

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 042



Number 042 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 11-02-2010**

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**The SVITZER BRIGHTWELL enroute to Lisbon, made a stop over in Brest
Photo : Jacques Carney (c)**

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The **KUMANO LILLY** seen unloading Super Phosphate at DP4W, Devonport (Australia)

Photo : Cody Williams (c)

25% of Indonesia's Boats Lack Safety Certificate

One out of every four ships operating in Indonesian waters does not have a safety certificate, the chief of the Indonesian Classification Bureau said on Monday. Muchtar Ali, chairman of the bureau, also known as the BKI, said that out of 12,000 ships registered in Indonesia, only about 9,000 had been certified as meeting the minimum safety requirements.

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"This can lead to accidents due to a lack of safety monitoring," he said. Muchtar said all ships of more than 100 gross tons were required to undergo a BKI certification process, which involves checks on the availability of emergency equipment, such as fire extinguishers, and a review of the crew's safety management skills and the condition of the ship's machinery and electrical systems.



The Indonesian flagged **SABANG MARINDO VII** seen in Batam (Indonesia) – Photo : Piet Sinke ©

To avoid future maritime accidents, he said, BKI had asked the government to grant the bureau increased authority to audit ships' safety capabilities. BKI is a state agency whose primary task is to audit and review the safety of all ships registered in Indonesia. According to the bureau's records as of December 2009, there were about 5,400 ships with valid BKI safety certificates, while the certificates of another 4,000 vessels had expired. A BKI certificate is valid for five years.

Johnson Sutjipto, chairman of the Indonesian National Shipowners Association, said it was waiting for a regulation from the government requiring ships to go through the BKI certification process before mandating its members do so.

Sunaryo, director general of sea transportation at the Ministry of Transportation, said the 2007 law on sea voyages did not require a ship to have a BKI certification to set sail. He said ships could also be cleared to sail after passing a safety check carried out by port officials, who then would issue a letter allowing the ship to sail.

Johnson added that not having a BKI certificate did not automatically mean a ship would be involved in an accident.

"Safety can be improved by learning from previous accidents, or from reports from the National Transportation Safety Committee [KNKT]," he said. Maritime accidents are frequent in Indonesia, a country of more than 17,000 islands. Warnings of high waves and dangerous sea conditions are often ignored by seamen, as is the comfort and safety of passengers. **Source : The Jakarta Globe**

Yemen Qaeda wants Red Sea blocked

The Yemen-based wing of al Qaeda, in a recording posted on the Internet on Monday, called on Somali insurgents to help gain control over a narrow strait at the mouth of the Red Sea to block U.S. shipments to Israel. The wing's deputy leader, Saeed al-Shehri, urged Somalia's al Shabaab Islamist insurgents to help return the Bab al Mandab strait, which separates Yemen from the Horn of Africa, "to the lands of Islam".

"At such a time the Bab (al Mandab) will be closed and that will tighten the noose on the Jews (Israel), because through it America supports them by the Red Sea," Shehri said in the audio recording posted on a website often used by Islamist groups. "(Due to the) maritime importance of Bab al Mandab, this would be a great victory," said Shehri, whose group claimed responsibility for a failed bombing of a U.S. plane on Dec. 25. The area across the strait from

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Yemen is far from al Shabaab's territory which extends from the southern Somali port of Kismayu to the central town of Baidoa and parts of the capital Mogadishu.

While some Somali insurgent figures are suspected of involvement in funding Somali pirate gangs that have targeted commercial shipping in the Indian Ocean and Gulf of Aden, al Shabaab has no known direct presence offshore. Shehri also called for Muslims in the Arabian Peninsula to wage jihad, or holy war, against Christians and Jews in the region. Shehri, a former Guantanamo detainee from Saudi Arabia, was one of 30 al Qaeda members that Yemen claimed to have killed in an air strike in December, but this was later denied by the global militant network.

OPROEP AAN DE LEZERS

Beste Lezer(es),



Een van de lezers heeft een model van een typische Damen werkboot, welke is genaamd **ALKHOBAR**, het model is gebouwd vanaf originele Damen tekeningen uit 1975/76, kan iemand onder de lezers (**kom op mannen/vrouwen van Damen !**) wat meer achtergrond verschaffen van dit werkschip, zo te zien aan de naam is het gebouwd voor Saudi Arabia toendertijd

Alle informatie is welkom !!

Vriendelijke groeten,

Via : Jan Oosterboer

e-mail : oost4329@planet.nl

Coast Guard evacuates man from ship

The Indian Coast Guard (ICG), in separate interventions, evacuated a patient from a Sudan-bound ship and towed two stranded vessels to safety. The agency was alerted by the Mumbai-based Maritime Rescue Coordination Centre (MRCC) on Friday regarding medical evacuation from Panamanian supply vessel '**Sea Lion**,' sailing from Sri Lanka to Sudan.

The Vizhinjam-based **CGS C-134** was launched for the operation and Briton DW Richards, 31, who sustained a fracture in his left leg, was shifted to the Medical College Hospital, Thiruvananthapuram. His condition is said to be stable, Coast Guard sources said. The Coast Guard received an email distress alert on Saturday from motor tanker '**Quds**' about Fathimatha, a fishing boat, which was being towed by another vessel **Periyanayaki** after **Fathimatha** developed engine trouble. The boats were adrift about 86 nautical miles west of Ponnani when **CGS Savitribai Phule** arrived for their rescue.

Since engine repair was not possible at sea, the boats were towed to the Coast Guard station at Beypore. The Fisheries and Port Departments were informed of the arrival of boats. **Fathimatha** is from Kolachal and **Periyanayaki** from Alappuzha, but both were operating from Kochi. **Source : The Hindu**

UK cruise ship brings 800 tourists to Vietnam

British cruise ship Spirit of Adventure docked at Saigon port in Ho Chi Minh City on February 8, bringing 800 passengers and crewmen, mostly the British, to Vietnam. Visitors are scheduled to make a tour of HCM City-Cu Chi My Tho and Nha Trang. This is the second time this year the Spirit of Adventure has taken foreign visitors to Vietnam. Since early this year, Saigontourist – the leading tour operator in Vietnam - has received more than 8,000 Asian and European passengers travelling by sea. **Source : vovnews.vn/Ho**



Above seen the 2009 built PAN flag chemical tanker **TOPAZ-T** riding the swell while approaching Bunkering Area 1, Malta on Sunday 31st January, 2010. Handling agents were Ronasons Shipping Agency Ltd.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

China ends building lighthouses in East China Sea

China has completed construction of 13 permanent facilities - stone tablets and lighthouses - on islands and reefs in the East China Sea, in an effort to clarify its territorial waters' baseline in the oil-rich area. A naval survey team and civilian engineers have finished building a lighthouse at Waikejiao, 33 00.9' N and 121 38.4' E, the last of 13 permanent facilities built to mark the country's East China Sea territorial baseline, according to an officer with the People's Liberation Army (PLA) Navy's East Sea Fleet.

Capt. Zou Xingguo, political commissar of the Navy's survey team, said the permanent facilities and data collection at the base points will clarify where China's territorial waters begins and provide substantial legal basis for China's claim.

China joined the UN Convention on the Law of the Sea in 1996 and claims 12 nautical-mile wide territorial sea adjacent to the country's mainland, Taiwan and other major islands. Also in 1996, China declared its first offshore base points from the mainland and the Xisha Islands. Straight lines joining these base points shall be a part of the baseline of the territorial sea adjacent to the mainland and the Xisha Islands, according to the Law on the Territorial Sea and the Continuous Zone.

China has settled land boundary disputes with 12 neighboring countries through negotiation, accounting for about 90 percent of its total borderline, according to National Land and Sea Defense Commission. But disagreements with neighboring countries over territorial waters remain unresolved.

Japan regards China's Diaoyu Islands in the East China Sea as its territory. The two countries also hold disputes on overlapping claims of their extended continental shelf in the East China Sea where both countries have oil-drilling platforms.

The Ministry of Foreign Affairs says China has indisputable sovereignty over the Diaoyu Islands and adjacent islets, an inalienable part of China's territory since ancient times. The ministry opposed Japan's 2008 bid in the UN to extend its continental shelf. China has protested the Philippines' 2009 law that designates China's Huangyan Island and some of the Nansha Islands as Philippine territory.

In another dispute, Vietnam still claims sovereignty over China's Xisha Islands, or Paracel Islands, in the South China Sea. **Source : China Daily**



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Activists ambush Japanese whalers in Antarctic seas

Anti-whaling activists said Tuesday they had exchanged water cannon fire with Japanese fishermen after ambushing them in Antarctic waters. The Sea Shepherd group, which has been pursuing the fishing fleet since December, said its Steve Irwin ship waited behind an iceberg before surprising Japan's **Nisshin Maru** whaling boat.

"As the **Steve Irwin** passed by the **Nisshin Maru**, the factory ship turned on their water cannons and were surprised when the **Steve Irwin** responded with a more powerful water cannon that had a couple of the whalers diving for the bridge doors as the frigid water struck their bridge wing deck," the group said in a statement. Monday's clash came just two days after Sea Shepherd accused the Japanese of deliberately ramming its Bob Barker vessel and leaving a metre (three-foot) -long gash in its stern.

Last month, the group's futuristic **Ady Gil** powerboat was sliced in two and sank after a collision with one of the Japanese ships. The activists claim to have saved the lives of hundreds of whales by harassing the annual hunt, which kills the animals using a loophole in an international moratorium which allows "lethal research". "It does not matter where they go, east or west along the Antarctic Coast," said **Steve Irwin** First Officer Locky MacLean. "We intend to stick to their rear like glue and we will not allow a single whale to be loaded onto the decks of that foul floating abattoir." Australia and New Zealand have called for restraint from both sides with the activists deploying laser-like devices and stink bombs, and the Japanese fleet operating military-style acoustic weapons.

Cargo Ship Loses Container Overboard

A container that may have held several tonnes of hazardous material slipped off the deck of a Finnish-owned ship and into the Baltic Sea on Saturday morning. The incident occurred near the southern coast of the Swedish island Gotland. The ship's owner Langh Ship Oy said three containers fell overboard after one container on deck collapsed under the weight of three others. According to the ship's cargo declaration, one of the containers held several tonnes of material used in the chemical and plastic industries.

However Sigurjon Markusson, the managing director of sea carrier Containership which had leased the ship, said the cargo that fell into the sea was not hazardous to the environment. The Swedish Coastguard is planning to search the area for the container. Niklas Guseff of the Maritime rescue co-ordination centre (MRCC) in Turku said the ship's crew contacted the centre following the incident. He added that such accidents are rare. Guseff said it's difficult to say what happened to the container. However it could cause damage to the environment if it begins to leak.

Guseff added that the Finnish Maritime Administration is working together with Swedish officials on the matter.

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The captain of the ship Jouko Blomqvist said the load had been secured according to regulations. "This has never happened to before. We were quite shocked that this was even possible," he said. The vessel was en route from Rotterdam to St. Petersburg when the accident occurred. **Source : yle.fi**



The **CLIPPER SOLA** seen enroute Rotterdam (Botlek) - **Photo : Marijn van Hoorn ©**

CASUALTY REPORTING



12 feared dead after ship sinks in China's Yangtze

At least one person died and 11 others were feared drowned in eastern China after their ship collided with another vessel and sank in the Yangtze River, local maritime authorities said Tuesday. Rescuers expanded their search for the

11 missing people to dry land after trawling the waters near the scene of the sinking late Monday, said Ma Changhong, a maritime official in Jiangsu province. "If these people fell into the water, there is basically no hope for their survival," Ma, the vice director of the provincial maritime rescue centre, told AFP, adding that one body had been recovered. Two people were rescued on Monday after their vessel, **Pengxiang 9**, sank following the collision with another boat, the **Jintai 618**, the rescue centre said in a statement. The cause of the accident was under investigation, officials said.

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A Russian ship stranded near Burgas port

A Russia-flagged "**Irtysh**" ship (owned by Irtysh Shipping Company, the operator of Palmali Shipping Services & Agency Co. LTD, home port of Taganrog) was driven aground by rough seas in the vicinity of Cape Foros at the port of Bourgas (Bulgaria). The vessel was serving the Greece – Romania route, the Russian Ministry of Transport press service reported, citing Marine Rescue Coordination Center of MT.

As of today, the stranded ship is 200 meters offshore. It has 35 tons of diesel fuel on board. The 9-member crew (Russian citizens) are safe, no environmental danger reported. Eight tugs have attempted to refloat the ship recently but failed. The damage survey did show any breaches. The ship's diesel fuel will be off-loaded to a barge, the report said. **Source : Port News**

4 tons of bunker fuel released in the Avacha Bay

A heavy fuel oil spill occurred within the boundaries of Vilyuchinsk (Kamchatka region), in Avachinskaya Bay waters near the Bay of Krashennnikov. The incident came while a bunkering operation on "**Slavyanka Bay**" tanker (owned by Transit-NE). Due to improper handling 4 tons of bunker fuel (fuel oil F-5) were reportedly released into waters, the regional FSSNR (RosPrirodNadzor) in the Far East reported. Emergency oil spill response operation is carried out by the units of the Ministry of Defense. A joint team of Inspectors of the Federal Natural Resources Supervision Service of FE and Kamchatka departments conducts an administrative investigation into the case.

According to the North-East Shipping Company (NESC, of Transit-DV Gr.), the **Slavyanka Bay** tanker's home port is in Nakhodka of Primorye. The ship's tanks contain 17.941 m3 of bunker oil. The Avacha Bay is a unique natural object. It is the world's second largest bay, next to the Bay of Guanabara. The Avacha Bay area is about 200 square kilometers. **Source : PortNews**

NAVY NEWS

Russians begin fourth nuclear-missile sub

Russia has begun construction on its fourth strategic nuclear-powered submarine designed to carry sea-launched ballistic missiles, officials confirmed. The submarine, named **St. Nicholas**, is being built at the Sevmash shipyard in Severodvinsk in northern Russia, RIA Novosti reported Monday.

The 580-foot long submarine will be operated by a crew of 107 and is designed to carry as many as 16 Bulava missiles along with torpedoes, the news agency said. Capable of a maximum depth of almost 1,500 feet and an underwater speed of 29 knots, the sub is expected to cost more than \$700 million to build.

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The first submarine of the so-called Borey class, the **Yury Dolgoruky**, is presently undergoing sea trials. Two more, the **Alexander Nevsky** and the **Vladimir Monomakh**, are under construction, RIA Novosti reported. Russia says it plans to build a total of eight Borey-class submarines. **Source : UPI com**



German Navy support ship **A 1435 FGS Westerwald** seen in Simon's Town Naval Harbour –
Photo : Bob Johnston ©

India launches naval exercise off Andamans

India kicked off last Friday a 13-nation naval exercise off its Andaman archipelago it said was aimed at improving disaster management and not an attempt to form a security bloc.



The exercises are the biggest naval event off the India-administered island cluster since 2007 when a smaller exercise involving Australia, India, Japan, Singapore and the United States, riled giant neighbour China.

Under questioning at a seminar organised to coincide with the drill, India's navy chief denied that the exercise was aimed at intimidating China, with which the country fought a brief border war more than four decades ago.

Verma said the drill, codenamed Milan, which means meeting in Hindi, was purely aimed at improving coordination among Indian Ocean navies and not an attempt to form any regional security alliance.

"It is not a multilateral exercise but more of coming together for disaster relief and humanitarian assistance," Verma, host of the six-day drill, said in local capital Port Blair. The navies of Australia, Bangladesh, Brunei, Indonesia, Malaysia, Myanmar, Singapore, Sri Lanka, Thailand, the Philippines, New Zealand and Vietnam took part.

Eight nations sent nine warships while the remaining four were represented by senior naval officials. An unspecified number of Indian vessels are also part of the drill. China has been eyeing India with suspicion since it announced in 2005 ambitious acquisition plans for its navy and new military hardware that would give it greater clout in the strategic energy corridors of the Indian Ocean.

The Indian navy, besides constructing or buying ships, submarines and aircraft, has also been building ties with countries in the region to expand its reach in the Indian Ocean. After the 2004 Indian Ocean tsunami, India's navy played an international role, deploying warships to help devastated Sri Lanka and Indonesia in what analysts said was a bid to project itself as a regional power with offshore military strength. **Source : Defence Talk**

Navy's patrol vessels still in testing



Five years since the first steel for new offshore patrol vessel **Otago** was cut, testing on the problem-dogged ship continues, holding up its commissioning by the Royal New Zealand Navy. Builder Tenix Defence began constructing the \$90 million **Otago** in February 2005.

The vessel was scheduled to be handed over to the New Zealand Government in April 2007 and its sister ship Wellington in October that year. In September 2008, the Minister of Defence announced the Government was entering contract negotiations with the Australia-based ship-builders after the ships failed Lloyds safety certification.

In May last year, mediation began with BAE Systems (which acquired Tenix) to resolve outstanding issues.

The main issue is that the ships are 100 tonnes overweight and no longer meet specifications to operate in Antarctic waters. The extra weight poses potential hazards, particularly when the ships are in ice. Because they float lower in water, the strengthened ice-belt is lower than planned, leaving unstrengthened steel plates vulnerable in icy seas.

The extra weight also means the ships will not have the capability to add extra equipment, which may affect their useful lifespan. A Defence Force spokesman said last week contractor testing on the ships continued and it had not yet been decided when New Zealand crews would go to Melbourne to bring the vessels to New Zealand.

Discussions on remedial work required on the navy's multi-role vessel Canterbury had also not been completed, he said. Defence Minister Wayne Mapp is in Turkey at a Nato Summit. **Source : odt.co.nz**

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Rolls-Royce Supplies Netherlands Navy

Rolls-Royce announced an order to supply Bergen diesel engines for the Royal Netherlands Navy's Joint Support Ship (JSS). The contract for the engineering, building and delivery of the vessel was signed late last year, by the Royal Netherlands Navy and Damen Schelde Naval Shipbuilding (DSNS) in Vlissingen, Netherlands.

The vessel will be equipped with four Bergen B32:40V12A generator sets and one B32:40L6A, which will provide diesel electrical power and propulsion. Construction of the 672.5 ft ship will largely take place at Damen shipyard at Galati, Romania under the supervision of DSNS. Engineering, commissioning and testing will then take place in Vlissingen, and the ship is due to be delivered to the Royal Netherlands Navy in July 2014.

The robust multi-function ship is specifically designed for maritime support, strategic sealift and sea basing missions in both open-ocean, and littoral waters. At its disposal are capabilities for replenishment at sea, storage of supplies, transport of materiel and personnel, and for extensive medical, technical and logistical support. The modern engine designs are compliant to stringent IMO Tier II emission requirements without the application of common rail modifications, using diesel or gas fuel. **Source : MarineLink**

UAE's First Baynunah Corvette Completes Sea Trials

The United Arab Emirates (UAE) Navy's first **Baynunah Class** corvette has completed its initial sea trials in the Cherbourg waters off the French coast.



The multimission naval corvettes feature cutting-edge combat systems with the capability to perform a wide range of military operations and a design that allows additional equipment to support future underwater operations. Additional features of the ship include

the latest electronic sensor technology, newly developed missiles and guns, and the latest communications technology that facilitates both voice and data communications with the naval fleet, land based forces and supporting military aircraft. The Baynunah corvette will undergo missions including peacetime patrols in the UAE's territorial waters and wider exclusive economic zone, along with surveillance, maritime interdiction, support to land forces and protection of ports and UAE-flagged vessels.

In 2003, the UAE awarded a contract to French shipbuilder Constructions Mécaniques de Normandie (CMN) for the construction of a 72m multimission corvette to provide the UAE Navy with the capability to conduct sustained operations throughout the Gulf region. First-of-class Baynunah is scheduled to undergo additional sea trials before its delivery to the UAE Navy in mid 2011. **Source : naval-technology**

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The newbuilding **TRINE-K** seen at the ASL shipyard in Singapore just before the official naming ceremony
Photo : Ivan Zwijnenburg ©

STX foresees difficult year for cruise ships, ferries

South Korean-controlled shipbuilder STX Europe said Monday 2010 would be a difficult year in the passenger boat sector after posting a net loss last year, but was optimistic about its long-term outlook. STX Europe reported a net loss of 698 million kroner (85.5 million euros, 117.2 million dollars) for 2009, compared to a 84 million kroner profit a year earlier. Its sales were down 7.5 percent to 29.1 billion kroner.

The company's two divisions, cruise and ferry ships and offshore and specialised vessels, posted contrasting results for the year. The cruises and ferries division posted a loss of 209 million kroner in its earnings before interest, taxes, depreciation and amortisation (EBITDA) while offshore and specialised vessels made a profit of 643 million kroner. "Satisfactory EBITDA in the offshore and specialised vessels business are continued in the fourth quarter, while the cruise and ferries business area is facing challenges with lower capacity utilisation and thereby high capacity costs," the company said in a statement. "At the cruise and ferries yards, a reduced orderbook combined with low order intake has resulted in restructuring and capacity adjustments" in 2010, STX Europe said in its report. The cruise and ferry shipbuilding sector has been hard-hit by the global economic crisis. STX announced in November it was cutting 351 jobs in France through voluntary departures at the historic Saint-Nazaire shipyard. In January it said it would cut some 430 jobs at its Turku shipyard in Finland, which is building the last ship in its current orderbook. "While the long-term outlook looks increasingly positive, the current excess capacity at the cruise and ferries yards creates significant short-term challenges," STX Europe said Monday. On the other hand, the company called the outlook for its offshore and specialised vessels division "satisfactory" but said "the need to secure new contracts will become increasingly important in 2010".



Another KST newbuilding, the **KST SUTRA** just seen before her launch at the Keppel-Singmarine shipyard in Singapore

Photo : Cor Fontaine ©

Hyundai wins FSPO LRF Related News & Articles

South Korea's Hyundai Heavy Industries has been chosen to build an FSPO unit for ENI Norge and partner Statoil Petroleum. Construction on the circular floating, production, storage and offloading unit will start in November 2011 for installation at the Goliat field in the Barents Sea in late 2013.

The 6.9Bn kronor contract also covers engineering, construction, onshore engineering and transportation to the field, which is 85km west of Hammerfest. It is the first oil field to be developed in the Norwegian sector of the Barents Sea.

The 52,000 tonne FSPO unit will be capable of producing 100,000 barrels of oil and 4M m³ of natural gas per day. It will have the capacity to store 1M barrels of oil. Norway's Aker Solutions and South Korea's Samsung Heavy Industries also made an unsuccessful combined bid for the contract. Aker VP Jannik Lindbæk said the company was "naturally disappointed" but would focus on seeking other newbuilding projects in a "challenging" market. It is not clear whether the failed bid will lead to staff cuts at Aker. South Korea's Hyundai Heavy Industries has been chosen to build an FSPO unit for ENI Norge and partner Statoil Petroleum. **Source : Fairplay**

ASL Marine secured new shipbuilding contract worth S\$38.5

The Board of Directors of ASL Marine Holdings Ltd. (the "Company" or "ASL Marine") is pleased to announce that the Company's wholly-owned subsidiary, ASL Shipyard Pte Ltd has secured a new shipbuilding contract from an overseas customer worth approximately S\$38.5 million for one unit of Diving Support Vessel with fire fighting standby and rescue capabilities. The vessel is expected to be completed in the fourth quarter 2011.

Revenue from the new shipbuilding contract will be recognised over the contract period in accordance with the Group's revenue recognition policy, which is based on the percentage of completion method. The contract is not expected to have a material financial impact on the consolidated net tangible asset and earnings per share of the Group for the

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financial year ending 30 June 2010. None of the Directors or controlling shareholders of ASL Marine has any interest, direct or indirect, in the above transactions other than through their shareholdings in ASL Marine.

Source: ASL Marine Holdings Ltd.



Spotted in Quebec last week 5 ladies in a rowing boat at the St. Lawrence river (training for the Olympics ??)

Photo : Wibbo Hofman ©

China Launches Three Modes LNG Vessels

China State Shipbuilding Co.(CSSC), the nation's biggest shipyard, launched three self-developed models of liquefied natural gas (LNG) ships on Sunday. The three LNG vessels, with a capacity of 160,000 cubic meters, 175,000 cubic meters, and 220,000 cubic meters, are built to meet the increasing shipping demand as the world's economy is on the track of recovery, said the CSSC at a press release Sunday.

The LNG ship, often dubbed as the "maritime super freezer", is regarded a high-tech product with high-added value in the shipping industry, since natural gas can only be turned into the liquefied after the temperature dropped below minus 163 degrees Celsius. Following Japan, the Republic of Korea and several European countries, China is one of the few countries that manages LNG manufacturing technology. The CSSC had delivered 5 LNG vessels by December last year since it started the research of LNG designing and manufacturing technologies in 1997. The country's first LNG ship sailed off in December, 2005. The global market share of the CSSC's stood at 9.1 percent in 2009, making it the world's second largest shipbuilder in terms of million deadweight tonnages (DWT), after Hyundai Heavy Industries of the Republic of Korea, the company's general manager Tan Zuojun said in an interview with Xinhua in January.

Source: Crienglish

Pipavav shipyard plans to increase headcount to 8,500 in three yrs

Authorities at the Gujarat-based Pipavav Shipyard said on Sunday that they plan to increase the present workforce by four times in the next three years to sustain the company's growth momentum. At present, 1,800 people work at the shipyard. "The shipyard, which is brand new, employs 1,800 qualified people and this number, as per plans, is expected to increase to over 8,500 in the next three years," the company said in a statement here.

The firm, which is engaged in shipbuilding, repair and offshore fabrication, had started commercial operations of its shipyard at Pipavav town a year ago. After completing the construction of the shipyard, the company said it will be

able to construct and repair ships and vessels of various sizes and construct products like offshore rigs, jackets and vessels for oil and gas companies. **Source : The Indian Express**

Korean heavyweights eye Daehan acquisition

Daewoo Shipbuilding & Marine Engineering, STX Offshore & Shipbuilding, Gahdir Investment and S&T Daewoo are eyeing for the acquisition of Korea-based Daehan Shipbuilding.

According to Asiasis, the companies have submitted letters of intent for the takeover to the sale advisor of Daehan. The regular bidding for the acquisition is scheduled to be launched at the end of February.

Daehan Shipbuilding, a subsidiary of Daeju Group, was declared to be fit for the workout programme after it received 'C' grade from its creditors in the process of shipbuilding industry restructuring last year. After a requisite expansion, the shipyard will be able to handle the three-dock system and build VLCCs. **Source : The Motorship**

1.5 mln euros to be invested at Orsova Shipyard

Orsova Shipyard (south-west of Bucharest) will invest 1.5 million euros in 2010 for the rehabilitation and upgrading of the shipbuilding infrastructure, General Manager Constantin Badoiu said. According to him, the investment will allow the execution of 10 cradles positioned on the berth that hold the ships into vertical position in the piers and help to set the ships afloat. "We decided to upgrade the relevant technology by thinking for the future, i.e. we must adapt to the market and be prepared to build also sea ships.

Such a cradle must be capable to incur a weight of 1,500 tonnes-force", said Badoiu. In 2010, the shipbuilders in Orsova must build for external partners as many as 12 river ships amounting to nearly 100 million euros.

Source: Financiarul

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Billionaire wants to buy Mols-Linien

The Danish businessman and billionaire Karsten Ree has offered Amagerbanken to buy the Danish ferry owner Mols-Linien. Amagerbanken has together with Nykredit given big loans to the ferry operator.



"I can't comment any further on the subject, but to say that I, in concert with the municipality of Grenaa and the port manager, generally speaking am interested in the establishment of a route from Zealand to Grenaa. And Mols-Linien could use a happy

buyer", Karsten Ree told daily Borsen.

Mols operates the routes Odden-Ebeltoft and Odden-Aarhus, which are served by three high-speed ferries, and the Kalundborg-Aarhus route, which is served by two large ro-paxes. **Source: borsen.dk / maritimedanmark.dk**

Environmental groups appeal against Delaware dredging

Journal of Commerce (JOC) reports that five environmental have launched an appeal against a ruling by US District Court Judge, Sue L Robinson, that allows the dredging of the Delaware River to proceed.

Judge Robinson's ruling denied an earlier injunction brought by the five organizations and the State of Delaware last year to block dredging of the 102 miles of the river's channel up to the Port of Philadelphia from 40ft to 45ft.

JOC said the five environmental organizations represent local, regional and national organizations and include the Delaware Riverkeeper Network, National Wildlife Federation, New Jersey Environmental Federation, Delaware Nature Society, and Clean Water Action.

In their appeal the environmental groups claim that dredging will harm the environment and hurt the jobs that depend on harvesting the river's marine and bird life. **Source : Dredging News Online**



Dockwise **TRIUMPH** completed the loading of the **WEST VENCEDOR** in Singapore

Photo : Fop Leder ©

Egypt Suez Canal gets highest daily revenue since May

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 042

The Suez Canal Authority earned \$17 million in revenue on Monday, its highest daily figure since May, its spokesman said, adding it was an indication that the global economy was recovering. The canal is an important source of foreign currency for Egypt, along with tourism, oil and gas exports and remittances from Egyptians living abroad. The canal, a major international shipping route, is seen as a barometer of global trade.

"This is an indicator that the effects of the crisis are beginning to subside and a very good indicator that keeping the tolls steady was a wise decision," Tarek Hassanein, chief of press and information at the Suez Canal Authority told Reuters. The Suez Canal Authority said in January it was keeping its tolls steady in 2010 for the second straight year without change to support global trade movement and help shipping companies overcome the effects of the financial crisis. The number of vessels that used the waterway on Monday was 67, carrying 3.2 million tonnes of cargo.

Source: Reuters



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ICTSI services largest container vessel

International Container Terminal Services, Inc. (ICTSI) recently serviced the largest vessel to dock in the Philippines, the APL Bahrain, which called at two of ICTSI's Philippine terminals: The New Container Terminal-1 (NCT-1) in Subic Bay Freeport, and the Manila International Container Terminal (MICT), ICTSI's flagship operations, in the Port of Manila. American President Lines Ltd. (APL), one of the world's leading container shipping company based in Singapore, deployed the 4,330-TEU capacity APL Bahrain for special calls in the country. The vessel was newly built by

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Korean shipbuilder Hanjin Heavy Industries and Construction Co. Ltd. in its shipyard facility and production at the Subic Bay Freeport Zone in Zambales.

APL Bahrain, which has a length overall of 259.80 meters, had its maiden voyage from the Hanjin Subic shipyard to the nearby NCT-1, operated by ICTSI subsidiary Subic Bay International Terminal Corp. After NCT-1, the vessel's next stop was the MICT, the country's premier international trading gateway. The vessel's next destination was Hong Kong. "The calls of APL Bahrain at our Subic and Manila terminals show ICTSI's capability to service new generation container vessels. We have been expecting the upsizing of vessels coming to the Philippines. At the MICT, the terminal has enough capacity, equipment, facilities and the technology to service much bigger vessels," says Christian Gonzalez, ICTSI Vice President and MICT General Manager.

Before APL Bahrain, the largest vessel serviced by MICT was a special call in 2007 by the 3,614-TEU capacity MOL Thames. In terms of capacity, APL Bahrain is the largest vessel to dock at the MICT. However, MOL Thames retains its record as the longest vessel to dock at the terminal, which had a length overall of 289.32 meters. MICT is the busiest and largest container terminal in the Philippines. With an annual capacity of 1.6 million TEUs, the 75 hectare terminal is equipped with 10 post-Panamax and Panamax quay cranes (QC) and 40 rubber tired gantries (RTG). The MICT can accommodate four to six containerships at one time at its 1,300-meter straight wharf. Supplementing its operations are state-of-the-art safety, security and surveillance installations, fully automated gates, and leading edge information and communications technologies to ensure seamless operations. **Source: Manila Bulletin**

Sixty eight ships expected at Lagos Port

Sixty eight ships laden with various commodities are expected at the Lagos Port Complex. The shipping position made available on Saturday in Lagos by the Nigeria Ports Authority (NPA) showed that the ships contained petroleum products, bulk wheat and bulk cement. According to the document, other products in some of the ships are salt, steel products, vehicles, fish and containers.

Besides the 68 ships, 15 other ships that have arrived Lagos are waiting to berth. The ships were said to have arrived the nation's territorial waters sometime in January but could not berth due to limited number of jetties at the ports. The 15 ships carry vehicles, fish, containers and steel products. Eleven tanker vessels containing aviation fuel, kerosene, gas and petrol are also waiting to discharge their contents. **Source: 234next**

\$25m Oman port officially opened

The new marine port Shanna in Oman was officially opened at the weekend, the Oman News Agency (ONA) has reported. The RO.9.7 million (\$25.19m) was opened by the Transport and Communications Ministry at an official ceremony on Saturday.

Said bin Hamdoon Al Harthy, undersecretary of the Transport and Communications Ministry for Ports and Marine Affairs told the ONA the project includes a 1,170 metre long dock, 370 metre long wave break waters, a 318 metre long marine dock and offices, shops, a mosque and car parks. Last month, Oman's gross domestic product (GDP) at current prices declined by 27.4 percent as of the end of the third quarter of 2009 compared to the same period in 2008, new data has showed. According to figures released by the National Economy Ministry, the decline was attributed to a fall in economic activity, particularly in the oil sector. **Source: Arabian Business**

Port of Hamburg Expects Moderate Growth

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With 110 million tons of sea-borne cargo handled in 2009, a year impacted by the global economic and financial



markets crisis, Germany's biggest universal port fell short of the previous year's result by around 30 million tons (- 21.4 percent). Improvements are in sight for the year 2010, and port-related industries anticipate a moderate level of growth.

Photo : Piet Sinke ©

Claudia Roller, Chairwoman of Port of Hamburg Marketing Association presented the cargo-handling figures for 2009 at the annual Port of Hamburg press conference. "With a total transshipment volume of 110.4 million tons in what was a difficult year for the entire port-related industries and shipping sector, we recorded an exceptionally severe decline in the history of our port to date. In the period from January to December 2009, the terminals at the Port of

Hamburg handled some 30 million tons of cargo less than in the year 2008. However, since the third quarter of 2009, we have seen initial signs of a stabilizing trend, and we are now witnessing a slight upward trend again," said Roller. "An evaluation of the figures for sea-borne cargo handling in the fourth quarter of 2009 showed that in the second half of the year, transshipments of sea-borne cargo picked up by 3.7 per cent compared with the first half of the year. The negative trend has bottomed out, and the Port of Hamburg is once again headed for moderate growth," said Roller confidently.

The fact that the global economy is emerging from the deepest recession in decades more quickly than anticipated last year is also the subject of forecasts in current publications by the International Monetary Fund (IMF). "We take the view that Germany's export-intensive economy will benefit from the growth in global trade as early as 2010. An additional factor here is that the People's Republic of China, the key foreign trade partner for the Port of Hamburg, will generate increasing merchandise flows carried by sea as their export sector picks up again. As Germany's biggest universal port and the most significant hub for traffic between Asia and China on the one hand, and northern Europe and the Baltic states on the other, the Port of Hamburg will benefit from these positive trends as early as the year 2010, and we can expect overall growth to reach three to four per cent," said Roller. Jens Meier, Managing Director of the Hamburg Port Authority, emphasized in his statement that "the foundations for a successful future for the Port of Hamburg must be laid right now."

The new Port Development Plan currently being drawn up by the HPA is being conceived in circumstances that are quite different from those in the past; as a result, global trends are also being taken into account in developing the new strategy for the port. Initial findings from an investigation carried out by a reputable business consultancy firm indicate, for example, that exploitation of the port's cargo-handling potential through a greater focus on growth regions constitutes an important success factor within the scope of developing the port. Another factor is the increase in value added by attracting sustainable, viable port-related industries in a targeted fashion. The evaluation of this study, a companion document to the Port Development Plan, will be carried out in coming months.

Hamburg's State Minister of Economic and Labor Affairs, Axel Gedaschko, emphasized that port investments will not be shortened and that the City of Hamburg will come up with about one billion Euros. The efforts initiated by authorities together with port-related industries to increase competitiveness of the Port of Hamburg already lead to positive results. Those who are responsible for upgrading the fairway in the Outer and Lower Elbe agreed on a determinate schedule and the senator is expecting a final resolution in autumn 2010. First operations on river dams near Otterndorf should commence in the course of this year. Gedaschko excluded any cooperation for Hamburg with the container port of Wilhelmshaven that is being built. In close collaboration with neighboring countries Hamburg is active in implementation of the national port concept as well as the River Elbe port concept. Thanks to worldwide activities of Port of Hamburg Marketing Association the Port as well as regional partner ports and trading hubs alongside the River Elbe are very well positioned.

Overview of 2009, a difficult year for the port

On the imports side, Port of Hamburg Marketing Association – the marketing organization of the Port of Hamburg – recorded cargo-handling figures of 62.2 million tons (- 24.2 per cent).

Exports via Hamburg also declined compared with the same period of last year, with a total of 48.2 million tons (- 17.4 per cent). The effects of the global economic slump hit general cargo, the dominant segment for the Port of Hamburg with 73.6 million tons (- 24.8 per cent), more severely than bulk cargo handling, which amounted to a total of 36.8 million tons (- 13.4 per cent) for 2009. Container transshipments at the Port of Hamburg for the period under review totaled 71.2 million tons (- 25.1 per cent). In terms of TEU (20-foot standard containers), this was equivalent to 7.01 million TEU (- 28.0 per cent).

Asia remained the most important route for container traffic for the Port of Hamburg in 2009, with a total of 4.2 million TEU (- 24.3 per cent) handled in traffic to and from Asia. This is a reduction by about 1.3 million TEU compared with the same period a year earlier. As a large proportion of this Asian import and export cargo carried by ship and passing through Hamburg en route to other European ports is handled by way of transshipments using feeder services, the 1.4 million tons in container traffic with the Baltic states also falls short of the previous year's result, by around 43.8 per cent.

"Aside from a slump in ore and coal imports, bulk cargo handling also produced some positive figures for the port: total exports of bulk cargoes such as suction, grabbable and liquid cargoes amounted to 11.3 million tons – an increase of 6.3 per cent," explained Claudia Roller. She was confident that despite the drop in cargo-handling volumes in seaports around the world prompted by the financial and economic crisis, there would be increasing demand for the wide range of port and logistics services on offer within the Port of Hamburg.

She added that the business and infrastructure investments already under way would also help to create the right conditions for further growth. What will still be of utmost importance for Hamburg's port-related industries is the absolute necessity to upgrade the fairway in the Outer and Lower Elbe, which will also benefit the entire region and the export-oriented German and European economies. "The Port of Hamburg and its efficient transport links perform a vital distribution function as a hub between land-based and sea-going traffic for foreign trade in Germany and in our neighboring countries in central and eastern Europe, Russia and Scandinavia. The international shipping companies, which are already deploying increasing numbers of large container ships in their scheduled liner services to and from Hamburg, are counting on the speedy implementation of the measures to upgrade the fairway. The number of large container ships with a carrying capacity of more than 10,000 TEU calling at the Port of Hamburg had already jumped from 29 to 69 in 2009," Roller explained.

Marketing competence as an exit route from the crisis

Claudia Roller is convinced that the Port of Hamburg will be able to exploit the opportunities inherent in the economic crisis. "The Port of Hamburg needs to market its strengths in an effort to succeed in the face of international competition. For us at Port of Hamburg Marketing Association, this is our top priority. We can successfully position the port location and the surrounding metropolitan region in the market by highlighting the ecological and economic benefits of the efficient transport chains to and from Hamburg, the further optimization of the network of hinterland connections, and northern Europe's most highly developed network of feeder connections with the Baltic Sea region, and by promoting these assets intensively and in a targeted manner," explained the HHM marketing specialist. Over recent weeks and months, HHM has registered growing interest in membership in the association and its activities, and it is stepping up its marketing program for the year 2010 with more than 60 customer events, participation at numerous international trade fairs, more market research and a stronger image marketing campaign. There will also be greater participation by HHM partner ports and member companies based in the Elbe region and in the hinterland. "The relocation of our main office to the Speicherstadt warehouse district has brought us even closer to our members in the Port of Hamburg, and we will make the most of the outstanding infrastructure at our new location in carrying out our daily marketing activities in the service of the seaport-related industries in Hamburg and the surrounding region," emphasized Claudia Roller. hafen-hamburg.de

CSAV launches weekly feeder to Black Sea ports

CHILEAN shipping carrier CSAV is to launch a weekly feeder to connect Istanbul to the Black Sea ports of Novorossiysk, Russia and Poti, Georgia from mid-February, reports American Shipper. The rotation of its Black Sea Link (BSL) will be Istanbul, Novorossiysk, Poti and Istanbul with as yet unspecified vessel size. Its aim is to complement the ABS service with slots bought up by Evergreen. This service links Istanbul with Far East, Middle East and Mediterranean ports operated by nine 4,969-TEU ships, according to Compair Data. **Source : Schednet**



Viking cancels

Viking Line has cancelled a contract for a ferry newbuilding at Astilleros de Sevilla, the Finnish owner said Monday. The decision to nix the deal comes nearly five months after Viking Line disclosed delays in building the 1,500-passenger, 520-car vessel. "The cancellation is made in accordance with the contractual provisions concerning delayed delivery," Viking Line said in Monday's terse statement.

The company ordered the vessel in January 2007 for EUR 60m (then \$77.7m). Delivery had been scheduled for March 2009 but was held up because the Spanish shipyard suffered delays in receiving components. Viking, which operates seven vessels, was planning to use the newbuilding for its Mariehamn-to-Kapellskar route. **Source : Tradewinds**

Beste vrienden van de SS Rotterdam

Zaterdag 30 januari 2010 was ik één van de vele gelukkige personen die een kijkje mocht nemen op de **SS Rotterdam**. Het was ongelooflijk om te zien hoe het schip was gerestaureerd en in de oude stijl was terug gebracht, met alle veiligheidsnormen van vandaag de dag. De **SS Rotterdam** was eerder door mij in Gibraltar tijdens de asbestsanering op 23 september 2004 gefotografeerd, dus de verschillen waren groot en goed te zien.

Geniet van deze foto-impressie als voorproefje, maar een bezoek aan de **SS Rotterdam** is een absolute must!

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<http://www.fotorondleiding.nl>

Met vriendelijke groet,
Jaap Pameyer - info@fotorondleiding.nl

Precious Shipping acquires handysize bulker for \$24m

Precious Shipping has purchased a second handysize bulker from the secondhand market as part of its fleet renewal programme. The 31,700 dwt, 2005-built, Nalinee Naree was acquired for \$23.75m and will join the company's fleet in

March this year. The new vessel will be deployed on an existing Precious Shipping charter contract till September 2014, substituting another vessel that has been sold. The charter contract will generate earnings of about \$19.25m. Precious Shipping plans to add a further 23 vessels to its fleet, and has secured \$500m in credit lines for this purpose.

Source : [Seatrade Asia Online](#)

Zhejiang's Jiaxing river port to have a capacity of 100,000 TEU

Jiaxing city river port phase 1 multi-purpose terminal, in eastern China's Zhejiang province, is scheduled to commence operation in March, with an annual capacity of 100,000 TEU, Xinhua reported. The terminal is located on the south bank of the Hangzhou-Shanghai sailing channel. After having been fully completed, the terminal will have a maximum capacity of 700,000 TEU per year. The first phase will equip the dock with one container crane and a container yard.

The terminal is expected to lower Jianxing shipper costs by 20 per cent. Source : [Schednet](#)

TMT ship and yet another MSC box carrier 'bite the dust'

The world's second largest box carrier Mediterranean Shipping Company (MSC) is 'dead serious' with its scrapping drive, market sources told Ocean Intelligence, in a week that saw at least 11 vessels sold to Asian bidders including a TMT ship. Two weeks ago the [MSC Pioneer](#) was sold for scrap, followed by the [MSC Leader](#) last week. Indian yards will be breaking apart the MSC-operated 1978-built 20,832 dwt fully cellular [MSC Leader](#) which has capacity for close to 1,500 TEUs.

Indian breakers also secured the multi-purpose general cargo vessel (MPP) [BSLE Express](#), the ro-ro cargo ship [Ducky Splendid](#) and the 1984-built 52,450 dwt dry bulk carrier [St. Luke](#). The 1981-built 15,922 dwt [Ducky Splendid](#) was owned and operated by another leading ship operator, Taiwan's TMT. Neighbouring Bangladeshi yards scored the second single-hulled VLCC to be scrapped this year - the 1989-built 276,210 dwt [Lysaker](#), owned by Singapore's World Tankers and ran by Norwegian company Polyar Tankers. A market specialist however told Ocean Intelligence on Monday that "is an extremely slow pace of recycling for single-hulled VLCCs so far this year", as 2010 is the year that most in the industry expect a substantial number of single-hulled VLCC to be scrapped.

Another tanker the [NS Shekhon](#) was also sold to be broken in Bangladesh, but in a strictly private and confidential deal for which no details are presently available yet. Two very large ro-ro vessels otherwise known as pure car carriers (PCC) were also secured by Bangladeshi breakers last week. The 1978-built 13,833 dwt [Sea Ahmed](#) and 1987-built 18,845 dwt [Sea Atef](#) were PCCs owned and operated by Lebanese group Abou Merhi Lines.

Pakistani scrap yards meanwhile, managed to score the 1978-built 18,530 dwt general cargo ship [Novanoor](#), which was controlled by the UAE's Petrohindas Fuel Trading. Finally, despite the year of the tiger roaring in fast for mainland Chinese breakers, two deals were still concluded last week involving the 1970-built 11,781 dwt reefer ship [fish carrier] [Finskiy Zaliv](#), owned and operated by Russia's Trans Wind, and the 1977-built Chinese state-owned 27,494 dwt dry bulk carrier [Lucky Safe](#). Source: [Portworld](#)



The tugboat **SMIT Tamoio** seen assisting in mooring the ship "**STOVE TRANSPORT**" in the Port of Paranaguá.

Photo : Jossian Costa de Brito (c)

.... PHOTO OF THE DAY



The 1983 built **VOS SOUND** (ex-Dea Sound ex-Smit-Lloyd Sound, ex TS 52 Sound) seen operating of Bintulu (Serawak) - Photo : Richard Qualm ©

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