

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 039



**Number 039 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Monday 08-02-2010**

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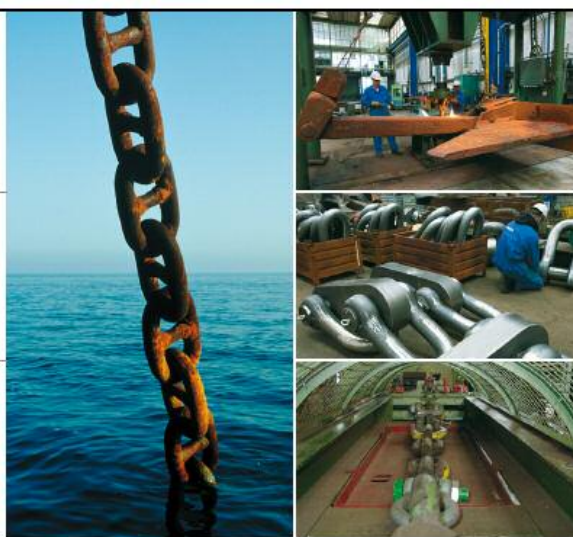
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The TSHD **Volvox Delta** seen operating in Dighi port (India) - **Photo : Engine room crew ©**

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## EVENTS, INCIDENTS & OPERATIONS

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The German polar research ship **Polarstern** seen at Lyttelton 31.01.10 taking on 1800 tonnes of bunker fuel before heading to Antarctic waters. This will probably be the ship's last visit to New Zealand as she is to be replaced with a new build in 2012.

Photo : Alan Calvert ©

## Greek fleet falls

Greek controlled shipping has shrunk in the past year but not as much as had been feared. Latest figures show that for the second year in a row the number of ships in the Greek fleet have decreased. Currently Greeks control 3,996 ships, totalling 258.2m dwt and including 826 vessels on order, compared with 4,161 vessels of 263.6m, including 1,072 ships on order, this time last year, meaning a drop of 165 vessels and over half a million deadweight tonnes.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 039

"This is a considerable decrease, but given the turbulent economic year, not as significant as was initially feared," the London-based Greek Shipping Cooperation Committee (GSCC) said. It amounts to a 4% decline in the total number of Greek controlled vessels but only a 2% drop in tonnage terms.

The annual data provided to GSCC by Lloyd's Register showed, however, that there had been a sharp drop in the vessels registered under the Greek flag during the year. Less than a quarter of Greek controlled ships are now registered under the home colours. Specifically, the figures showed that only 969 ships, including 189 on order, are now registered under Greek flag compared with 1,121 vessels, including 356 on order, in 2009.

The percentage of world tonnage controlled by Greeks has slipped only slightly, from 8.2% in terms of ships in service and on order in 2009 to 8% this year. In terms of world fleet deadweight Greeks control 14.9%. The best news to come out of the data is the fact that the Greek controlled fleet continues to grow younger. Its average age now stands at 11.6 years as against 11.9 years in 2009 and 20.3 years in 2000. It is 1.3 years below the average age of the world fleet, which remained the same as last year.

The GSCC notes that the average age of the Greek-flag fleet is even younger, now standing at 10.7 years in terms of ship numbers and just 6.1 years in terms of deadweight. This can be explained by the fact that a number of owners have been registering their newbuildings under the home colours. Following the domestic flag, Liberia, Panama and Malta come high in the preference of Greek owners for registering their ships with 581, 558 and 524 vessels respectively. **Source : Tradewinds**

## FAIRMOUNT DELIVERS FPSO IN RIO DE JANEIRO

FAIRMOUNT is delighted to announce the successful arrival of the Tow **FPSO Cidade de Santos MV20** from Dalian, to Rio de Janeiro in Brazil by **Fairmount Expedition** and **Fairmount Alpine**. It is a very large FPSO at LOA 334m and BOA 51m ballasted to a draft of approximately 9 meters.



The tow proceeded via Singapore for bunkers and crew change by the route North of Sumatra, across the Indian Ocean, avoiding piracy infected areas and after a short stop at Durban Roads, a bunker stop at Cape Town and from there directly to Rio de Janeiro .

Fairmount is proud to have accomplished such a fast trip of only 63 days from 2 December 2009 to 3 February 2010 to cover 12,100 miles at an overall average speed of 8.0 knots without any incidents and including the stops underway. These stoppages were compensated for by doing an average 9 knots actual tow speed when underway.

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## Shipping terminal operators begin to think outside of the container

The Maasvlakte is a flat, exposed area at the mouth of the River Maas in the Netherlands that forms part of the Port of Rotterdam. The area, reclaimed from the sea in the 1970s, is exposed to the North Sea, and the wind turbines there whir constantly. Since late last year, APM Terminals, one of the main container terminal operators at the port, has been relying entirely on wind-generated power for electricity. And while the power is, in fact, produced by turbines elsewhere in the country, the experience of APM highlights how an industry that once paid little attention to environmental issues is increasingly seeing them as vital for its long-term survival.

One reason is to improve APM's carbon footprint. The company says that the move to wind power has cut the terminal's carbon dioxide emissions by 45 per cent a year. However, not all parts of the operation are as green as they could be. The straddle carriers, the towering tractors that move the steel containers around the site, still run on relatively dirty diesel. But even here, the company has used computer modelling to work out the shortest, most efficient routes to minimise fuel consumption. Meanwhile, the electric motors of the huge cranes by the quay, which lower containers on to ships, become power generators, returning electricity to the terminal's power supply. The measures taken in Rotterdam are part of an effort by the business, the ports arm of AP Moller-Maersk, owner of the world's largest container shipping line, to cut its carbon dioxide emissions by 15 per cent per container handled within three years.

According to Henrik Kristensen, head of health, safety and environment for APM, another obvious reason is cost. "There's a focus in our industry on trying to do more with less. It's definitely a bottom-line issue that is triggering us to do more in trying to find savings," he says. The more efficient operation of the straddle carriers, for example, saves about a litre per hour of fuel. At a cost of €0.86 per litre for the fuel and with 45 straddle carriers normally in operation 24 hours a day, the daily saving is more than €900 (\$1,260, £790). Environmental issues are becoming more important generally for all container terminal operators, says Neil Davidson of Drewry Shipping Consultants, the London-based ports analyst. This is particularly the case for those operating in Europe and North America, where governments and the publicly owned port authorities that lease port land to operators are responding to increasing public concern about green issues. Mr Davidson says that some port authorities now set environmental targets for operators. In Rotterdam, for example, the port authority has outlined the proportion of containers that needs to move by relatively clean barge and rail rather than road at the new Maasvlakte II development, which is due to begin operating in 2014.

The new area, where dredgers are currently reclaiming land and APM has one concession, is thought likely to be more environmentally friendly from the start by using more electric equipment, including cranes for moving containers. Some Chinese terminals are already doing this and some APM Terminal sites - such as its facility in Algeciras, southern Spain - have fitted old equipment to use a hybrid of diesel power and electricity that the device generates itself. According to Mr Kristensen, this is partly to prepare the facilities for expected future taxation of carbon emissions. But he adds that environmental virtue is already proving its own reward in less obvious ways. The running costs of electric-powered equipment are proving far lower than for the diesel-powered equipment it replaced. "Because of all the carbon dioxide and all the sulphur, the diesel equipment is generating smog and [the machines are] becoming dirty," he says. "There's simply extra maintenance on a diesel-powered machine." **Source: Financial Times**

## Cosco Busan owners lose ruling on spill damage

A new federal court ruling could make the owners of the **Cosco Busan** solely responsible for the damage to waters, wildlife and commerce caused in 2007 when the ship slammed into the Bay Bridge and spilled 53,000 gallons of fuel oil into San Francisco Bay.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 039

Vessel owners, required by state law to hire licensed pilots to navigate the bay, are also bound by another California law that makes them liable for any harm caused by the pilot's negligence, U.S. District Judge Samuel Conti said in a Jan. 27 ruling.

The case involved a dispute more than \$315,000 in legal defense costs for the pilot, Capt. John Cota, who pleaded guilty to federal pollution charges and was sentenced to 10 months in prison. But the law Conti upheld also applies to multiple lawsuits for damage caused by the **Cosco Busan**.



The 901-foot container ship struck a tower of the bridge west of Yerba Buena Island in a thick morning fog on Nov. 7, 2007. The oil reached the bay shoreline and ocean beaches in Marin and San Mateo counties and killed more than 2,400 birds.

Government agencies have estimated the cleanup cost at \$70 million. Damage suits have been filed by the federal and state governments, the city of San Francisco, and private fishers, crabbers and others claiming business losses.

The ship's operating company, Fleet Management Ltd., pleaded guilty in August to criminal charges of water pollution and filing false documents, and agreed to pay \$10 million in fines and penalties. Sentencing is scheduled Feb. 19.

Federal prosecutors have blamed both Cota and the ship's owners for the accident - Cota for deciding to sail in the fog and ignoring danger signals, the owners for failing to train the crew or notify the pilot when the ship went off course.

Conti's ruling, applied to the other suits, would require the owners to pay for all damage attributed to Cota, unless they could show that the pilot acted "willfully" and not just negligently.

Fleet Management and Regal Stone Ltd., the **Cosco Busan's** owner, argued that the California law conflicted with a federal law that limits a ship owner's liability for actions by a pilot whom the owner was required to hire. But Conti said Congress has allowed states to regulate piloting of ships in their waters and ports.

David Schack, a lawyer for Cota, said the ruling, if upheld on appeal, would help all Bay Area ship's pilots. "If every time you went out there you were putting your personal net worth on the line for any mishap, I don't think you'd have many volunteers," Schack said. Joseph Walsh, a lawyer for the owners, said they had no comment at this stage of the case. **Source : San Francisco Chronicle**



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## RARE VISITORS ONBOARD THE TSHD LELYSTAD



The crew onboard TSHD **LELYSTAD** which is moored at IJmuiden to load fuel discovered on deck of the vessel suddenly 2 foxes as can be seen at the photo, most probably the cold weather in Europe at present, had driven the animals onboard to look for food.

Photo : Crew TSHD Lelystad ©

## Whaler, activist ship collide again off Antarctica

The anti-whaling ship the **Bob Barker** and a Japanese harpoon boat collided in the icy waters off Antarctica on Saturday — the second major clash this year in the increasingly aggressive confrontations between the two sides.

No one was reportedly injured in the latest strike. The U.S.-based activist group Sea Shepherd, which sends vessels to confront the Japanese fleet each year, said a small hole was torn in the hull of its ship, but it was above the water line and the vessel was not in danger of sinking.

Sea Shepherd founder Captain Paul Watson said by satellite telephone that the Japanese ship rammed the **Bob Barker** — named after the U.S. game show host who donated millions to buy it for Sea Shepherd — as it blocked the slipway of the Japanese fleet's factory ship.

Watson's claim that the **Bob Barker** was deliberately hit could not be independently verified. Japanese Fisheries Agency official Takashi Mori said officials were trying to confirm details of a reported clash. Saturday's collision was the second this year between a Sea Shepherd boat and the Japanese fleet.

On Jan. 6, a Japanese whaler struck Sea Shepherd's high-tech speed boat **Ady Gil** and sheared off its nose. The **Bob Barker** then came to rescue the crew of the **Ady Gil**, which sank a day later.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 039

Sea Shepherd and the whalers have faced off in Antarctic waters for the past few years over Japan's annual whale hunt, with each side accusing the other of acting in increasingly dangerous ways. Sea Shepherd activists try to block the whalers from firing harpoons, and they dangle ropes in the water to try to snarl the Japanese ships' propellers.



They also hurl packets of stinking rancid butter at their rivals. The whalers have responded by firing water cannons and sonar devices meant to disorient the activists. Collisions have occurred occasionally.

Japan aims to take hundreds of whales each year under a program that is allowed despite the international moratorium on killing whales because it is done in the name of science. Critics say the scientific program is a front for commercial whaling, and much of the meat is eaten.

On Saturday, the **Bob Barker** found the whaling fleet for the first time since the time of the **Ady Gil** clash, Watson said. The **Bob**

**Barker** took up a position behind the **Nisshin Maru** — the Japanese factory ship where dead whales are hauled aboard and butchered — so the four harpoon vessels could not reach it, he said.

"The harpoon ships started circling like sharks," Watson told The Associated Press from his ship, the **Steve Irwin**. "They were making near passes to the stern and the bow of the **Bob Barker**, then the **Yushin Maru 3** intentionally rammed the **Bob Barker**."

The **Bob Barker** sustained a 3-ft. long, 4-inch wide (1-meter long, 10-centimeter) gash in its hull. Welders aboard the ship were already working on patching the hole, and the **Bob Barker** would resume its pursuit of the whalers, Watson said.

Video shot from the **Bob Barker** and released by Sea Shepherd shows the two ships side by side moving quickly through the water. The ships come closer together and the Japanese ship then appears to turn away, but its stern swings sharply toward the **Bob Barker**. The collision is obscured by spray, but a loud clanging noise can be heard before the vessels separate.

Watson said the **Yushin Maru 3** appeared to stop moving after the collision and had not been seen by the **Bob Barker's** crew to have moved since, suggesting it also may have been damaged.

The governments of Australia and New Zealand, which have responsibility for maritime rescue in the area where the hunt is usually conducted, say the fight between the two sides is becoming increasingly dangerous and have repeatedly urged them to tone it down. **Source : The Himalayan Times**

## Hijacked ship Asian Glory loaded with weapons?

The hijacked UK ship **Asian Glory** is reportedly carrying not only hundreds of modern cars, but weapons, the Iranian English language Press TV reports. The ship, headed to Saudi Arabia, was coming from Singapore when the Somali pirates hijacked it, according to a Press TV correspondent, who further says the UK ship was carrying the weapons for Saudi Arabia to launch additional attacks on Yemen's Houthi fighters. Press TV also confirms earlier reports that Somali pirates have demanded USD 15 M, the largest amount of ransom asked so far. The ship was kidnapped on January 2 and has 25 crew, of which 8 Bulgarians, 2 Romanians, 10 Ukrainians and 5 Indians.

### Comment:

15M is not largest ransom asked, what pirates require doesn't mean much, what they get is what matters. Regarding weapons on board — main question is, how it will affect talks and release of the vessel. Judging from m/v **Faina** hijacking, it depends on what kind of weapon there is on board, if any. If it's something heavy like tanks or artillery,

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 039

then, it will affect talks negative, pirates surely will raise ransom. If it's firearms, even heavy machine guns like the ones pirates stole from Faina, it's more like a bonus for them, they'll simply ship them ashore, and no navy watch could prevent it, like again, it was with **Faina**. Source : **Mikhail Voytenko**



The biggest trawler of Europe, **KW-174 Annelies Ilena**, seen leaving IJmuiden, bound for the Pacific again?  
Photo : **Joop Marechal** ©

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## Indian Navy to Formally Induct MiG-29K Naval Fighter Jets

The [Indian] Navy will formally induct the Russian-made MiG-29K naval fighter jets for deployment on Admiral Gorshkov aircraft carrier on 19th February in Goa. The first four of the 16 MiG-29Ks that India had bought from Russia in 2004 along with Gorshkov were delivered at the INS Hansa naval base in Goa on 4th December last.

"The formal induction ceremony has been fixed for February 19 at INS Hansa. The squadron has been named Black Panthers," a Navy spokesperson said in New Delhi on Tuesday.

The fighter jets that arrived in Goa in a knocked-down condition in a transport plane were re-assembled at INS Hansa, which also has a maintenance and training facility for the aircraft and its pilots. "At present the Russian technicians and pilots are based in Goa to do the reassembling and training our technicians and pilots to take over maintenance and operations soon," he said.

After induction, the fighter jets would be operated temporarily from the shore-based facility at INS Hansa till the actual delivery of **Gorshkov**, rechristened as **INS Vikramaditya**, slated for 2012.

Under the USD 1.5 billion deal signed in March 2004 for the 45,000-tonne Kiev class **Gorshkov** and the MiG-29Ks, USD 974 million went towards the warship and USD 526 million for the fighter jets. Of the 16 jets, 12 are MiG-29K single-seater fighters and the rest four are MiG-29KUB twin-seater trainers.

India is all set to ink another deal with Russia for 29 more MiG-29Ks for USD 1.2 billion in a bid to strengthen its naval aviation wing. The MiG-29Ks flight operations on Gorshkov will be in the Short Take Off But Arrested Landing (STOBAR) configuration for which the ship is being re-modified at Sevmash yard in Russia.

To train Indian pilots for STOBAR operations, India has already set up the world's third shore-based training facility at INS Hansa. The pilots were also sent to the US for deck landing training and on board a French aircraft carrier for operations training, apart from Russia for Qualified Flying Instructors' conversion training.

The aircraft has arrestor gear on its tail to help hooking onto the arrestor wires on board the landing deck of the carrier. It also has stronger landing gear to withstand the arrested landing on board the carriers, folding wings and rust-proofing to prevent corrosion.

Fitted with a fully digitised glass cockpit, improved engine protection against ingestion of foreign particles like birds, a multi-mode radar and increased range, the MiG-29Ks will also provide aerial cover to the carrier's battle group, acquire air superiority and destroy sea-borne and ground-based targets with guided high-precision weapons in all weather, day-and-night conditions.

India currently operates the Sea Harrier jump jets on board its solitary Centaur Class aircraft carrier, which celebrated its 50 years of naval service both in the Royal Navy as **HMS Hermes** and in the Indian Navy as **INS Viraat**. Of the

30-odd Sea Harriers the Navy bought from Britain along with **Viraat** in late 1980s, only a dozen of them are left in service. **Source : Defense Talk**

## **SWIFT AND NICOLAS DEPARTED FROM CAPE TOWN**



The **USS NICOLAS** and **HSV 2 SWIFT** (seen above) departed from Cape Town  
**Photo : Ian Shiffman ©**

## **USS Freedom Readies for Maiden Deployment**

**USS Freedom (LCS 1)**, the Navy's first littoral combat ship, is underway off the coast of Florida for final training and certification prior to its maiden deployment to the U.S. Southern Command (SOUTHCOM) region.

Counter-illicit trafficking (CIT), damage control, and systems training began soon after Freedom's arrival at Naval Station Mayport, Fla., on Jan. 25. "This training is extremely important for Freedom and will help us prepare for the CIT mission we expect to perform while in the 4th Fleet area of operations," said Lt. Cmdr. Mark West of Imperial Beach, Calif., operations officer for the Gold Crew, one of Freedom's two rotational crews. "Freedom can be an extremely formidable weapon in the war on drugs."

Freedom's crew is part of an innovative manning construct that reduces crew size, demanding each Sailor maintain high levels of proficiency in multiple fields, and optimizes ship operability with multiple crews. The ship is manned by two rotational crews, "Blue" and "Gold", of 40 Sailors each. Prior to deployment, each crew member must prove his or her competency across a wide range of skills.

Sailors attended counter-illicit trafficking/airborne use of force (CIT/AUF) instruction ashore, led by Afloat Training Group (ATG) Mayport, Destroyer Squadron 14 and Coast Guard Law Enforcement Detachment (LEDET) 407. LEDET 407 will embark the ship during deployment.

Freedom welcomed the Coast Guard detachment aboard for nearly three days of CIT/AUF exercises at sea. LEDET 407 worked with Freedom's core crew and its aviation detachment to certify the ship for CIT operations.

"The Coast Guard was extremely professional and knowledgeable, and I look forward to working with them in the future," West said. While Coast Guard observers evaluated the aviation detachment – Norfolk, Va.-based Helicopter Sea Combat Squadron (HSC) 22, Detachment 2 – in tracking go-fast boats, a Coast Guard coxswain was learning how to operate Freedom's 11-meter rigid-hulled inflatable boats (RHIBs).

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 039

"The Coast Guard does not operate our 11-meter RHIB, so this was important training for them as well," said Gold Crew navigator Lt. John Hill, a native of Auckland, New Zealand.

The LEDET soon gave way to an integrated training team from the San Diego-based Littoral Combat Ship Class Squadron, which put Freedom's crew through its paces in a series of damage control and firefighting drills. The exercises tested the crew's response to a variety of shipboard emergencies, from a simulated helicopter crash landing to casualty triage.

"The training provided a good refresher for us – it's a good opportunity to keep our skills up," said Chief Hospital Corpsman (SW/FMF) Joseph Dennis of Bridgeport, Texas, the Gold Crew's independent duty corpsman (IDC). "As an IDC, exercises like this give me confidence in my crew's ability to operate in any emergency."

Freedom's crew also engaged in combat systems testing, running through a series of live-fire and tracking tests using the ship's Mk 110 57mm gun, as well as the 30mm guns of the ship's tailored Surface Warfare Mission Package.

While the testing schedule has been a rigorous one, Freedom's Sailors are confident that the ship will be ready for its upcoming journey. "I really believe the training provided will make our senior crew ready for the challenges ahead and pay dividends while Freedom is on deployment," said West.

Freedom is the first ship of the revolutionary Littoral Combat Ship program, a fast, agile, mission-focused ship that demonstrates the latest in naval warfighting technology. The ship is specifically designed to defeat "anti-access" threats in shallow, coastal water regions, including fast surface craft, quiet diesel submarines, and mines.

**Freedom's** deployment will conclude later this year with a transit to her new homeport of San Diego.

Source : US Navy

## 'Ghost ship' blaze

A blaze which broke out onboard one of the so-called "ghost fleet" ships being dismantled in the UK has been brought under control. Reports that anyone was missing following the early morning fire onboard the former French aircraft carrier **Clemenceau** have also been rubbished by the yard.



Ten units from the local fire service were called to the Able UK facility in Teesside near Hartlepool following the fire on the vessel which is now known as **Q790**. A statement issued on behalf of Able UK on Friday afternoon said "the fire was brought under control with no risk to the public and with no injuries to any personnel". Early reports in some sections of the media suggested two people were missing following the fire, something which an Able spokesperson vehemently denied.

"At this stage it is too early to say exactly what happened, but obviously we have already begun investigations, working with the fire service and other agencies," the statement quoted Neil Etherington, the company's development director, as saying.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 039

"It is always unfortunate when an incident of this kind occurs but we are pleased that our well-rehearsed emergency procedures worked well," Etherington continued. There is understood to be no pollution and the fire is not believed to have involved toxic substances.

The Q790 has been the most high profile of the "ghost ships" at the Northern England facility. The aircraft carrier had at one stage to turn back to France as it headed to an Indian beach for demolition amidst protests over its alleged 700-ton toxic slops onboard. In September 2008 the UK High Court paved the way for it to sale to Teesside after rejecting an eleventh-hour challenge from an environmental group. The ship reached the breaking facility two months later. **Source : Tradewinds**

## U-31 VISITS BREST



The German submarine **U-31 (S181)** seen moored in the port of Brest - **Photo : Jacques Carney ©**

**U-31 (S181)** is the first Type 212A submarine of the German Navy, the submarine was built by TKMS at the shipyards of Thyssen Nordseewerke of Emden and Howaldtswerke at Kiel. The christening took place on March 20, 2002, and the submarine was ceremonially put into service along with its sister ship **U 32** by German Minister of Defence Peter Struck in Eckernförde on October 19, 2005. **U 31** is powered by one diesel engine and an electric motor driven by nine fuel cells, making it virtually undetectable.

## Hatoyama hails MSDF crew as ships return home

Two Maritime Self-Defense Force vessels returned home Saturday from an antiterrorism mission in the Indian Ocean to a rousing welcome led by Prime Minister Yukio Hatoyama, whose administration had decided not to continue the mission.

"Our personnel showed maritime forces from other countries our superb operational abilities. Your logistic support was also outstanding," Hatoyama said in front of about 340 MSDF personnel at Harumi Wharf in Tokyo Bay. "As prime minister, I'm extremely proud of your professionalism [shown during the refueling operations] as SDF and Defense Ministry members," Hatoyama said. Two MSDF vessels--the supply ship **Mashu** and the destroyer **Ikazuchi**--returned from the refueling operations as the new Antiterrorism Law that authorized the mission expired on Jan. 15.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 039

The Hatoyama government decided not to extend the law after deeming demand for refueling by ships in the U.S.-led operation had been declining.

Hatoyama praised the mission for "its achievements in the fight against terrorism." The prime minister said the end of the eight-year mission did not mean the end of Japan's role in the fight against terrorism. The government "will proactively support U.N. peacekeeping operations, work to prevent terrorism, provide humanitarian aid and defend our nation," Hatoyama said. **Source : The Yomiuri Shimbun**

### SHIPYARD NEWS

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## STX Offshore Norway-Brevik delivers TIDEWATER ENABLER



PSV 06 ROV CD vessel **TIDEWATER ENABLER** for Tidewater Ltd. seen during her trials and ready for delivery from **STX Norway Offshore – Brevik yard.**

Originally the vessel was ordered by Aquanos but has been taken over by Tidewater during the building period. The vessel is built in accordance to DNV rules and complies with DPM and FiFi-1 notation.

#### Main Particulars

Length - 94,9m - Length overall -104,6m - Length betw. PP. - 84,99m .

Breadth moulded - 20,0m

Depth moulded - 8,0m.

Draft summerline - 6,660m  
Speed at 4,3 m - 16,0 knots

The vessel has a free work deck of over 1000 sq. mtr. and has an accommodation capacity for 69 persons. She is equipped with a moonpool of 6,5x6,5 mtr. and an Offshore crane with a lifting capacity of 100tons at 15mtr and a wire length of 2300mtr. The helicopter deck has a diam. of 21 mtr. capable to take a S92 Sikorsky Helicopter.

This was the first STX projects design vessel build on the Brevik shipyard. Completing this vessel in the latest cold circumstances took a lot of effort, but everybody who worked on this project can be proud on the result and a satisfied owner. **Source : STX / Marcel Roumans**

## **Hyundai falls short of 2009 orderbook target**

Hyundai Heavy Industries missed its US\$7.5 billion target for newbuild orders in 2009 by a long shot, inking only US\$444 million of orders instead. A securities filing showed that Hyundai only received US\$41 million of new orders in the last quarter of 2009.

London's Clarkson Research Services data showed that this consisted of three tankers, two 180,000DWT bulkers and one FPSO. This order included two contract alterations to existing orders.

## **Japan, Guj govt tie up to upgrade Alang shipyard**

Japan and Gujarat government have joined hands to upgrade existing Alang shipyard in Bhavnagar. The two have signed a Memorandum of Understanding (MoU), which focuses on technology transfer and financial assistance from Japan to upgrade the yard at Alang to the international standards.

The MoU includes construction and operation of a common hazardous waste removal pre-treatment facility, modernisation of recyclable goods market and development of human resources.

This is the second big-ticket project after Delhi Mumbai Industrial Corridor (DMIC) where Japan is partnering Gujarat. Japan will also address environmental aspects of Alang besides devising a strategy to market it in challenging conditions. The project will be assigned on the PPP model. The government plans to make Alang the largest International Maritime Organisation (IMO) complied ship recycling yard.

## **BAE Systems Signs Partnership with Oman Sail**

A major partnership between Oman Sail and BAE Systems was announced today during the final leg of the Extreme 40s Asia series in Muscat, Oman.

With the support and guidance of the Ministry of Tourism, Oman Sail was set up in 2008 to rekindle Oman's maritime heritage and to inspire a new generation of young Omanis to take up sailing as recreation and as a competitive sport. This will help to restore Oman's maritime eminence through competing at international level as well as supporting the development of events to support professional sailing in Arabian Peninsula..



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BAE Systems has a long and well-established relationship with Oman, a trusted partnership which dates back over 30 years, and is a major provider of defence equipment to the country. The partnership with Oman Sail is an important initiative for BAE Systems and is a demonstration of its commitment to this key market. .

BAE System's partnership allows the company to have its branding on Masirah, the Extreme 40 boat currently at the top of the Extreme 40s Asia series leader board, and encompasses a wide range of activities, including sponsorship the development of the Oman Sailing School with apprenticeship programmes and sponsorship of a schools and education programme consisting of "Try Sailing" days for schools and young Omanis..

Speaking at the launch of the partnership, Guy Griffiths, Director International, commented: "We are delighted to be working with Oman Sail on this exciting initiative, particularly in a country as important to us as Oman. .

"At BAE Systems, we are committed to education and skills development throughout our global business, and to support young people in developing their leadership skills. Through the Sailing School, Oman Sail's aim is to make sailing accessible to the young people of Oman and this, in turn, allows them to develop the skills and experiences they need to create a sustainable sailing future for the country..

"I would also like to wish the crew of Masirah the best of luck this week in their bid to become the champions of the Asian Series". David Graham, CEO of Oman Sail, added: "We are delighted to have BAE Systems as an official partner and thank them for their support. Their confidence in Oman Sail is extremely important to us and we look forward to having a rewarding partnership with them". **Source : BAE Systems**

## Gazprombank loans 930 million rubles for Zvezda shipbuilder

Gazprombank has opened a 2-year line of credit at amount of 930 million rubles for Far East Plant "Zvezda" (Bolshoy Kamen, Primorsky Territory). The funds intended for financing the cost of government contracts, the bank statement said. "Zvezda" has been a construction site for the largest shipyard in the Far East. On its dockyards VLCC, 300.000 DWT ships will be built. Russia's government had planed to invest \$1 billion in the construction of the shipyard.

Gas carriers, tankers, floating plants producing LNG, vessels for exploration of minerals built at the dockyard will be exporting Russia's oil and gas industry commodities. A ceremony for the new shipyard in Primorsky Territory was held in November 2009. Far Eastern Center of Shipbuilding and Ship repair holds 88.7% of the company shares.

**Source: PortNews**

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Above seen the 14 mtr long port tenders **KRVE 58** and **59** together in the Port of Rotterdam  
Boat tenders with a maximum speed of 33 knots are operated by the KRVE (line handlers / boatman) in the Port of Rotterdam

**Photo's : Jan Simons ©**



## **Hamburg Cargo Falls 21 Percent**

The port of Hamburg lost significant market share to close rivals Rotterdam and Antwerp last year as cargo traffic crashed more than 21 percent from 2008 and container volume shrunk by even more. But Germany's biggest port said traffic started to grow in the final quarter of the year and it expects cargo to increase by three to four percent in 2010. Total cargo fell by nearly 30 million metric tons, or 21.4 percent in 2009 to 110.4 million metric tons, reflecting Hamburg's exposure to imports from Asia, which declined sharply amid a deep economic downturn across Europe. Hamburg lost significant market share in the competitive north European port range as Rotterdam's 2009 overall traffic fell just 8.1 percent to 387 million metric tons and Antwerp's throughput was 16.7 percent lower at 158 million metric tons.

Hamburg also slipped to third place in Europe's container rankings with a 28 percent slump in box traffic to 7.1 million 20-foot equivalent units, trailing Antwerp which saw traffic down 16 percent at 7.2 million TEUs. Rotterdam widened the gap with its rivals with volume down 9.6 percent at 9.74 million TEUs. Container imports from Asia, dominated by shipments from China and Singapore, declined by 24.3 percent, or 1.3 million TEUs to around 4.2 million TEUs in 2009. Short sea feeder shipments of Asian exports to Russia and the Baltic region were even harder hit, with traffic slumping nearly 44 percent to 1.4 million TEUs. **Source: Journal of Commerce**



Above seen moored in Yalikavak (Turkey) the **Nautilus** (IMO 6711883), the vessel was formerly named **Alexander von Humboldt**, a research vessel built during 1977 which is at present used for making deep sea documentaries by **National Geographic**. - Photo : **Clemens Smits** ©

## Gujarat ports to draw Rs50,000 cr in five years

The port sector in Gujarat (excluding the Kandla port), which handles more than one-fifth of India's total cargo, will attract an investment of Rs50,000 crore by 2015, according to the Gujarat Maritime Board (GMB). "Gujarat ports have drawn an investment of Rs20,000 crore over the past decade or so," a GMB official said. "We are expecting an investment in excess of Rs50,000 crore for the sector in the next five years alone. The ambitious target is a part of the Gujarat government's 'Golden Goals' programme." As for the Rs50,000 crore investment, a sizeable part of it, Rs30,000 crore, is expected to be used to double the cargo handling capacity at ports. "The remaining Rs20,000 crore is expected to come from ship building industry," an official said.

Other GMB officials said that a major part of the fresh investments would be meant for setting up new ports, private terminals, jetties, and shipbuilding capacity. The industrial hotspots such as Mundra, Magdalla, Dahej and Hazira will attract bulk of these investments. The investments will also enable the GMB to double the capacity of its ports in the next five years. "The current cargo handling capacity of all GMB ports put together is 235 million metric tonnes per annum (mmtpa)," a GMB official said. **Source: DNA**

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## Stevedore Eurogate's 2009 Traffic Drops 12.3 Percent

Eurogate, Europe's biggest container stevedore, said traffic at its 10 container terminals in the North Sea and the Mediterranean declined 12.3 percent in 2009 from a year ago, but it will still book a profit for the year. The Bremen-based group's overall traffic slipped to 12.5 million 20-foot equivalent units from a record 14.2 million TEUs in 2008, with Germany posting the steepest falls while the Italian terminals kept the decline under 10 percent. Traffic slumped 17.5 percent at Eurogate's three Bremerhaven terminals to 4.54 million TEUs and Hamburg volume was 20.5 percent lower at 2.14 million TEUs. Eurogate's 33.4 percent-owned Italian unit, Contship Italia, saw volume shrink 9.9 percent to 5.1 million TEUs, thanks to a strong performance by the Cagliari International Container Terminal in Sardinia. The Lisbon terminal handled just under 205,000 TEUs, down 13.1 percent from 235,356 TEUs in 2008. Cargo volume at the Tangier, Morocco, facility surged nearly six-fold to 435,575 TEUs from 64,178 TEUs in the previous year.

Eurogate performed better than its main German rival, HHLA of Hamburg, which earlier this week reported 2009 volume down a third at 4.9 million TEUs from a record 7.3 million TEUs in the previous year.

"The economic crisis has left its mark. Nevertheless, we will post a positive result for 2009," said Thomas Eckelmann, chairman of the Eurogate group management board. "However, it will be some years before we can again reach the record level of 2008," Eckelmann said. He did not give details of results for 2009 which will be published in April. Eckelmann urged the German federal and local governments to speed up infrastructure work, particularly the deepening of the Elbe and Weser rivers. "Unless our terminals are unrestrictedly accessible around the clock, our shipping lines will be forced -- however high our [cargo] handling quality -- to dock their giant container ships at other ports," Eckelmann said. Eurogate, a joint venture between Bremen's BLG and Hamburg's Eurokai, is currently building a 3 million TEU-a-year deepwater container terminal at the north German port of Wilhelmshaven.

Source: Journal of Commerce

## Sail school ships exhibition at Pier Maua, Rio de Janeiro.

It took place from Jan 31 to Feb 06, 2010.



From left to right: **Guayas** – Ecuador, **Simon Bolivar** – Venezuela, **Libertad** – Argentina, **Juan Sebastian de Elcano** – Spain, **Cisne Branco** – Brazil, **Esmeralda** – Chile, **Cuahtemoc** – Mexico, **Gloria** – Colombia, **Capitan Miranda** - Uruguay

Photo: Celso Marino ©

## Three groups bid to build Polish LNG terminal

Three groups including Italian, Korean and Polish builders placed initial offers to build Poland's liquefied natural gas (LNG) terminal estimated to be worth 600-700 million euros (\$823-960 million).

Polskie LNG, the group overseeing the construction process, said on Friday the three consortia were: Polish PBG PBGG.WA with Italy's Saipem, Polimex MOSD.WA and Tecnimont MCTM.MI, and a group led by Daewoo Engineering and Construction, a unit of Daewoo International. "The next stage would be negotiations with the bidders, after which they will be able to place their final bids in April," Zbigniew Rapciak, head of Polskie LNG, which is overseeing the investment, was quoted in a statement. "In May we want to sign the deal with the consortium, which will build the LNG terminal in (the Baltic port of) Swinoujscie."

The capacity of the terminal, to be ready by mid-2014, is planned at 5 billion cubic metres of gas annually, with an option to raise it to 7.5 billion. Poland, European Union's largest ex-communist member, is currently using 14 billion cubic metres of gas a year, mostly from Russia. **Source: reuters.com**

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Above seen in Poole harbour the Griffin towage "GOLIATH".  
**Photo : Andrew Moors - RNLI Harwich Life Boat Station ©**

## Chennai Strike Ends

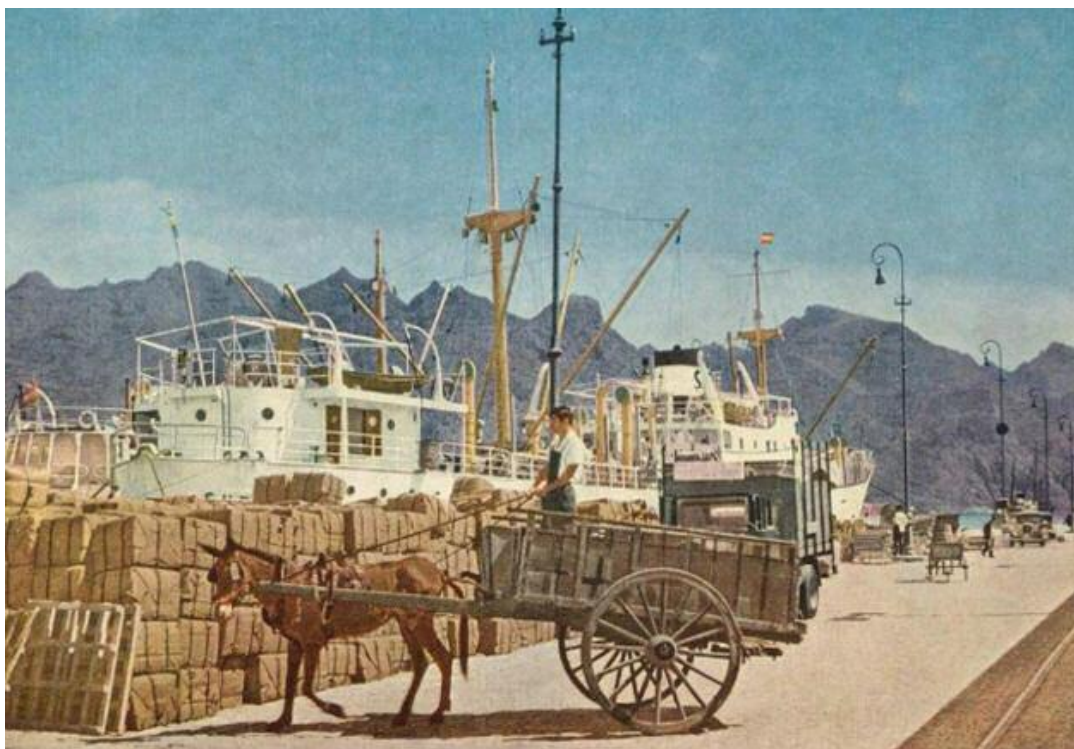
Container truck drivers at India's southeastern Port of Chennai called off their strike following intense negotiations between the strikers, port officials and terminal management. Truckers struck work Wednesday night without any prior

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notice, complaining that stringent checks enforced by Customs and security agencies were resulting in detention of vehicles at terminal entry gates for long hours. Under an agreement reached late Thursday, the port authority will allocate a dedicated gate for exports, open an additional gate for outbound traffic, and implement new measures to monitor and control traffic flow. At the meeting, Customs also called on officials to speed export documentation scrutiny. "Necessary infrastructure facilities will be provided for opening a dedicated gate for all outgoing traffic," the port chairman assured the stakeholders.

Port officials said freight movements were returning to normal Friday after the abrupt stoppage virtually prevented export containers from reaching the terminal, and slowed import deliveries to customers and storage facilities outside the port area. The port reported a sharp drop in truck gate activity as the terminal had a backlog of over 8,000 20-foot equivalent units, mostly imports, waiting to be cleared from its yards as of Friday morning. Officials said coordinated efforts were being made to accelerate clearance of accumulated boxes. Chennai, India's second-largest container hub, handled 1.14 million TEUs in fiscal 2008-09. Volume for the April-December period, the first nine months of fiscal 2009-10, totaled 895,000 TEUs. **Source: Journal of Commerce**

## OLDIE – FROM THE SHOEBOX



Port view in the Canary Island in 1956 with one of the Rederi SVEAS vessels moored alongside

**Photo : Coll. Kees van Huisstede**





## .... PHOTO OF THE DAY ....



Derrick being lifted from quayside then onto Ultra deepwater Drill ship **Pacific Bora** at Samsung Heavy Industries Korea

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