

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 054



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On a bright, crisp winters day on the Clyde the MOD Police Launch JURA carries out a security patrol.

Photo : Tommy Bryceland, SCOTLAND ©

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The **MAERSK REMLIN** entered on February 20th to unload fuel for power station at Marsa (Malta), left Sunday morning Grand Harbour to Marsaxlokk Harbour (south of the island) to continue unload fuel to Delemara power station. - **Source : Gaetano Spiteri ©**

Wirral Businessman Attempts to Save ROYAL IRIS

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A BUSINESSMAN has revealed he is in negotiations with the owner of the **Royal Iris** to buy the much-loved historic former ferry. Known as the "fish and chip" boat, the Royal Iris has lain derelict on the Thames for the last eight years.

The ECHO revealed how she had become flooded on high tides and was in a sorry state.

But the Wirral businessman - who wishes to remain anonymous while negotiations continue - said he hoped to bring the boat back to the Mersey. He said: "It is not a selfish thing and if others want to become involved they are welcome - but I have spent several years trying to convince the owner of the **Royal Iris** to sell her to me.

"I visited her again last week and some people had actually repaired the hull so she does not take on water during the high tides. "As far as I know, they have not been paid for the work, but just did it because they had heard about the state of the vessel.



"Structurally, internally, she is relatively sound, but externally the years have taken their toll. "I have had quotes for repairing her and towing her to the Mersey, and there are others who would help in this." He said if the **Royal Iris** can be brought back, he hopes to set up a not-for-profit organisation to oversee repairing the boat and allowing her to cruise the Mersey again.

The one-time Mersey ferry is in a perilous state on a mud bank in the Thames and had been taking in water.

Leaders at the Merseyside Maritime Museum have suggested they could step in to rescue artefacts and preserve her memory. Iris last crossed the Mersey in 1991, but her plight - and fears a piece of Liverpool heritage could be squandered - sparked outrage when revealed by the ECHO.

Earlier this month, it emerged RNLI lifeboatmen and London coastguard officials had to board Iris amid fears people on board could be in danger. They found her lower decks swamped with water. The businessman said the vessel's scrap value is minimal, but it was now a case of convincing the owner to sell the boat so it could be restored. The Port of London Authority's spokesman Martin Garside said there had not been "any significant change to the status of the vessel", but in the long term it would be "lovely to see it resolved".

Source : Liverpool Echo

Shipowners are returning to shipyards

With new building prices heading downwards and shipyards around the world looking to lure more clients, in order to fill their berths for 2011/2012, ship owners appear positive to placing new orders, on the back of an improved market sentiment and a recovering – albeit in fragile fashion – world economy. Shipbrokers' reports have been pointing to new orders during the past couple of weeks, with Hellenic and Chinese owners leading the pack. According to Shiptrade Services, steady activity was noted in both the dry bulk and the tanker markets. "The Hellenic interest in Kamsarmax bulk carriers seems to continue with one more order at SPP for two 82,000-dwt vessels, by Iason Hellenic". The price of the deal wasn't disclosed. Still, Korea's SPP was one of the most active shipyard, booking 8 out of 17 ships reported this week, said Fearnley's. All of the orders were for dry bulk carriers, ranging in size from 35,000 dwt to 82,000 dwt. Fearnley's said that the price levels remains stable in line with our expectations. Some shipyards goes as far to say that we have already seen the bottom. In any case, newbuilding activity seems to firm up and yards have stronger confidence for the future of shipbuilding.

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Among other reported deals dating back through January, E.Nomikos booked another Kamsarmax of 81,000 dwt with STX and scheduled delivery in 2012. Angelikoussis', Anangel Shipping Enterprises, contracted two capesizes of 180,000 dwt with Daewoo, while another cape pair was agreed between Polembros and Sungdong. All in all, Allied Shipbroking estimates that a total of \$700 million were secured for newbuilding orders from owners.

This trend shouldn't be seen as a surprising one. Speaking with one dry bulk owner, Hellenic Shipping News Worldwide, learned that placing an order at today's market, is probably among the best ways to go for, if one looks to expand its fleet. Lower prices, as well as a more attractive financing scheme appear to be the main arguments and are expected to become even better for owners as time goes by. This because, many shipyards, especially in China, are on the process of delivering a large part of their orderbook over the course of this year, leaving many empty berths for 2011 onwards. In order to fill them, they will have to offer much more competitive deals to ship owners. Perhaps, this goes to explain why some shipowners prefer to cancel existing orders, even if they lose their downpayments. The new deals they can secure are so lucrative that they afford to do so. It is estimated that prices for newbuildings are about 40% less on average than the ones of 2008, which a major incentive for many owners.

Still, one should be reminded that the current dry bulk orderbook is still massive. It is thought to be more than 1,000 vessels with expected delivery in 2011, before retreating to 450 ships in 2012. This means that one should be extra careful in terms of timing each ship's delivery. Of course, if anything it's more than helpful that scrapping activity has picked up once again, with even better prices this time around. According to UK-researchers Clarkson, the biggest component of demolition last year was dry bulk carriers, with 10 million tonnes of capacity removed. Scrapping activity is expected to be even higher this year. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



Above seen a "carton" model of the famous liner **United States** built by Newsclippings contributor **Joop Marechal**, at the same scale are also seen the tugs **Witte Zee**, **Humber** and **Oostzee**, to give you all an idea how small everything is on the right a 1 Euro coin is seen as a reference, everything is built at 1:700 scale except the Euro coin (but who cares?)

WANTED: TAWANESE FISHING VESSEL FV WIN FAR 161

The vessel was released by her Somali captors, but it has now also been confirmed by third party that at least two dead sailors are carried on board. Vessel and crew are heading now towards Taiwan. Based on orders from the owner, the vessel dodged all concerned parties by not calling on Port St Louis for repairs and refuelling, by not relieving and exchanging the crew and by not handing the dead bodies to the nearest government authority.

By ordering the crew of the seriously damaged vessel to sail on through the high seas, the owner of the tuna long-liner irresponsibly endangers the distressed crew, which just came out of the ordeal of being held in Somalia for over ten

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month. The owner also violates international law in shipping and marine safety and tries to avert a proper criminal investigation of the case.

The Chinese Navy, which reportedly did provide assistance to **WIN FAR 161** after her release, is obviously colluding in the attempt to cover up and thereby also proves that it can not take a responsible role in the anti-piracy phalanx. The United States Federal Bureau of Investigation also wants the original crew of **WIN FAR 161** for questioning in connection with the piracy attack against **MV MAERSK ALABAMA**. Source : Ecoterra



A "size" bigger models are the above and below seen fully operational 1:50 scale models of the **AHTS HAVILA CHAMPION**, **ARILD VIKING**, **MAERSK MASTER** and **MAERSK SEEKER** built by **Hans Boshuizen** and **Cees Punt**



Due to travelling abroad this week the newsclippings may reach you irregularly

Shipping must burn bright in Year of Tiger, urges Teo

Addressing over 500 members of the Singapore Shipping Association and invited guests at a Lunar Year celebration on Friday night, SSA president S.S. Teo urged attendees to "draw from the traits of the Tiger... as we embark on the road to recovery – to be courageous and resilient in adversity and to pounce on sound opportunities when they arise."

Teo used the occasion to toast the success of both the SSA - which marks its 25th anniversary this year boasting an impressive 374 members - and the Singapore Chamber of Maritime Arbitration, which was reorganised last year and has received pledges of support from over 100 companies as a centre for dispute resolution in Asia.

Listing key SSA achievements for the year, Teo pointed out that the association had run 53 training courses involving 1370 staff, 135% more than the previous year. Earlier this month it also conducted a teach-in on how to combat piracy and ship hijacks in the Somali Basin, Gulf of Aden and Indian Ocean region, which was led by speakers representing the Combined Maritime Forces in Bahrain and the UK Maritime Trade Office in Dubai, related Teo, sending the association's best wishes to all seafarers still being held hostage by pirates.

Teo also looked forward to Singapore Maritime Week in late April, during which SSA will be hosting the annual general meeting of the International Chamber of Shipping taking place in the republic. Separately the SSA will be organising a seminar on international shipping during Singapore Maritime Week. The annual Seatrade Asia Awards dinner and Seatrade Tanker Industry Convention also take place in Singapore that week, on April 26 and 28 respectively. **Source : Seatrade Asia**

Russian vessel released

The Russian fish transshipment vessel **Jupiter** that was held by the Norwegian Coast Guard near Svalbard earlier this week got withdrawal of the charge and is now free. Svalbardposten reports that the Governor of Svalbard has decided not to charge the captain of the vessel. After interrogation of the Captain, the Governor clarified that the vessel had sent its obligatory notifications of its activities to the Norwegian Directorate of Fisheries. But the notification was sent in a proper way and therefore not registered at the Directorate.

The Norwegian Coast Guard inspected the vessel in the waters near Svalbard on Tuesday, as reported by BarentsObserver. On Wednesday, the Governor sent a helicopter to the vessel with police officers that interrogated the Captain on Jupiter and on Thursday the vessel was released.

Jupiter is own by the Murmansk based North West Shipping Company **Source : BarentsObserver**

Glory And Freedom

Iranian Press TV has reported that the "**Asian Glory**" ship, with eight Bulgarian crew members, has been released by Somali pirates after a ransom of over USD 5 M was paid. Prodan Radanov, the Bulgarian representative from the UK Zodiac company which owns the **Asian Glory**, said he could not confirm the report but added that it would be wonderful if true. The pirate-held ship was reported to have changed its course and started sailing back towards the coast of Somalia, the Ukrainian Foreign Ministry announced late on Thursday. According to the latest information received from the Ukrainian Embassy in Great Britain, the ship had returned to its previous mooring off the Somali

coast. On Wednesday, February 17, the vessel was reported to be venturing into open waters, heading south of the Somali coast.

The **Asian Glory** was hijacked on January 2, almost 1 000 kms off the coast of Somalia. The British-flagged car carrier has a crew of 25, including ten Ukrainians, eight Bulgarians, five Indians, and two Romanians. **Source : ShipTalk**

Abducted Asian Glory sets sail south of the Somali coast

The abducted British-flagged ship **Asian Glory** has ventured into the open ocean, heading south of the Somali coast, Bulgarian media reported. The cargo ship, whose crew includes eight Bulgarian sailors along with 10 Ukrainians, five Indians and two Romanians, was moored neared the coast until February 17, reports said. The Ukrainian foreign ministry maintains close contact with the ship and the British company Zodiac under orders from the country's foreign minister Petro Poroshenko, Bulgarian-language daily Dnevnik said.

Earlier in February, the pirates asked for \$15 million in ransom, Bulgarian news agency BTA said at the time. Allegedly, the figure was the "insurance of the ship and the value of the cargo – all vehicles included". The ship was reportedly ferrying 2305 Korean-made cars from Singapore to Saudi Arabia

Another UK-flagged ship, **St James Park**, with five Bulgarians on board, which carried only chemicals, would be freed in exchange for \$3 million. **Asian Glory** boarded by pirates off Somali coast on January 1 2010 and was the second ship owned by Zodiac, a British company with an office in Bulgaria, within four days. On December 29, Somali pirates hijacked the **St James Park**, a chemical tanker, in the Gulf of Aden. **Source : sofiaecho.com**

Body found in North Sea 'was Kent missing person'

Harwich lifeboat is one of the busiest in the North Sea and Thames areas



Photo : Andrew Moors ©

A body found in the sea off the coast has been brought back to Essex and handed over to police. A passing survey vessel spotted the body on Saturday afternoon, about 30 miles off the Essex and Suffolk coast. Harwich all-weather lifeboat was sent to the spot and pulled the body from the water before returning to port.

The lifeboat was met by the Essex Marina Police unit who said it was believed to be a missing man from Kent and next of kin would be informed. **Source : BBC**



The **RIO BLANCO** seen outward bound at the river Thames - **Photo : Krispen Atkinson ©**

Questions raised about time it took to rescue capsized Canadians



As survivors of the capsized tall ship Concordia reached land Saturday after spending nearly 40 hours in life-rafts adrift at sea, the head of their program is raising questions over how long it took Brazilian authorities to send help.

The 64 students, teachers and crew rescued from the shipwrecked sailing vessel made an emotional landing in Rio de Janeiro Saturday before they were whisked to hotels for their first sleep on dry land since Wednesday.

School officials say the 42 Canadians aboard the ship when it went down should be back in Canada Sunday or Monday.

The **Concordia**, the class-at-sea sailing ship of Class Afloat sank Wednesday at about 2:30 p.m. in rough waters about 550 kilometres from Rio de Janeiro. An investigation into the sinking is underway, led by the Barbados Maritime

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Authority, where the vessel was registered. The Brazilian navy, Canadian officials and the ship's insurance company will also play a role.

But the head of Class Afloat said school officials are now looking for "clarification" on the time that elapsed between when the distress signal went out from the **Concordia** and when emergency crews were dispatched. "We have questions," said Nigel McCarthy, president of Lunenburg, N.S.-based West Island College International, which offered the floating classroom program. Officials initially believed the ship went down some time on Thursday, he said.

"Our concern is simply the length of time it took to respond to the EPIRB (Emergency Position Indicating Radio Beacon). We don't know how long it took them to respond. It's something we're looking for some clarification on," said McCarthy, adding: "It's a long time for them to be in the water."

The ship's captain said Saturday that the vessel was knocked down by a fierce downward gust of wind known as a microburst that struck Wednesday afternoon. A distress signal went out at about 2:30 p.m. In a scramble for safety, students and crew spilled over the edge of the ship into waiting lifeboats. Within 30 minutes, the ship sank. What happened before the passengers and crew were rescued will be scrutinized by official investigators. According to Brazilian navy officials, authorities first received a distress signal at 9 p.m. on Wednesday.

"The navy then proceeded to identify the boat, the owners of the boat, and pinpoint the location," spokeswoman Capt. Maria Emilia Padilha told the Calgary Herald. Padilha said the investigation happened overnight as the navy attempted to contact the vessel by radio, as well as contact the school. Representatives at the school said the last contact they had with the ship did not indicate there were any problems.

At 5 p.m. on Thursday the Brazilian air force sent out a plane to scan the area where the emergency beacon indicated the ship went down. Five hours later three merchant ships in the region were contacted and headed toward the location. By 4 a.m. cargo ship **Crystal Pioneer** had spotted three lifeboats lashed together, but had to wait another three hours before being able to rescue them.

"It was dark and the sea was rough, so they waited until light to get close enough to pick them out of the lifeboats," Padilha said. It was then that the ships were told another lifeboat was still in the choppy waters. The last group of **Concordia** crew and students were found five hours later and rescued. Twelve survivors arrived on land via a Brazilian naval boat mid-morning Saturday. The rest of the 64 came in the afternoon on merchant ships. Anxious parents awaited the first word from their loved ones. "She was quite upset. She was crying. But just happy to be alive," said Calgarian Francois Charbonneau, of his 16-year-old daughter Camille.

"We asked her what happened. She just didn't want to talk about it," he said of their two-minute telephone conversation Saturday. Her parents are planning to fly to Toronto to meet Camille when she lands, likely on Sunday afternoon. The trauma of what Camille went through is clear, her father said. But the "transformation" of their daughter, who'd already spent a full semester aboard the **Concordia** when she returned to the ship in February, is also evident. Francois credits the character-building nature of the classroom program for his daughter's new sense of poise, and said it would be a shame to see Class Afloat come to an end because of the wreck.

"It would be a tragedy if that program goes down. It's such an experience," he said. McCarthy said it's too soon to say whether the program will ever set sail again. "I can't speak to the future of Class Afloat. I can just speak to the present," he said. "We've lived through a miracle at sea." **Source : Vancouver Sun**

Centre may amend law to help dead ship **Platinum-II** stay

Apprehending flak from the Supreme Court (SC) for ignoring the anchoring of contaminated giant ship **Platinum-II** at Bhavnagar, Gujarat, for dismantling, the Centre has decided to amend the Merchant Shipping Act of 1958.

The amendment will redefine the term "wreck", which SC used to describe the vessel, so that it could justify the continuous presence of the dead ship. The ship came to India after many environment and public health-conscious

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countries turned it away. SC has ruled that ships coming to India for breaking must shed hazardous material at the point of their origin. However, **Platinum-II's** antecedents are doubtful, so is her registration and ownership.

Green activist Gopal Krishna and his lawyer Sanjay Parikh have drawn the apex court's attention to the blatant violation of its direction by Gujarat Maritime Board and other authorities. They have sought an inquiry by an independent agency to ascertain the circumstances of **Platinum-II's** arrival.

Parikh said at least 700 ships were broken in India in the past four years and 5,000 since 1982, all against SC's mandate that ships must be decontaminated in the countries of their origin before they are allowed in India. Krishna's pending plea also seeks clarification on whether an end-of-life ship containing hazardous material can be exported to India without decontamination and whether such a ship can be allowed in Indian waters without complete information about her antecedents, ownership documents and inventory of embedded hazardous material. Only after a complete examination of these documents, entry can be granted to such ships.

However, Indian authorities follow a different practice. They allow hazardous ships in territorial waters even before they declare their purpose of visit. The authorities inspect only anchored ships. Such a liberal approach, Parikh said, also endangered the safety of the country. **Source : DNAIndia**



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The Van Oord cutterdredgers **Castor** and **Ham 218** seen dredging entrance channel for Essar Plant in Hazira, India .

Photo : Hans Boeschoten ©

Clipper will charge pirates for blackmailing

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Through the Special International Crimes Office in Denmark headed by the public prosecutor, Clipper Project Ship Management Monday pressed charges against the Somali pirates, who hijacked the vessel **CEC Future** in November 2008. The **CEC Future** was on a voyage from Antwerp to Batam when the vessel was hijacked in the Gulf of Aden on 7. November 2008. The vessel was released after 71 days under the pirates' control.

The vessel was registered under the Bahamas flag and managed by Clipper Project Ship Management in Denmark. The crew of 13 consisted of 11 Russians, 1 Estonian and 1 Georgian. A constellation of flag, management and various crew nationalities that is not unusual. To the contrary, such a mixture of nationalities is quite common in the shipping industry.

However, it is this very mixture that challenges the judicial system of the involved nations with regard to governing law and prosecution of the pirates, should they be apprehended. In the case of the **CEC Future**, the pirates absconded with the ransom without being caught, and to date, no charges have been brought forward.

Upon release of the crew and vessel, Clipper instructed the crew to collect all available evidence such as DNA material, pictures, letters and other relevant items. All of the evidence was handed over to US Naval Criminal Investigative Service (NCIS) when the vessel arrived at Salalah, Oman. The NCIS also participated in debriefing the crew in order to support the general evidence collection and to improve their understanding of the pirates' "modus operandi".

To Clipper's knowledge the evidence from the hijacking of **CEC Future** has not yet been used to prosecute pirates. Until now the piracy prosecution process has primarily been driven by authorities with a passive participation from shipping companies and other relevant parties.

Clipper is now taking an active role by adding a new element to its "anti-piracy effort". Although the vessel has a different flag and management, Clipper has now found a way to bring charges forward. This is being done at the Special International Crimes Office in Denmark which holds national responsibility for legal proceedings concerning serious international crimes.

The principle behind the charge is a paragraph within the Danish Criminal Code which states that the Code can be enforced when the criminal act is effectively taken against a Danish company: In this case Clipper Project Ship Management, based in Copenhagen.

The core of the initiative from Clipper is to start criminal proceedings for blackmailing, which is illegal in accordance with Danish law. The key to criminal charges in Denmark is the principle that blackmailing both is committed in the place where the blackmailer operates, as well as in the place where the blackmailed company is situated. In this case Clipper Project Ship Management is a Danish company based in Copenhagen and therefore Danish criminal proceedings can be initiated.

The approach used by Clipper tries to meet the challenges resulting from the mixture of nationalities and legal systems involved in cases of piracy. Instead of initiating criminal charges for all aspects of a hijacking, Clipper's approach focuses on the criminal activity of the pirates, which undoubtedly can be dealt with by Danish authorities. The approach of limiting the case might also be usable for ship owners in other cases.

Clipper's action of bringing a charge forward to the Danish authorities raises a number of questions.

- Who will apprehend the pirates?
- Where should the pirates be prosecuted?
- What will be the consequences of the charge?

These questions and many other relevant questions need to be addressed. Not only from a national Danish perspective, but from an international perspective as well. We cannot all "bury our heads in the sand" and wait until the problem is solved. We have already been in contact with the Danish chair of the legal Working Group of the Contact Group on Piracy off the Coast of Somalia, who has confirmed that these issues will be taken up by the Working Group to the extent they are not already on the agenda in order for the Group to contribute to an international response to these key questions.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 054

Clipper is now awaiting a response from the Danish authorities. We of course expect that the Danish authorities take this very seriously and deal with our charge both speedily and in accordance with the relevant rules. We also expect that the Danish authorities share this information with their colleagues in other States e.g. through INTERPOL. Clipper would encourage other companies which have been involved in a piracy incident to investigate if national laws provide a similar opportunity for them to bring charges against the pirates as well. One can rightly question if the effort is worth it and if the work will have a positive result. Clipper firmly believes that, at a minimum, the effort will bring all of the implied challenges to the attention of the relevant governments and authorities **Source: Clipper**

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The **MAERSK SALINA** seen approaching Rotterdam-Europoort - **Photo : Fred Vloo ©**



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The container vessel **HANJIN BILBAO** had to drop her anchor at the Westerscheldt River near Breskens during bad visibility, when the visibility cleared the liner had to be turned by a tug as seen above into the good direction before she was able to continue her voyage again

Photo : Henk de Winde ©

Pay or forfeit containership, Hanjin Heavy tells CMA CGM

SOUTH KOREA's Hanjin Heavy Industries has reportedly told the Marseille shipping giant to pay for the first of four 6,500-TEU vessels or have it sold to another owner. The deadline is next Tuesday, say industry sources, reported by Lloyd's List, which added that the shipyard had already cancelled the third in a series of four cellular ships ordered by CMA CGM.

Hanjin Heavy Engineering recently sold one of the ships that CMA CGM had ordered, reported Newark's Journal of Commerce, adding that the **CMA CGM Kessel** went to Cardiff Marine for a reported US\$41 million.

Cardiff then reportedly chartered it out to Mediterranean Shipping Company MSC. "We heard that Hanjin sold it for a very cheap price," said CMA CGM's new CEO Rodolphe Saade, who replaced his father, the company founder, Jacques Saade, who had to step down to satisfy lenders, and became non-executive chairman.

Talks with Korean yards involve the delay or cancellation of orders for 30 ships. "The negotiations with the shipyards are not the easiest. It's a long process," the younger Mr Saade told the Journal in an interview. "We are maintaining our fleet, and at the same time, we are taking delivery of newbuildings."

The new big ships are being deployed on Asia-Europe routes to replace chartered vessels returning too their owners or being assigned to other routes, notably, the transpacific, he said. Separately, the troubled French carrier expects to receive the balance of the \$500 million in short-term credit that the banks have agreed to extend.

"We are expecting \$420 million within the next coming weeks," said Mr Saade. "Even though we cannot say that we have recovered from the losses we have incurred, it is definitely moving in the right direction. We have been seeing a very strong recovery in the last three months. We will make a profit in 2010." **Source : Schednet**



Argentina wins Chavez backing in Falklands row

Argentina on Sunday looked for regional support in its escalating row with Britain over the disputed Falkland Islands, winning immediate backing from Venezuelan President Hugo Chavez. After losing a short but bloody war over the south Atlantic islands with Britain in 1982, Argentina is furious that the British are about to begin oil drilling operations in the potentially rich seabed around the archipelago.

Argentina escalated the row last week by ordering all ships heading to the Falklands through its waters to first seek permission from Buenos Aires before appealing to other regional powers to follow suit. On Sunday, Foreign Minister Jorge Taiana took the Argentine case to the Rio Group of Latin American and Caribbean nations, gathering for a two-day meeting in Cancun. Taiana hopes the group will issue a statement condemning British drilling operations around the islands, which it calls Islas Malvinas. "Argentina has made significant diplomatic advances among the 33 foreign ministers of Latin America and the Caribbean that strengthen our country" in the dispute, Taiana said in a statement Sunday. In Caracas, Chavez, speaking on his radio and television show "Alo Presidente," called on Queen Elizabeth II to hand over the Falklands to Argentina.

"Look, England, how long are you going to be in Las Malvinas? Queen of England, I'm talking to you... the time for empires are over, haven't you noticed? Return the Malvinas to the Argentine people. "The English are still threatening Argentina. Things have changed," Chavez continued, still addressing Queen Elizabeth II. "We are no longer in 1982. If conflict breaks out, be sure Argentina will not be alone like it was back then."

British control of the archipelago is "anti-historic and irrational," said Chavez, asking "why the English speak of democracy but still have a queen?" Argentina has ramped up the pressure on Britain over the Falkland Islands in recent weeks, warning it will take unspecified measures to stop British oil exploration even if it isn't prepared to go to war again over the islands. A tug boat hauling a Scottish exploration rig has arrived in the contested waters and is expected to start oil prospecting any day.

British Prime Minister Gordon Brown said Friday he was "confident" diplomacy could resolve the standoff, while islanders voiced disappointment at tensions over the drilling. Argentina says Britain, a United Nations Security Council member, is skirting UN resolutions calling for dialogue on the dispute. It says UN resolutions recognize the territorial dispute and urge dialogue to settle it.

Taiana will meet UN chief Ban-Ki Moon to encourage talks, Argentina's UN envoy Jorge Arguello has said. Britain in January rejected Argentina's latest claim to the islands, which it has held and occupied since 1833. The two countries' rival claims of ownership over the Falklands exploded into war in 1982 after Argentine military rulers seized the islands, only to be defeated and expelled by a British naval force. The conflict lasted 74 days and cost the lives of 649 Argentine soldiers and 255 from Britain. The Falkland Islands, known as Las Malvinas in the Spanish-speaking world, lie 450 kilometers (280 miles) off Argentina's southern coast.

Argentina says its territorial waters extend well beyond the archipelago, to the edge of the underwater continental shelf more than 2,000 kilometers away. **Source : Inquirer**

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SRDC Partners with Robert Allan Limited in Tug Boat Bid



In an effort to help diversify the economy from the energy sector, the Shipbuilding and Repair Development Company of Trinidad and Tobago Limited (SRDC), the commercial business entity of the Trinidad and Tobago Shipbuilding and Repair Cluster - an initiative of the Ministry of Trade and Industry, Government of the Republic of Trinidad and Tobago (GORTT) - recently participated in their first bid proposal for the design and build of two (2) Harbour Tug boats for a well known state-owned Company involved in towage and harbour operations.



This comprehensive bid involved having to partner strategically with Robert Allan Ltd., one of Canada's oldest privately owned consulting Naval Architectural firms, established in Vancouver, British Columbia, Canada in 1930. The company has earned an international reputation for innovative, successful designs for a wide range of ships and has been a leader in creating cost-efficient vessels for service in the marine transportation industry. Robert Allan Ltd., provides independent professional marine consulting and design services to a worldwide client base, supported by the latest in computer-aided design and drafting technology.

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According to Wilfred de Gannes, Chairman and CEO of the SRDC "We are fortunate to work alongside Mr. Robert Allan and his team of naval architects who are best known for their work in the fields of tug and barge transportation, ship-assist and escort tugs, fast patrol craft, fireboats, supply vessels and shallow-draft vessels."

Mr. de Gannes goes on to state: "The bid proposal developed with the efforts of several local cluster stakeholders including Alstons Shipping Limited (Ansa McAl Group), Damus Limited (ISO 9000:2008 approved for fabrication of steel structures), Inter-Isle Construction & Fabrication Company Limited and Tracmac Limited (Neal and Massy Group), alongside Louisiana Machinery who are part of Caterpillar's network of Marine Excellence Centres (MEC), provides a platform to offer further ship design and build proposals on an international level."

The government of Trinidad and Tobago is looking at the shipbuilding and repair sector as an important area in its diversification thrust for 2010. To learn more about the T&T Shipbuilding and Repair Cluster visit their website at www.tts-r.com

Semco Maritime opens new market

For years Semco Maritime has built up experience in the rebuild of rigs from the North Sea area, and in future the company intends to convert this knowledge to also rebuilding special vessels.

"We have taken a strategic decision to use our skills attained from rig rebuilds to move into the market for special vessels, which are also characterised by high technical complexity and for which we see a good market. We can thus obtain synergies by transferring knowledge and using our high technical competencies and our experience in project management", says Vice President Hans-Peter Jørgensen, Semco Maritime A/S.

In the coming months, the Norwegian vessel, Island Patriot, is to be rebuilt for more than DKK 50 million in the harbour of Esbjerg, so that it can be deployed in the stimulation of oil and gas wells in the North Sea. Experience and knowledge from rig rebuilds is transferred to special vessels.

The rebuild of Island Patriot to a so-called Well Stimulation Vessel will take place from 1 July 2010 and will at times employ more than 100 employees spread over several departments in the organisation. The project is conducted for the company StimWell who is to use the vessel for a contract for BP in the Norwegian sector.

The 86 m long vessel already has a fire extinguishing system, SemSafe and PA/GA delivered by Semco Maritime, and in the coming months the vessel shall be equipped with a stimulation package including four propane storage tanks for special sand, two acid tanks, mixing area, pump area and equipment for stimulation control room. All tanks are made by subcontractors while Semco Maritime is responsible for the mechanical and electrical installation of all equipment.

"Our strength lies in the fact that we have all our competencies at the premises: Engineering, design, construction at our own yard and many years of experience within installation of technical equipment, pumps, generators and control panels, just as we have great experience in electrical, instrumentation and telecommunication and will need all these disciplines in the project for StimWell", says Hans-Peter Jørgensen.

The contract with StimWell involves a plus 1-option where the price of rebuild of an additional special vessel within 12 months has been determined. Hans-Peter Jørgensen expects Semco Maritime to attract one or two vessels a year for projects in the harbour of Esbjerg.

Island Patriot will in future become a frequent guest in Esbjerg as Stimwell has chosen Esbjerg as a base port for the future operation in the North Sea. **Source: Semco Maritime**

ROUTE, PORTS & SERVICES



The **ALI KNUTSEN** seen moored in Purfleet - Photo : Krispen Atkinson ©

'Oldest floating bookshop' snubbed by Eastern Cape port

TOURISM and businesses have slammed Transnet National Ports Authority for refusing to allow the MV **Doulos** – the world's oldest passenger ship – to berth in the city for the next five years. The harbour authorities have also been accused of blocking the hosting of a major yachting event, the Volvo Ocean Race, in the city.

The MV **Doulos** – also known as the oldest floating bookshop in the world – was decommissioned on December 31 last year. Built in 1914, only two years after the **Titanic**, the ship has been operated by a German Christian charity as a floating bookshop since 1978.

It has sailed to 104 countries, including South Africa, and it last berthed in Port Elizabeth in 2003. The ship is currently based in Singapore. However, acting port manager Neil Chetty said in a letter to the team trying to bring the ship to the city that having the vessel in the harbour "would not be in line with the port's long term development plan, which includes a revamp of old infrastructure.

"Furthermore, the port's International Ship and Port Facility Security (ISPS) status would be compromised if the vessel is berthed at a commercial area of the port. I regret to inform you that the Port of Port Elizabeth is not in a position to accommodate your vessel, the MV **Doulos**, with long term berthing prospects," concluded Chetty's letter.

Nelson Mandela Bay Tourism marketing manager Titus Chuene said the publicity and marketing Port Elizabeth would have received by having the MV **Doulos** in its harbour for the next five years was worth millions.

Source : dispatch.co.za



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Sonnberg to buy ship for marine diamond mining expansion

Aim-listed alluvial diamond-miner Namibian Resources has, through its subsidiary, Sonnberg Diamonds, entered into an exclusive three-month option agreement to acquire an offshore diamond-recovery ship for N\$13-million, or £1,1-million.

The diamond-miner noted in a statement on Thursday that Sonnberg planned to establish a marine diamond-mining division to complement its onshore operations. The ship, which was in working order and currently actively mining, would provide its subsidiary with immediate diamond production. It is equipped with an integrated diamond-mining and recovery system, based on a 10-t/h dense-media separation system.

Namibian Resources expected the ship to produce in excess of 1 000 ct/m in the long term and said its subsidiary planned to upgrade the ship by fitting a real-time, sea-bed visualisation system, which would result in more efficient mining and increased diamond production.

The Aim-listed company would seek to raise £2-million in a placement to fund the acquisition and the planned upgrade and said it would seek shareholder approval for this in the near future. Meanwhile, Sonnberg has resumed limited operations at its Pomona onshore contract area.

Mining was expected to restart this month, as the company tries to bring its mining and processing equipment back to an operational level. It noted that, despite a pick-up in diamond prices in US dollar terms, the Namibian dollar has strengthened against the US dollar in recent months, making a return to full mining operations at Pomona unjustifiable.

It would, in the short term, focus on producing limited output from small, high-grade areas, while also carrying out further prospecting operations to better define resources for future mining. **Source : miningweekly**

APL to levy intra-Asia rate increase of US\$100/TEU from March 1

SINGAPORE's APL has announced a general rate increase of US\$100 per TEU, \$200 per FEU from March 1 in the intra-Asia trade, specifically from Far East to India and Pakistan. APL said intra-Asia operating conditions in the trade remained challenging, with "unsustainably low" rates. "The rate increases are essential for APL to sustain its comprehensive service offering in the trade and to ensure the high level of reliability that customers demand," said a

company statement. APL, a unit of Singapore's Neptune Orient Lines (NOL), offers 60 weekly services with 500 calls at 140 ports. **Source : Schednet**



The **MSC NEDERLAND** seen departing Port Chalmers on Saturday the 20/2/2010 bound for Lyttelton.
Photo : Ross Walker ©

Colombo box volume up 33pc at private SAGT container terminal

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, reports Asia In Focus via Comtex.



South Asia Gateway Terminals handled 162,890 TEU in January 2010, data released by the firm showed. The container volume was up 33 per cent from the same month the previous year when trade volumes had slumped owing to recession.

Left : The **HATSU ENVOY** seen in the port of Colombo
Photo : V. Seva (c)

It was the terminal's second highest-ever monthly volumes, according to analysts. **Source : Schednet**

FERRY IRELAND <> SPAIN

IRISH Continental Group and Stena Line face competition from a foreign operator that is set to open two new routes between Ireland and the continent, sources say. The new ferry operator will be based out of Cork and offer freight and passenger services between the country's second city and Spain and France.

"Negotiations are at an advanced state and although not yet certain, a decision will be made within the next three weeks," Port of Cork spokesman Michael McCarthy said. "A positive decision should mean a start-up in May." He declined to say which ferry operator would provide the service or give any further details. A single ferry will offer

businesses, especially pharmaceutical companies based in Ringaskiddy in Cork, and farmers, a direct route to markets on the continent. It will also offer fruit and vegetable importers here a link between the main growing countries. Irish exports to France were worth €4.6bn last year, while exports to Spain were worth €3.7bn, most of it going by road via France and the UK. The routes, which are expected to be announced later this month, will augment a new link between Cork and Swansea in Wales.

Rumours of a link between Ireland and Spain have been circulating since 2008, when the Port of Cork said it would look for EU grants to create a freight and passenger ferry service, with a journey time of 24 hours, between Cork and the northern Spanish city of Gijon. The new route would also be good news for holidaymakers and would put many major tourist destinations in France and Spain within a day's drive. **Source : Irish Independent**

Aboitiz to acquire 1992-built Japanese ferries

The Philippines: Aboitiz Transport System has acquired two Ro-Pax ferries from Japan for US\$15 million.

The ferry operator will take delivery of the two 1992-built vessels from Japan's Kansai Kisen Kaisha and its affiliate, Diamond Ferry, next month



Above seen the **SUNFLOWER NISHIKI**

The two vessels, the 9,684FT '**Sunflower Nishiki**' and the '**Sunflower Kogane**' were both built at Kanasashi Shipbuilding, Japan. The two sisterships each have a capacity of 2,000 passengers and an additional 400TEU.

Aboitiz said that the vessel acquisition was part of the company's aim to modernise its fleet, as the 18-year-old Japanese vessels are younger than the current fleet of SuperFerry vessels. **Source : Baird Online**



The **ITC MELTEMI** seen off Ostend (Belgium) - Photo : Wesley Vercruysse ©

Cargo turnover at seaports in Estonia was up 21%, at 3.68 m tons in January

Freight volumes transshipped at the ports of Estonia in January 2010 increased by 21% from the same period last year, to 3.68 million tons of commodities. In comparison with December 2009 the goods shipment volumes in January dropped by 3%, RZD-Partner.Ru reported citing the Department of Statistics Estonia data.

In January 2010 the ports loaded onto ships 2.970.000 tons and off-loaded 708.299 tons of cargo. As compared with January 2009, the loaded volumes rose 21%, unloaded - by 22%. In December 2009, the ports showed nearly 3 million tons loaded and 807.000 tons off-loaded.

It has been reported earlier that cargo turnover at the Port of Tallinn (Estonia) for January 2010 amounted to 3.113.800 tons, a 25.2% rise from the same month a year earlier. **Source : Port News**



The Danish merchant fleet is still growing

The number of Danish owned vessels are still on the rise. Denmark's merchant fleet is now the fourth largest in EU and accounts for four per cent of the global tonnage. Many of the new ships are tankers

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Data from Statistics Denmark show that these last years the capacity of the Danish fleet of tank vessels has grown considerably. The strong growth of tank vessel capacity is probably due to a relatively favourable market for tankers in 2008.

On January 1, 2010, the total Danish tanker tonnage was 3.6 million gross tonnage distributed on 145 vessels. This is 0.7 million gross tonnage more than the previous year with 123 vessels.

The majority of the Danish fleet is constituted by container vessels which account for 59 per cent of the gross tonnage of the Danish cargo vessels. Although the figure has not changed compared to the previous year, the Danish container vessel tonnage has doubled in the last 10 years. **Source: Borsen**



Anthony Veder's **CORAL OBELIA** seen approaching Dunkirk port
Photo : Wouter van der Veen ©

Explosives to break up barge carrier

The wreck of the massive barge carrier **Margaret**, which towers over Jacobs Bay like a block of flats, will be broken up using explosives in a controlled demolition operation that will topple its cargo of smaller barges into the sea.

This is the sad end to what was a brand-new barge carrier when it ran aground on June 24 after the tug towing the vessel lost the tow connection in a storm near Saldanha Bay. The barge carrier, which stands about eight storeys high, and its cargo of 12 river barges and two floating dry docks, were valued at around Euro 30 million (about R300m). When it went aground, the vessel, which has no engines, was being towed from the shipyard in China where it was built to its owner in Rotterdam.

The Dutch owner spent about R21m trying to salvage the vessel, but got nowhere. After running out of money, he was forced to abandon the **Margaret**, which then became the responsibility of the South African Maritime Safety Authority (Samsa).

Debbie James of Samsa said on Thursday they were concerned that if they left the **Margaret**, it would become a safety hazard as the waves would weaken and break up the structure, and so had instructed the salvors Smit Amandla Marine to remove the wreck.

Taxpayers will foot the bill. Any of the barges or dry docks that are saved will be sold by Samsa to defer costs.

Kevin Tate, salvage master at Smit Amandla Marine, said they were not going to blow up the wreck, as had been done with the **Jolly Rubino** on the Zululand coast. "This will be a sequential blast to undermine the structure so it will topple. We'll use a total of 125kg of explosives at a time with a 42 millisecond delay in between, so you'll get a ripple effect instead of one massive blast. One big blast would blow out windows but this won't. There will be lots of water and spray and a bit of flame and smoke," Tate said.

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On Tuesday the salvage team cut away the wall of the top dry dock, which has to be removed to allow four of the river barges to slide into the sea after the blast. The 91 ton steel wall, which caused a 30m-high splash when it landed, has been towed to Saldanha Bay and sold.

"The top four barges are in good condition and can probably be saved," Tate said. Preparation work included plugging the dewatering holes in the barges and cutting the fastenings that secure them. The explosion will take place at the end of the month. Everyone within 500m of the wreck will be evacuated an hour before the explosion and the access road to Jacobs Bay will be closed three hours before the blast. **Source : iol.co.za**

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.... PHOTO OF THE DAY



The **GLASGOW EXPRESS** seen departing from Antwerp - **Photo : Stan Muller ©**

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