

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 045



Number 045 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 14-02-2010**

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The **OLYMPIC POSEIDON** seen in Dundee awaiting a rig move

Photo : Bas van Hoorn ©

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Japan minister "great anger" at whale activists

A Japanese minister denounced an anti-whaling group on Friday after protesters again confronted a vessel in the Antarctic Sea, but activists dismissed allegations that three crew were hurt by a substance hurled at them. Clashes between Japanese whalers and the Sea Shepherd Conservation Society have become an annual feature of the hunt for whales in Antarctic waters. Australia last month pressed Japan to ensure its ships operate more safely after the activists accused whalers of sinking a powerboat.

The Japanese fisheries agency said activists on Thursday obstructed Japanese whaling in the Antarctic by throwing bottles of what it described as butyric acid onto whaling ships, as well as flashing laser lights and using water cannon. "I am glad that the crews were not seriously hurt, but I am filled with great anger that they took things to that level," Fisheries Minister Hirotaka Akamatsu was quoted as telling reporters by a ministry official. Three crew members complained of pain on their skin after the substance, found in rancid butter, cheese and body excretions, splashed onto their faces. But their vision was fine and there was no damage to the ships, the agency said in statements. International Labour Organisation documents say butyric acid can corrode skin, eyes and airways. Sea Shepherd said activists aboard its vessel, the **Steve Irwin**, threw bottles of rotten butter onto the Japanese boat after the whalers fired a water cannon to try to destroy a helicopter on the Sea Shepherd vessel.

"The crew of the **Steve Irwin** retaliated by firing warning flares and using a Delta inflatable to toss bottles of rotten butter onto the decks of the whalers," Paul Watson, head of Sea Shepherd, said on the organisation's website. "It was a very tense five-hour confrontation, but there were no collisions and no injuries...Butyric acid is a foul smelling substance, but does not cause harm upon skin contact. It is less acidic than beer." Sea Shepherd said Japanese crews had killed no whales since last week and vowed the group would continue to "prevent their whaling operations for as long as possible". Commercial whaling was banned under a 1986 international treaty, but Japan, which considers whaling a cultural tradition, deflects criticism by saying it culls whales for research. Sea Shepherd earlier this week said a Japanese whaling vessel had "intentionally rammed" one of its boats, the **Bob Barker**, in Antarctic waters. Another protest boat, the **Ady Gil**, sank last month after a collision with Japanese whalers.



The crew on board the Drill Ship **Aban Abraham** would like to say that they enjoy the newscippings every day. We appreciate very much the work and efforts to keep mariners all around the world updated with what is going on in the Marine Industry. Thanks a lot!

Kumar, Fernando, Matthijs, Joel, Piotr and Sam - Marine Crew of the DPDS Aban Abraham

Above the **ABAN ABRAHAM** is seen working in Equatorial Guinea.

Worker's Body Found After Tugboat Sinks

Workers have recovered the body of a man missing since a tugboat sank Wednesday night.

Coast Guard command received a call around 10:30 p.m. Wednesday indicating the **J.R. Nichols**, a 56-foot tug boat, sank with five people aboard the vessel in the Houston Ship Channel.

A worker at the nearby Lyondell Basell Plant saw what happened and notified his rescue crew. The Coast Guard responded with rescue crews in two 25 foot rescue boats and a helicopter. Rescue crews were able to recover four people from the waters and spent most of the day Thursday searching for the fifth person. The tugboat belongs to Kinder Morgan Energy. **Source : 39Online**

Oil products stored in tankers at sea fall

Trend over recent weeks likely to put more pressure on clean tanker market

The volume of refined oil products held on tankers at sea has fallen in recent weeks and is likely to put more pressure on the clean tanker market already struggling with supply worries, analysts said on Tuesday. Last year a price play known as a contango, or cheaper prompt oil, had encouraged traders to store cargoes at sea with a view to selling them later at higher prices, helping to soak up available vessels.

But the contango on the oil futures market has narrowed in recent weeks, making it less attractive to hold stocks in floating storage. Broker ICAP Shipping said on Tuesday the volume of clean oil products held on tankers at sea had fallen to 80.22 million barrels from 89.41 million barrels last month.

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ICAP Shipping estimated that 102 tankers were storing clean oil products globally, down from 116 vessels on Jan 12.

'Floating storage coming off does signal that demand is picking up but it also adds supply growth to the market which will keep (freight) rates in check,' Tim Smith, a shipping analyst with consultants MSI, said. 'In the short term it will have a negative impact on the tanker market because the supply will have an immediate effect and the owners coming back with tonnage will need to get trade for their vessels.'



The Caland canal in Rotterdam with the tankers **TORINIA**, **GOLDEN VICTORY** and **STENA ANTARCTICA** moored at the mooring buoys

Photo : Rob Smith ©

Another shipping analyst estimated around 107 tankers were storing oil products at the moment. Broker SSY said separately on Monday the volume of clean oil products had dropped at the end of January to 72.67 million barrels or 102 tankers versus 85.63 million barrels or 122 vessels at end-December. No official data exists for storage volumes at sea. Traders of middle distillates, such as gas oil for heating, said the amount held at sea still remained unexpectedly high given the cold weather in the Northern Hemisphere.

'It reflects to me a smaller change than we thought we would have seen,' a distillates trader said, referring to the data.

Traders said bulk of the clean products in storage at sea are middle distillates. The volume of crude oil in storage has also fallen. Broker E A Gibson estimated the total number of tankers employed for both clean products and crude oil at the end of January had fallen to 119 vessels from 141 at the end of 2009.

'Given the support to rates in 2009, storage will be a key factor in determining the market in 2010,' E A Gibson said.

SSY estimated that the volume of stored crude oil dropped to 25.64 million barrels or 14 vessels at the end of last month from 40.85 million barrels or 23 ships at the end of 2009. SSY said 14 Very Large Crude Carriers (VLCCs) were holding crude at the end of January compared with 22 VLCCs and a smaller aframax tanker at the end of December.

A VLCC can store up to two million barrels of oil. Brokers estimated that the volume of crude oil in storage reached a peak in April last year at around 60 VLCCs. Analysts have said the crude tanker market was less likely to be less affected if crude oil stocks come off storage due to less vessels in use and some set to retire. **Source : Reuters**



The **MSC ROMA** seen approaching the **JO SPRUCE** near Hong Kong, the **JO SPRUCE** is after a stop over in Guangzhou now enroute Ulsan in Korea, where the Dutch (**Red-White-Blue**) flag will be lowered for the last time tomorrow, and the last Dutch remaining officers will leave the vessel on Wednesday, replaced by a Filipino crew.

Photo : Sjaak Broere – Chief Engineer Jo Spruce ©

Somalia pirates free ship after 10 months

A Taiwanese fishing vessel that was seized by pirates and anchored off the Somali coast for nearly 10 months was released Thursday night, the European Union Naval Force Somalia reported.

The **Win Far 161** was held off the coast of Harardheere until the pirates left the ship and allowed its commander to retake control, the naval force said. The vessel was hijacked April in the Somali Basin, about 184 miles north of the Seychelles islands. The vessel reported that all 28 crew members were safe.

The boat was operating outside the EU NAVFOR area of operation and was therefore not registered with the Maritime Security Centre for the Horn of Africa, authorities said. The coordination center helps protect merchant ships from pirate attacks in the Gulf of Aden, Somali Basin and off the Horn of Africa.

The ship's owner reported that the crew was released with food, fuel and water. The ship headed out to sea, where it was being monitored by EU NAVFOR.

EU NAVFOR escorts Somalia vessels carrying humanitarian aid from the World Food Program to protect them in the Gulf of Aden and Indian Ocean and to deter and disrupt piracy. **Source : gareoweonline**

Helicopter crash inquiry given more time to do work

A Newfoundland and Labrador judge has been given more time to come up with a report on how to make helicopter travel to offshore oil platforms safer. Retired Supreme Court judge Robert Wells, had an original deadline of Mar. 31, but the Canada-Newfoundland and Labrador Offshore Petroleum Board has extended that to Sept. 30.

The board regulates Newfoundland and Labrador's offshore oil industry. The extension gives Wells, who earlier said he didn't believe he could meet the March deadline, more time to complete public hearings, do research and write his report.

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Wells was appointed to oversee a commission of inquiry after 17 people died March 12, 2009, when a Cougar flight heading to oil platforms crashed into the Atlantic Ocean. There was only one survivor. **Source : cbc.ca**



The **SHELF EXPRESS** seen at Malta Shipyards, Malta - **Photo : Anthony Vella ©**

Burma's Arakan's Inland Harbor to be Privatized

The Department of Inland Water Transport in western Burma's Arakan State has been taking preparations to privatize the main inland harbor on Satrokya Creek in the capital Sittwe, said an official of the harbor on Thursday.

"Since last January, the authority has been undertaking preparations for the details of the harbor, including the data of all official staff, shipmen, and laborers, with a plan to privatize the harbor," he told Narinjara on condition of anonymity.

He added that it is also rumored any worker with less than ten years of service would be dismissed and any worker above the age of 50 would be pensioned off before handing over the harbor to a private company.



There are more than 1,000 workers, including officials and shipmen, who work for the Sittwe Harbor, which also includes an additional shipyard for repairing ships.

Sittwe Harbor is still very important for inland transportation in coastal Arakan, where rivers and creeks are abundant but road infrastructure is poor.

Currently, there are nearly 30 passenger-cum-cargo ships plying the routes between the capital Sittwe and other towns such as Mrauk-U, Buthidaung, Kyauktaw, and Taungup.

The official added, "It is not known yet to which private company the authority will hand it over to, but one of the ships named Aungthakhon-1, which runs between Sittwe and Taungup, was already given to U Kyauk Taung's Company two years ago." Following their plans to privatize public businesses across the country before holding the election this year, the Burmese military junta has already given some of the petrol pumps, cinema halls, land, and one airline over to the private sector.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 045

According to local officials, the military authority also has plans to privatize the Myoma Cinema Hall and public warehouses in Sittwe, as well as many other public factories and industries across Arakan State. **Source : Narinjara**

		
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The **BERNE** seen moored in Bremerhaven – **Photo : Carsten Rohrsen ©**

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NAVY NEWS

China approves US carrier visit to Hong Kong

China has cleared a U.S. aircraft carrier to visit Hong Kong next week, U.S. officials said on Thursday, despite its announced plan to trim contacts to protest the latest proposed U.S. arms sales to Taiwan. "We have received clearance from China for the aircraft carrier **USS Nimitz** to visit Hong Kong in the near future," said Matthew Dolbow, spokesman for the U.S. consulate in Hong Kong. Geoff Morrell, the Pentagon press secretary, said: "We are pleased that Hong Kong port calls are continuing." The visit would mark a concession from Beijing, at odds with Washington over the arms sales as well as Internet controls and hacking, trade and currency issues and an imminent visit to Washington by the Dalai Lama, the exiled Tibetan leader, who will meet President Barack Obama on Feb. 18.

A spokesman for the U.S. 7th Fleet said clearance for the visit next week had been received from China's Ministry of Foreign Affairs on Wednesday. Four other ships, the **USS Chosin**, **USS Sampson**, **USS Pinckney** and **USS Rentz**, will accompany the **Nimitz**. Hong Kong, a former British colony that returned to Chinese rule in 1997, is "a favorite port of call for U.S. Navy sailors and the ship's crew is looking forward to the visit," said the spokesman, Commander Jeff Davis. The last U.S. aircraft carrier to visit Hong Kong was the **USS George Washington** in November 2009. The administration sent its latest proposed Taiwan arms sale package worth \$6.4 billion to Congress at the end of last month. Congress has 30 days to act on it, after which the sales may proceed.

In response, the official China Daily newspaper said the deal would "inevitably cast a long shadow on Sino-U.S. relations." Included in the U.S. plan are United Technologies Corp UH-60 Black Hawk utility helicopters, Lockheed Martin Corp and Raytheon Co Patriot Advanced Capability-3 antimissile missiles, enhancements to Taiwan's command control communications, computers, intelligence, surveillance and reconnaissance systems, two refurbished Osprey-Class mine-hunting ships, and Boeing Co Harpoon telemetry missiles. In addition to scaling down security relations and curtailing dialogue, Beijing has said it would sanction U.S. firms that sell weapons to Taiwan. Senior Chinese military officers have proposed that their country boost defense spending and possibly sell some U.S. bonds to punish Washington for its latest round of proposed arms sales to Taiwan. The port call had been in the works for some time, according to sources familiar with the situation. Beijing has been known to deny entry to U.S. warships to Hong Kong at politically sensitive moments. In 2007, the aircraft carrier **USS Kitty Hawk** was denied entry to Hong Kong as it neared the city's waters. China suspended military-to-military exchanges in 2007 after President George W. Bush's administration announced the previous U.S. arms sale to Taiwan. Senior U.S. officials have urged China to maintain military-to-military contacts, partly as a hedge against misunderstandings or accidents at sea that could spiral.

Submarines maintenance cost too high

The impasse over the Integrated Support Service (ISS) contract for the two **Royal Malaysian Navy (RMN)** submarines is due to the "astronomical figure" quoted by the proposed service provider. The sum demanded for the multi-year support and maintenance contract was higher than the RM600 million that was originally agreed on, The Malay Mail was informed.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 045

Last June, it was announced that the government would award the ISS contract to Boustead DCNS Naval Corp Sdn Bhd (BDNC), a joint venture between BHIC Defence Technologies Sdn Bhd and France-based DCNS S.A. BHIC is a subsidiary of public-listed Boustead Heavy Industries Corp Bhd.

BDNC engineers and technicians are already at the RMN base in Teluk Sepanggar, Sabah, to conduct maintenance and support for the KD Tunku Abdul Rahman as part of the warranty programme stipulated in the procurement contract.

The Paper That Cares had reported that negotiations on the ISS contract had reached an impasse as the government wanted the maintenance cost for the **Perdana Menteri-class** submarines demanded by BHIC to be reduced.

RMN chief Tan Sri Abdul Aziz Jaafar had confirmed the impasse, but declined further comment.

In a statement to Bursa Malaysia last June, BHIC had stated that the government had expressed its intent to award the RM600 million ISS contract for the RMN's Scorpene submarines to BDNC. BHIC had told Bursa Malaysia that the government, in its letter of intent dated June 3, had stated its intention to have a contract with BDNC.

On Wednesday, The Malay Mail had reported that the country's sole submarine, **KD Tunku Abdul Rahman**, suffered a technical defect that prevented it from diving for three months. The problem was fixed last week and the RM1 billion plus French-built submarine is scheduled to start its tropical water trials on Feb 18.

Builder DCNS has extended the warranty for the submarine, which was supposed to expire on Jan 25, until May 25. **KD Tunku Abdul Rahman** was commissioned early last year after undergoing two years of trials in France. The submarine is expected to complete its trials by May and be cleared for operations in the same month, when it is also expected to conduct live firing of its SM39 Exocet anti-ship missiles.

The Royal Malaysian Navy procured **KD Tunku Abdul Rahman** and **KD Tun Abdul Razak** for RM3.4 billion in 2002 from French/Spanish shipbuilders, DCNS and Navantia.

Fresh inquiry into alleged 'sex with female sailors' scam aboard Oz Navy ship

A fresh inquiry has been called to ascertain whether some sailors aboard Australian Navy ship, **HMAS Success**, were running a sex ring last year, after the initial investigation was found to be biased. In May 2009, four sailors aboard the **HMAS Success** were sent home for allegedly staging a contest to see how many women sailors they could bed during an extended sea voyage.

They reportedly detailed their contest in a document called The Ledger, where dollar values were placed on each potential conquest. Larger amounts were offered if the sailors could sleep with a female officer or a lesbian and sailors challenged each other to have sex in various locations, including on top of a pool table.

The arrangement was discovered while **HMAS Success** was visiting Singapore.

The Australian Defence Force Investigative Service conducted an independent inquiry, but Defence Force chief Angus Houston said he was very disappointed, as problems had been found in the initial inquiry, which did not hand down any findings.

In announcing the inquiry, Australian Defence Minister John Faulkner said a retired senior judge would be appointed to head the fresh investigation. No details about who will lead the inquiry were given although retired High Court justice Michael Kirby is a possibility. Faulkner has declared the issue of navy culture to be one of his priorities, and said: "Ensuring that my personnel behave appropriately, ashore and at sea, is fundamental to the cultural reform that I am driving."

Meanwhile, Australian Air Chief Marshal Angus Houston said that he regretted the need for a new inquiry into the allegations, but admitted that problems with the initial investigation had been identified.

"It is imperative that serious matters such as this are dealt with thoroughly," News.com.au quoted Houston, as saying in a statement. **Source : OneIndia**

United States Navy Ship Safeguard Returning To Bangladesh

The United States' Navy Ship **SAFEGUARD (T-ARS 50)**, the lead ship of the SAFEGUARD class and the Navy's only forward-deployed rescue and salvage vessel, will conduct a port call in Chittagong on Feb. 13 to 18.

"During the port call, the crew will train together with Bangladesh Navy sailors on advanced diving and salvage techniques," a U.S. embassy press statement said in the capital, Dhaka on Thursday. The **USNS Safeguard** last visited Bangladesh in November 2008.

This visit is the latest in a series of exercises with the Bangladesh Navy Special Warfare and Diving Salvage Center (BN SWADS) at the BNS Issa Khan Naval Base in Chittagong, the statement added. "This port call demonstrates United States government's commitment to Bangladesh and to regional security by promoting military-to-military relationships throughout Asia and the Pacific," the statement noted. **Source : Allheadline News**

Chilean Navy ship commissioned

The United States, and Atlantic Marine in Mobile have made it possible for Chile to add a new ship to its Navy. The **Almirante Montt** was commissioned by members of the U.S. and Chilean Navy in Mobile Wednesday.

Brand new maritime flags whipped in the freezing wind as U.S. and Chilean naval officers commissioned the **Almirante Montt** to the Chilean Navy.



The **ALMIRANTE MONTT** seen as the **T-AO 190 ANDREW J. HIGGINS** anchored off Singapore some years ago
Photo : Piet Sinke ©

The 678 foot long ship, formerly the 1986 built **USNS Andrew J. Higgins**, has been under renovation at Atlantic Marine in Mobile. Wednesday the ship was ready to set sail, but under a new flag and a new ship commander. Commanding Officer Guillernue Gunckel welcomed each officer aboard his new ship.

"This is the first day as commanding officer, for all the officers. It is a milestone in our lives in our career. This will be my third command and I think my last, so it's very emotional," Gunkel said. The U.S. sold the oiler ship to Chile earlier

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 045

this year. "We are very excited. This ship is very important for our Navy. I think all the work done here at Atlantic Marine in Mobile was perfect," Admiral Eduardo Junge said.

Thomas Rodi, Archbishop of Mobile, blessed the ship. Then the crew boarded the vessel for the first time. U.S. Commander Victor Guilory said the transfer of the ship is a win for both countries. "I think it gives the Chilean Navy tremendous capability not only in replenishing their ships, but also in their ability to do humanitarian disaster relief and other events that occur in this region of the world," Guilory said.

The ship is branded with the Chilean Navy name, but it won't be leaving the Port City until the middle of March.

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The M/V "Freja Fionia" belonging to IINO MARINE SERVICE CO., LTD, Korea, under main engine, steel and paint works, in **CERNAVAL Shipyard**, in Algeciras, Spain.

Photo: Nicolai Vikre ©

Job losses at BAE submarine site in Cumbria

Defence firm BAE Systems is to cut up to 230 jobs at its submarine site in south Cumbria. The company said it was seeking voluntary redundancies following a review of its workload requirements at the Barrow-in-Furness site.

A spokesman said a 90-day consultation would begin with unions over the "regrettable" job cuts. Up to 4,500 are employed at the shipyard. The firm also builds heavy artillery at a separate site in Barrow. John Hudson, managing director at BAE Systems Submarine Solutions, said: "These steps are regrettable but necessary to ensure a sustainable business, thereby allowing the company to deliver to the customer in line with their expectations of value and schedule.

"We have a responsibility to manage our cost base to remain competitive and meet our customers' future requirements." Keith Hazlewood, national officer of the GMB union, said the job losses had been brought about by the company's decision to slow down the speed of submarine construction.

He said: "This decision is nothing short of short-termism, which is not in the best interests of UK manufacturing, or the community in Barrow or other places that rely on the defence industry for jobs. "GMB will be seeking a meeting with BAE to explore all means of mitigation against any compulsory job losses." The Royal Navy's biggest and most powerful attack submarine set sail from the Cumbrian shipyard for sea trials in November.

Measuring nearly 328ft (100m) from bow to stern, **Astute** is armed with 38 torpedoes and missiles - more than any previous Royal Navy submarine. Last year, the firm announced it was planning to close three of its UK factories at Telford, Leeds and Guildford with the loss of 500 jobs. **Source : BBC**

Defense Ministry to renovate shipyards facilities in Murmansk region

The Russian Ministry of Defense plans reconstruction of the North shipyards facilities troubled by economic crises and debts, said the governor of the Murmansk region Dmitry Dmitrenko. The Defense Ministry and Murmansk authorities have agreed to cooperate to rule out ship-repair facilities shutdown and lay-offs, the regional government press service said.

"The main result of our meeting is that we have agreed that the Ministry of Defense will pay out all what it had owed for the job done at the dockyards. No worker will be left without our care. All overdue wages will be paid out completely", Mr. Dmitrienko said. **Source : Port News**

YARD TRIALS WITH THE SEA AXE 5209 VII



Last week the Damen **Sea Axe 5209 VII** conducted yard trials offshore Surabaya in Selat Surabaya, the vessel reached a maximum speed of 26+ knots.

The **AXE BOW** vessel is completed at the **P.T.Dumas yard** , Tg.Perak, Surabaya.

Photo : Bram van der Hout ©

The **AXE BOW** is a proprietary design created jointly by **DAMEN** and the **Ship Hydromechanics Department of Technical University of Delft**

Cochin Shipyard eyes IPO to help fund dry-dock

State-owned firm building first locally made aircraft carrier

Cochin Shipyard Ltd, building the first Indian-made aircraft carrier, may hold an initial public offering to help fund a 10 billion rupee (\$303.9 million) dry-dock as the government presses ahead with privatisation plans.

The state-owned shipbuilder will likely sell new shares, chairman Muthukrishnan Jitendran said in reply to Bloomberg questions. He didn't say how much the company plans to raise or give a timeframe for the sale. Prime Minister Manmohan Singh's government has revived share sales in state-run companies after the Bombay stock exchange's Sensitive Index surged the most in 18 years in 2009.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 045

Shipyards in India, the world's fifth-biggest by orderbook, are raising capacity as they compete with China, the Philippines and South Korea for contracts to build new vessels. 'They already have an aircraft carrier, they have a well-established infrastructure and it's a company that has been delivering,' said Anand V Sharma, a director at Mantrana Maritime Advisory Pvt, a Mumbai-based industry consultant. 'These factors will improve their valuations and investor attractiveness.'

Pipavav Shipyard Ltd, India's biggest shipbuilder by market value, raised 4.96 billion rupees in an IPO in September. The Sensex surged 81 per cent in 2009. Getting listed will help Cochin Shipyard 'convert its worth into share value and invest in expansion projects,' Mr Jitendran said. 'Investors will be very much interested in the public offer.'

India may sell as much as 250 billion rupees of shares in state-run companies in the year ending March 31, more than half the total raised since privatisation efforts began in 1991, the government said last month.

Mr Singh's Cabinet on Nov 5 approved a plan requiring all profitable state-run companies to ensure that at least 10 per cent of shares are in public hands.

Cochin Shipyard's net income rose 70 per cent to 1.6 billion rupees in the year ended March 31, according to the company's annual report. Revenue increased 41 per cent to 13.6 billion rupees, which only lags behind ABG Shipyard Ltd in India.

The new dry dock will allow Cochin Shipyard to build and repair vessels up to 200,000 deadweight tons, Mr Jitendran said. The shipbuilder, based in southern Indian city of Kochi, now has the capability to make vessels up to 110,000 deadweight tons.

India's Planning Commission, the government body that prepares five-year plans, has estimated shipbuilding orders of 5 million deadweight tons in the five years ending March 31, 2012. Deliveries will total 2.5 million deadweight tons or US\$2.5 billion, it said.

'India has in abundance the primary requirements of this industry - reasonably priced labour, long coastline, adequate qualified engineers and technical hands at reasonable cost,' Mr Jitendran said. The yard is currently constructing 16 ships such as offshore supply vessels and anchor-handling tugs for clients including in Europe, the US and India, he said. The aircraft carrier is due to be delivered in 2014, Mr Jitendran said. **Source : Bloomberg**

Turkish shipyard reaches new heights

Turkish crane manufacturer Vinçsan has delivered what is believed to be Turkey's largest shipyard crane.



Vinçsan delivered the crane to shipbuilder Tersan Tersanecilik's state-of-the-art new-build shipyard in Yalova, called Boğaziçi Tersanecilik, which is currently under construction. The crane has an SWL of 550t, delivered by two 275t hoists, which is believed to be the largest overhead crane lifting capacity in the whole of Turkey. The 1,000t crane has a span of 65m, a hoisting height of 50m and is 67m-tall at its highest point.

Hoisting speed is 2m/min, and its trolley speed is a maximum 20m/min. Tersan Tersanecilik's Yalova shipyard has an open area of 220,000 sq m, with a shipbuilding capacity of 200,000 DWT. The crane is expected to be operational for 18-20 hours a day when the shipyard is fully operational.

Control Techniques, a business arm of Emerson Industrial Automation, delivered a power regeneration system for the crane, as energy saving was a key part of the design.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 045

Control Technique's system is based on three modular drives. It consists of three paralleled, 500kW-rated Unidrive SPMD 1424 AC modular drives in regeneration mode, which feed all the crane's motor drives.

Elsewhere on the crane the two 275t hoisting motors delivered by Leroy Somer, are also driven by SPMD 1424 AC modular drives; an auxiliary hoisting unit is controlled by a 55kW Unidrive SP AC drive; and a travel motor is powered by a 44kW Commander SK AC drive.

There are a total of 20 crane travelling motors on the crane, which are electronically controlled in groups of five by a modular SP 1421 drive. All drives are under the control of a master PLC that uses Profibus DP to communicate. For this purpose, each drive is fitted with an SM module.

During lowering operations, the system automatically moves into regeneration mode to feed energy back into the common bus system to reduce energy consumption. **Source : Cranes**

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The **BUGSIER 6** seen moored in Bremerhaven – **Photo : Carsten Rohrsen ©**

Verdieping Westerschelde van start

De verdieping van de Westerschelde kan na maanden vertraging beginnen. Staatssecretaris Tineke Huizinga (Verkeer) woont vrijdag in het Antwerpse havengebied de plechtigheid bij waarmee het startschot voor de werkzaamheden aan Nederlandse zijde wordt gegeven.

De Vlaamse minister-president Kris Peeters is haar gastheer. Hij toonde zich een maand geleden een tevreden man toen de Raad van State definitief de weg vrijmaakte voor het uitdiepen en verbreden van de zo belangrijke route naar de haven van Antwerpen.

Nederland en Vlaanderen werden het al in 2004 eens over de verruiming van de vaargeul. Eind 2005 later vond in Middelburg de ondertekening plaats van de Scheldeverdragen. Een van de afspraken was dat Nederland nieuwe natuur zou creëren en daarvoor de Hedwigepolder in Zeeuws-Vlaanderen onder water zou zetten. Toen het kabinet vorig jaar april dat besluit terugdraaide en kort daarna de Raad van State de baggerwerkzaamheden stillegde, waren de rapen gaar in Vlaanderen. Peeters riep de Nederlandse ambassadeur in Brussel op het matje.

De Tweede Kamer zette in een debat in september vraagtekens bij de rol van premier Jan Peter Balkenende in deze gevoelige kwestie in zijn thuisprovincie. Balkenende weersprak die kritiek op hoge toon. De regering zette een maand later na extra onderzoek het ontpolderingsbesluit alsnog door.

De verdieping van de vaargeul tot 13,1 meter betekent dat grotere schepen naar Antwerpen kunnen varen. Volgens de verladersorganisatie EVO profiteren ook Nederlandse bedrijven mee. Voor bedrijven in het zuiden van het land is Antwerpen vaak een betere optie dan Rotterdam.



The **TEAM SIAM** seen in Abu Dhabi – Photo : Jaap Heuvel ©

Ghost ship work set to over-run after asbestos discovery

A FIRM dismantling a controversial aircraft carrier that caught fire last week could face enforcement action after announcing work is set to overrun by four months. Able UK passed a deadline set for the recycling of the disused French Navy ship the **Clemenceau** on Monday, three days after a fire broke out in the hull of the ship, which is also known as the **Q790**.

The ship arrived in town amid protests by environmentalists on February 8 last year under the Transfrontier Shipment Of Waste Regulations 2007, which gave the firm 12 months to finish all the dismantling. Able UK bosses say work will now not finish until June because of a thin coating of asbestos on girders that the company was unaware of when it took on the project.

Julian Carrington, area environment manager for the Environment Agency, said: "Able UK has provided us with details of progress to date to recover the ship and a revised programme of works, with recovery planned for June 2010.

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"We don't believe it is appropriate to make a final decision on enforcement action at this time and will continue to monitor the recovery of the Q790 in the coming months.

"We will review our position in July 2010." The ship is berthed between the so-called ghost ships at the firm's Graythorp yard, on the outskirts of Hartlepool, and has been subject to protests by environmental campaigners.

It hit the headlines again last week when 50 firefighters were called to the site on Friday morning after cabling caught fire on the second deck. An investigation is still underway into the cause of the blaze that saw 300 workers flee the site unharmed and heat-cutting tools have been banned inside the ship in the meantime.

The firm says the delay is nothing to do with the fire. Able UK managing director Glyn Wheeler said: "We informed the Environment Agency that this feature had not been previously identified and removal of this form of asbestos-containing material is time consuming, not least because in many cases it was in areas of the ship hard to access which in turn restricted the number of personnel able to undertake the work.

"Obviously it was essential to employ the highest possible safety procedures in removing this material but the result has been an increase in the time required to complete this critical phase of the operation."

He added that 70 per cent of the total asbestos-containing material has been removed from the ship and the rest will be taken away by the end of April. The total recovery of the vessel is now estimated to take until the new deadline in June. **Source : Hartlepool Mail**



The Belgian flagged **TOGO** seen enroute Rotterdam – **Photo : Kees Torn ©**

FAIRSTAR leads off-shore heavy transport industry with record profit.

Fairstar Heavy Transport (FAIR) announced record profits of USD 12.4 million after posting its 2009 year-end results. Total revenue of USD 50.7 million and EBITDA of USD 24.3 million, based on total fleet utilisation of 81% contributed to a solid year end for Fairstar.

Mark de Haas, CFO, highlighted the announcement commenting: "Our shareholders deserve to be rewarded for their patience and support over the last three years. **FJORD** and **FJELL** now both operate as the two newest vessels in the global heavy transport fleet. In spite of the challenging global market, **FJORD** and **FJELL** have demonstrated their value to our owners by continuing to achieve time charter revenues averaging USD 80 thousand per day."

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Philip Adkins, CEO, added: "The market for heavy transport services now distinguishes ships that can provide high-value solutions to complex energy infrastructure logistics from those that operate in the converted tanker segment. **FJORD** and **FJELL** are now well-established and attractive options for our demanding client base. We are confident that our profits will continue to grow and Fairstar will establish itself as the leading provider of high value transportation solutions."

The fourth quarter 2009 report can be downloaded on the website: .

<http://www.fairstar.com/media/Homepage/2%20-%20Investors/1%20-%20Publications/FHT%20Report%20Q4%202009%2012-02-10.pdf>

Source: Fairstar.



The **Sunlight Jewel**, assisted by the tug **Lamnalco Chough**, just moored SPM 1 at Ash Shihr terminal Yemen.

Photo : Capt. Frans Verbrugge ©

Yemen, DP World to expand Aden port

Yemen and Dubai's DP World plan a major expansion of Aden's container port, betting on growth in the country despite Al Qaeda, instability and Somali pirates, officials said. In 2008, Yemen formed a joint venture with the Dubai-based port operator to develop and operate the container port in the southern Yemeni city, strategically located on the southwest rim of the Arabian peninsula.

Thanks to its location on the Gulf of Aden and proximity to the Red Sea, Aden was one of the world's biggest ports decades ago when steamers bound for the Suez Canal called in to refuel. The advent of bigger ships meant fewer stops were required and Aden's port diminished in importance. Hit by global turmoil and piracy from neighbouring Somalia, 2009 container traffic fell by 39 percent to 265,459 twenty foot equivalent units (TEUs), a benchmark for transportation. The number of ships calling fell to 315 last year from 438 in 2008, official data showed.

"Piracy... This is a very troubling issue," said Mohamed Mubarak Bin Aefan, head of Aden port management. The number of piracy attacks worldwide leapt almost 40 percent last year, with gunmen from the failed Horn of Africa state accounting for more than half the 406 reported incidents, according to the International Maritime Bureau. Despite the slump, the port is now investing at least \$270 million to widen and deepen the entry channel and add facilities to receive more and larger container ships, said Bin Aefan.

Aden hopes to develop the port as a hub for East Africa and the Gulf as the city lies on a shipping Europe-Asia route and is home to most of Yemen's oil industry. In October, it started with France's Total a \$4.5 billion project to export Liquefied Natural Gas (LNG) from south Yemen. Last month Yemen said it was in talks with investors to upgrade its main oil refinery in Aden, hoping Gulf producers might use it to lower dependence on the narrow Strait of Hormuz in the Gulf, the main oil shipping route. Iran's Revolutionary Guards have said Iran would impose controls on the Strait of Hormuz if attacked over a row with the West over Tehran's nuclear plans, according to Iranian media. Aden's container capacity will rise by 500,000 TEUs to 950,000 TEUs within three or four months as eight kilometers of storage area would be added, the port head said.

Aden port also plans a tender for a dry docking and repair station, he said, without giving a value. "This will give us the opportunity to receive more ships," he said, adding that three to four container lines were now regularly calling at the port. In the next stage of expansion, another 400 meters would be added to the container terminal within three years, said Adel Abdullah Al-Sammak, DP World's senior operations manager in Aden. He gave no value but Bin Aefan put it at \$220 million. **Source: Reuters**



HAL's **PRINSENDAM** seen anchored off Chacabuco – Chile - **Photo : Sajith Kumar ©**

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Sri Lanka private port terminal volumes up 33-pct

Cargo volumes at a Colombo port private container terminal in which John Keells Holdings has a big stake rose sharply in January, albeit from a low base the year before as trade recovers from recession. South Asia Gateway Terminals handled 162,890 TEUs (Twenty-foot Equivalent container Units) in January 2010, data released by the firm showed. The container volume was up 33 percent from the same month the previous year when trade volumes had slumped owing to recession. It was SAGT's second highest-ever monthly volumes, according to analysts. The rise in container volumes indicates the recovery in trade was gathering momentum, analysts said. SAGT, in which John Keells Holdings has a 42.2 percent stake, handled a record high volume of containers in 2009 despite the global economic slump which reduced shipping volumes worldwide. In 2009 SAGT's volumes were up 1.4 percent to 1,749,796 TEUs from the previous year and it also took market share from the government-owned terminals.

In December 2009, SAGT's container volumes rose 26.5 percent to 155,691 TEUs from a year earlier. However, 76 percent of SAGT's container volumes consist of transshipment traffic on which profit margins are lower. Container volumes at the government-owned Jaya Container Terminal are also recovering as trade flows picked up with global recession coming to an end. The Sri Lanka Ports Authority said the JCT handled a total of 153,317 20-foot containers in December 2009, up 12.5 percent from the same month a year ago. **Source: LBO**

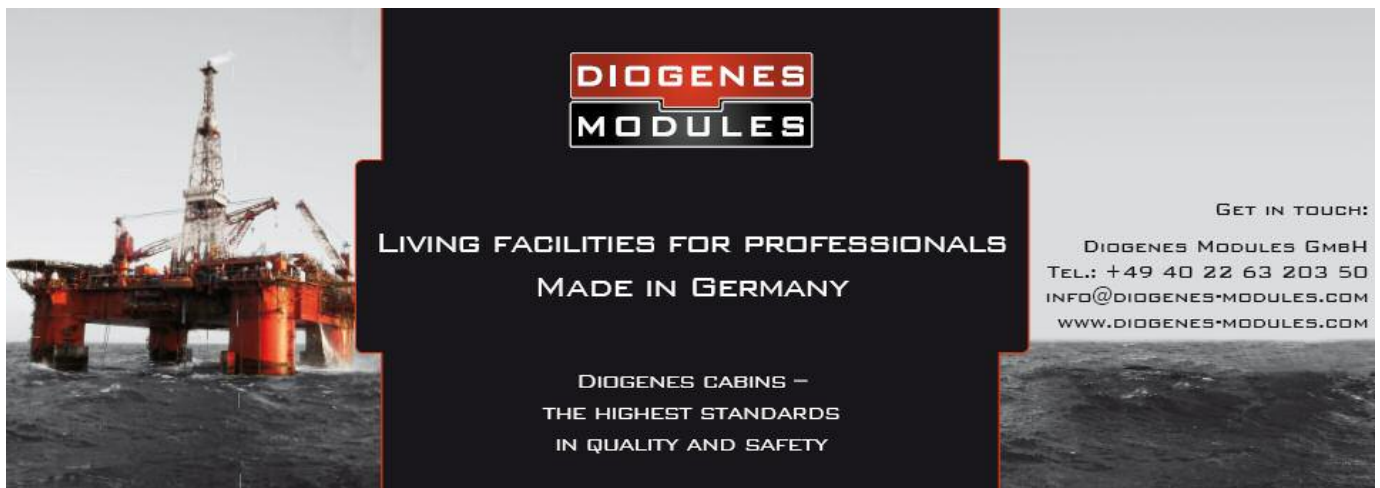
LA Port Debuts Ship to Detect Biological Weapons

A new ship that can detect chemical and biological weapons has been launched to protect the ports of Los Angeles and Long Beach. The Los Angeles Sheriff's Department said Wednesday it started using the \$3 million vessel this week. It is staffed by explosives experts and equipped with tools to screen cargo ships for threats before they enter the nation's busiest port complex.

The experts board the ships and screen for substances used for weapons of mass destruction. Deputies have also added a helicopter to screen for radioactive material, while the ship's sonar system looks for underwater threats.

The ships are subject to further inspection when they enter the ports.

Source : KFWB



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Abu Dhabi's Mina Zayed port posts 36% rise in container traffic

Container traffic at Abu Dhabi's Mina Zayed port surged 36 percent last year to 530,000 containers despite a global recession, TradeArabia reported. However, general cargo, which includes steel, timber, cement, grains and vegetable oil, fell by four percent. Motor vehicles handled at the port also fell by 59 percent to 38,000 units, compared with 93,000 last year. The port is forecasting a container traffic growth of eight percent this year. Source:

CargonewsAsia

Broekman DistriPort unloads first ship on new quay

On 8 February, the first ocean-going vessel, the **'Star Leikanger'** from Singapore, arrived at the new Broekman DistriPort quay. The Port of Rotterdam Authority has invested € 13 million in the new quay, to double the terminal's capacity.

The **'Star Leikanger'** had a cargo of non-ferrous on board, destined for Pacorini. In total, 7839 tonnes of aluminium were unloaded. With the new 'deep-sea quay', Broekman DistriPort now has a second berth for vessels with a length

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of up to 243 metres and a draught of up to 12.50 metres. The quay completes an expansion of the terminal by 6 hectares of ground and 15,000 m² of shed space. The terminal was designed to handle large consignments of metals, steel and project cargo. **Source: Port of Rotterdam**



The **SMIT CYCLONE** and **SMIT BELAIT** seen working on the wreck removal of the **TANTO NIAGA** in Surabaya
Photo : Bram van der Hout ©

Maersk stops direct Chennai-US service

Maersk Line's direct mainline service, MECL2, to the US East Coast from Chennai port ended last week, the Hindu Business Line reported. The final call of the weekly service was just short of its loading capacity from Chennai due to the flash strike called by the trailer drivers and cleaners that affected entry of export boxes into the port. MECL 2 was South India's only direct weekly service to the US East Coast. It was launched in March 2007 to serve the main ports on the East Coast of the US, namely Newark, Savannah and Houston. **Source: cargonewsasia**



The **BET COMMANDER** seen discharging at KPK Wharf, Kemaman, Malaysia
Photo : Capt. Jelle de Vries ©

OLDIE – FROM THE SHOEBOX



Seen in 1977 the Wijsmuller tug **Friesland** approaching the Tanker Berth in Leith to take bunkers

Photo : Iain Forsyth ©

Additional information over the STOLT IDUN the oldie of the day last week :

The **Stolt Idun** was scrapped at Kaohsiung on 24 August 1977. She was built as the **Hoegh Skean**, renamed **Saga Surf** in 1965, **Aktis** in 1967, **Stolt Prince** in 1970, Pen in 1971 and finally **Stolt Idun** in 1973. Her owner was listed as P. D. Yatrakis and she had an IMO of 5152406.

Thanks Jay for the additional information !

.... PHOTO OF THE DAY

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The **MAERSK BALI** seen departing from the Waalhaven in Rotterdam, with on the left seen moored the **MARIANNE SCHULTE**

Photo : Marijn van Hoorn ©

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