship calls at container terminals at the Port of Hamburg once a week. The 658 TEU ship provides 100 reefer connections. Due to its favourable geographic location as well as exceptional infrastructure, the Port of Hamburg acts as a traffic hub between overseas markets and the Baltic Sea area. Sea-borne container traffic between the Port of Hamburg and Poland exceeded 160,000 TEU in the first nine months of 2009, making Poland the port's seventh most important trading partner in terms of sea-borne cargo transshipments. **Source: eyefortransport**

## OLDIE – FROM THE SHOEBOX





Spotted in the port of Bejaia (Algeria) the **LABICI-B** which is the former (1978 built) **HERMAN BODEWES**  
**Photo : Ab Mooij ©**

**.... PHOTO OF THE DAY ....**

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The mv. **Bucowiec** bunkering mv. **Tertnes** at Gryfia Shipyard, Szczecin, Poland.

Photo : Jan Jelles Ubels ©

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