

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 066



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

An advertisement for Multraship Towage & Salvage. The background shows a large industrial ship, possibly a tugboat or salvage vessel, in a harbor. The company logo is prominently displayed in the foreground.

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EVENTS, INCIDENTS & OPERATIONS



The **MASINDRA LANGKAWI** (ex Smit Lloyd 104 – Smit Langkawi) seen in an attempt to refloat the barge CALLISTA at Tioman Island - **Photo : Capt. Matz ©**

Recent Greek new-building orders inspire Far East's resurgence at Posidonia 2010

Traditional and emerging maritime markets from Asia look set to firm their grip on world shipping through an all-time record participation at Posidonia 2010, the world's most prestigious trade shipping event to be held for the 22nd time in Greece, June 7th to 11th at the Hellenikon Exhibition Centre. "The recent spate of new-building orders from Greek ship-owners is a tangible sign of recovery and has reignited the interest of Asia's traditional shipbuilding superpowers Korea, Japan and China, who will field their biggest ever participation at Posidonia this year," said Theodore Vokos, Project Manager, Posidonia Exhibitions S.A., the organisers of the biennial event. "India's ascendance as a world shipbuilding force is another contributing factor to Asia's undisputed leadership in the shipbuilding industry. The country's first ever national Pavilion at Posidonia serves as a reminder of India's great ambitions and aspirations to be perceived as a key shipbuilding nation and services provider to the international maritime scene," he said.

India will make its Posidonia debut with a 300 sqm Pavilion of the Shipyards Association of India. The committed Far East presence at Posidonia 2010 is already 45 per cent larger compared with the 2008 Exhibition bringing the total floor space of Asian participation up to 3,166 sqm, an increase of 1,000 sqm from two years ago. Korea will display its biggest ever Posidonia exhibitor participation, with KOSHIPA and KOMEA creating an impressive Korean Pavilion. Equally important is the increased stand alone presence of their major shipyards, which will include STX Business Group, Sungdong Shipbuilding & Marine Engineering Co Ltd and SPP Shipbuilding Co LTD. Japan will emulate their biggest ever participation (at the last Exhibition in 2008) based on the muscle of Japan Ship Exporters' Association (JSEA) and Japan Marine Equipment Association (JSMEA).

An impressive addition to this year's Posidonia is the presence of a second Chinese Pavilion, further enlarging the already strong Chinese display at the Exhibition. In addition to the long standing Pavilions of the Chinese Shipbuilding Industry Corporation (CSIC) and Cosco Shipyard Group, many more Chinese shipyards are also making their debut with independent stands, including amongst others Yiu Lian Dockyards (Shekou) Ltd and Zhejiang Province Daishan

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County Haizhou Ship Building and Repairing Co. All aspects of the Far East maritime industries will be present spanning machinery, equipment, paints/coatings and registers. Large-scale stands will also be occupied by the Korean Register, Class NK, the Indian Register and China Classification Society, as well as shipping companies such as Daeyang Shipping of Korea, Senda Shipping and Golden Harvest Shipping of China.

China's Qinhuangdao Haihang Marine Equipment & Machinery Import & Export Co.Ltd., manufacturer of main and auxiliary engine parts sees Posidonia 2010 as an opportunity to woo the international shipping community and network with existing customers. According to Mr. Yongli Guo, General Manager, "POSIDONIA is a priority platform for us to promote our brand services as well as attracting important customers." Korean waterjet leader BC Taechang Industrial Corporation will be showcasing its flagship COMBO UHP water jetting pump product. "We expect to promote our COMBO UHP water jetting machine and accessories to Greek ship owners and ship management companies," said Sales Manager Kevin Kim. Another highlight of Posidonia 2010 is the significant presence of the petroleum products industry representing oil, bunkering and lubricants' companies including first timer Avin Oil, Castrol Marine returning after several years' absence, and repeat exhibitors Petrobras, Chevron Global Marine Products, Aegean Oil with partner Gulf Oil Marine, and also Elinoil and ETEKA.

Chevron Global Marine Products' General Manager Phil Bourgeois said: "As one of the world's leading marine fuel and lubricant suppliers, we're delighted to be exhibiting at Posidonia this year again, as it is a key event for us. It gives us a chance to meet with both the Greek as well as the wider shipping community." The unique breadth and depth of industry's interest in world shipping at Posidonia will be further highlighted this year by Castrol Marine's sponsorship of the ShipSoccer Tournament which is one of the three major parallel sporting events organized during the Posidonia week, together with the well established Lloyd's Register sponsored Posidonia Sailing Cup and the fledgling Golf Tournament. Some 20,000 trade visitors are expected to attend the exhibition, breaking the previous record set in 2008. This number is likely to grow as the world emerges from recession with many of them expected to focus on the three key growth areas of shipbuilding, ship equipment and the maritime service industries. Organisers expect to welcome more than 1,700 exhibitors from 80 countries. Posidonia 2010 is sponsored by the Ministry of Economy, Competitiveness and Shipping, the Municipality of Piraeus, the Hellenic Chamber of Shipping, the Union of Greek Shipowners, the Greek Shipping Co-operation Committee, the Hellenic Shortsea Shipowners Association, the Association of Greek Passenger Shipping Companies and the Union of Marine Enterprises. **Source: Posidonia Events**



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Above seen a pen-drawing of the **FAIRPLAY IX** made by **Willem Johan Hoendervanger** with size 46.5 x 68 cm
See also : www.wjmaritiem.nl

Piracy attempt on Maltese ship foiled, Navy rushes help

A Maltese bulk carrier passing about 200 nautical miles off Laskhadweep Islands in Indian Exclusive Economic Zone today came under pirate attack following which the Navy rushed its warship from Kochi to help the merchant vessel.

But the attack was foiled even before the Indian warship could reach the merchant vessel 'MV **Melina I**', the Navy said here in a press release. However, the Navy did not spell out how the pirate attack was foiled by the merchant vessel. Merchant vessels are not permitted to carry arms on board and hence are vulnerable to attack from pirates, who are well armed.

"Around 6 am today, the Master of MV **Melina I** had reported sighting of four skiffs approaching his vessel and sought assistance. Accordingly, the Indian Navy and the Indian Coast Guard had launched operations for assistance to the ship," the release said.

The Maltese ship was on passage from Ukraine to Paradip in Orissa when it encountered the pirates.

The Southern Naval Command here said the warship, **INS Sujatha**, with an armed helicopter and Marine Commandos (MARCOS) on board had the capability to effectively deal with any "emergent situation".

The Coast Guard, on its part, rushed its vessel '**CGS Annie Basant**' and a Dornier maritime patrol aircraft to render assistance to the distressed vessel, the release said. Considering the situation, **INS Sujata** would close in on the merchant vessel and escort it to safe waters before returning to its base. **Source : DNA India**



Photo made in PORTO DE TALCAHUANO - Chile after the port was hit by a Tsunami

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Norwegian ship hijacked off Madagascar

A chemical tanker with 21 crew members has been hijacked by Somali pirates near Madagascar, the Norwegian owner said Saturday. It was not clear whether anyone in the crew, all from Myanmar, had been injured in the attack early Friday or whether any ransom had been demanded.

Svenn Pedersen, CEO and managing director of Norway's Th. Broevigtank Shipowners, said the **UBT Ocean** chemical tanker was on its way from the United Arab Emirates to Tanzania when it was hijacked about 300 miles (500 kilometers) from its destination.

"The captain made contact saying pirates were on board and then the contact was cut off. Nothing has been heard from the ship since then," Pedersen said. He said the 9,000-ton vessel is registered in the Marshall Islands and was carrying fuel oil. Edward Ion, a spokesman for the vessel's technical manager, Ship Management Associates in Singapore, said attempts have been made to re-establish contact with the vessel, but it has so far been unsuccessful.

"We're making every effort," he said, adding the company is cooperating with local authorities and monitoring agencies and anti-piracy forces in the region. "Obviously we're very concerned about this."

The hijacking is one of the southernmost attacks the pirates have ever launched, and serves as yet another indicator that increased naval patrols in the Gulf of Aden are pushing the pirates' range further south and east into the Indian

Ocean. Duncan Findlay, an official with Ship Management Associates, said the ship complied with industry guidelines because it was registered with, and reported to, the UK Maritime Trade Operations, a group that oversees the route the vessel was taking.

According to the company, the vessel was not registered with the EU Naval Force-run Maritime Security Centre for the Horn of Africa because the ship would not go near the Horn of Africa. "It would have been the incorrect coordination center because the ship was 1,000 nautical miles south of the Horn of Africa," Ion said.

On Friday, a French frigate involved in an EU anti-piracy mission off Somalia detained 22 suspected pirates from six separate boats in the Indian Ocean. According to the French Defense Ministry, the suspects are being held on the frigate. **Source : The Associated Press**

Passengers Leave Cruise Ship in Brazil

Health authorities have allowed passengers to leave a cruise ship that had been quarantined in southeastern Brazil after hundreds were stricken with vomiting and diarrhea.

Royal Caribbean spokesman Rodrigo Dionisio says the 310 people who suffered gastrointestinal disorders aboard the **Vision of the Seas** have recovered. He says the ship's 1,987 passengers and 765 crew members started leaving the ship Friday morning.

The vessel will undergo a thorough cleansing before leaving on another cruise later in the day.

The ship arrived in the port of Santos early Friday from the coastal resort town of Buzios where the first case was detected earlier this week. Most of the ill were Brazilians. **Source : AP**

Oil spill from a sank ship occurred on the Don River

Spill oil, presumably diesel fuel and bilge waters, contaminated the area of 185 sq. m at the site where a Griffin-4 ship had sunk on the Don River, near a local shipyard. According to the Rosprirodnadzor's Southern Federal District Department report, emergency agencies have barred off the polluted area. However, some oil patches, lubricants were noticed around the slick bars. To estimate the degree of contamination of waters the agency will carry out further laboratory studies, the report said.

Earlier reports said, the incident occurred when the ship sank on March 1st in the waters of the Obukhov dockyard (Obukhov Shipyard Shiprepair CJSC, Azov district of Rostov region). Inspectors of the Federal Supervising Agency's Taganrog department moved to the scene after the report came. **Source : PortNews**

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Ice-trapped ferry returns to Sweden

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A passenger ferry with nearly 1,000 people on board has returned safely to Stockholm's harbour after being trapped in ice for hours in the Baltic Sea. Dozens of other ships and boats had also been stuck as gale-force winds built up large ice masses along the Swedish coastline.

Ice breakers helped release the ferry **Amorella** at the edge of an archipelago north of Stockholm, which had collided with another vessel as they drifted amid huge blocks of moving ice. Heavy ice cover is common during the wintertime in northern parts of the Baltic Sea. But the ice rarely gets thick enough in the Stockholm archipelago to trap powerful passenger ferries.

Photo : Cornelia Klier ©

The **Regal Star**, a cargo ship with 56 people on board, was also set free early Friday, while three other ferries that were trapped in the ice were able to break free on Thursday. About 26 cargo ships were awaiting help from ice breakers in the northern parts of the Baltic Sea, but the situation was under control, officials said.

The maritime administration said the ships had ignored warnings about the icy conditions. "Normally we can handle this type of obstacle," Viking Line CEO Jan Karstrom told SVT. "But in this case the wind is unfortunate. It's blowing toward land and it means that [the ice] is packed more and more against land."



Johny Lindvall, who manages the maritime administration's ice breaker service, said the ferries, nearly all transporting passengers between Sweden and Finland, had run into trouble just outside the Stockholm archipelago, made up of more than 20,000 islands.

"They got caught outside the archipelago, where there is moving ice. It's hard to navigate," he said, adding that he had not seen a situation with so many ships stuck at once since the mid-1980s. Most of the commercial vessels had got stuck in the narrow Bay of Bothnia, where the ice is thicker, and around the autonomous Aaland islands.

Sweden has suffered an unusually harsh winter this year, with temperatures across the country almost continuously well below freezing since December. **Source : Al Jazeera**

The Dubai Creek harbour masters

From a certain angle the wharves that line Dubai Creek look like the loading bays of a giant out-of-control supermarket. Boxes are stacked precariously, crates are dumped in huge piles and sacks and bags are thrown haphazardly over the ground. The goods are diverse: Vietnamese cashew nuts, giant LG freezers, Malaysian office furniture, water tankers from Ajman, Ninja "foodstuff" from China, hundreds of bags of garlic, a solitary jet ski. Beeping forklifts reverse around crates and battered open-top Isuzus offload boxes of Heinz tomato ketchup.

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Men from Iran, India, Pakistan and Somalia load the dhows, sweating and shouting. Others smoke cigarettes, some sleep; all are part of a multibillion-dirham business: moving goods from Dubai to India, Iran, Pakistan and Somalia. There are eight wharves on Dubai Creek, each slightly different. Only wooden ships, some with a capacity of up to 800 tonnes, are allowed to enter the creek. Each wharf has the capacity to handle 31 boats at a time, and 720,000 tonnes of cargo come and go every year.

Despite the presence of the world's largest man-made harbour at Port Rashid and Jebel Ali, capable of handling more than 1.5 million cargo containers a year, the wharves at Dubai Creek live on, barely changed from a century ago. Like the dhows that populate them, their longevity is testament to the elegance of their original design.

Before Dubai became a financial centre it was a port and a trading hub. Before free zones and hedge funds, before Singapore and Hong Kong, before upturn and downturn, Dubai

was making deals and moving goods. Geographically it was ideally situated, between India and East Africa and the rest of the Gulf. Even its name comes from the Indian word for "two bays", a clue to its attraction for ships and its close links to the subcontinent.

The wharves closest to the creek entrance are filled with dhows that shuttle back and forth to Iran, to ports such as Bandar Abbas and Bushehr. The trade between Dubai and Iran is lucrative – estimated to generate more than US\$3 billion (Dh11bn) annually – and Dubai is the focal point of sea trade with a country that has been under US trade sanctions for decades.

The crew on these boats are friendly: they offer tea, are happy for anyone to walk across their boats, they yell "hello" in Farsi, Arabic and broken English. On one dhow a few crewmen are sitting smoking, waiting for the last of the cargo to be loaded before sailing for Iran that evening.

For men such as Hadi, the dhow's captain, it can be a dangerous trip. As a result of increased sanctions (those imposed by the US have been in place since 1987, with more added by the UN since then), smuggling is rife in Iran, a practice that the Iranian navy seeks to stamp out by attacking or detaining dhows which they suspect, rightly or wrongly, of carrying contraband goods.

He shows me the burn marks that cover his arms and the side of his abdomen – the result, he says, of a clash with the Iranian navy seven years ago. He tells me that the navy shot at the dhow and says 10 men died. He survived and spent two months in an Iranian hospital before returning to work. He was scared but explains that he has four children and one wife. "They need to eat." So he is still working the route seven years later.

"We leave at before sunset and we travel with no lights so the navy cannot see us." He smiles and rubs his arms. "It's bad if they see us."

There are six men on Hadi's boat, an engineer, a cook and four "navvies" – the men sleep in shifts, with four always on watch. Is he afraid? He laughs and makes the motion of a violent wave. "Only when it is like this," he says, rocking his arm back and forth.

The sea trade between Dubai and Iran was a subject raised by the former US President George W Bush when he met Sheikh Mohammed bin Rashid, Vice President of the UAE and Ruler of Dubai, on his visit to the emirate in 2007. It seems absurd that these sailors and their rickety, weathered boats should take on such geopolitical importance. But not all the cargo is innocent. In 2008, UAE officials intercepted a number of banned goods bound for Iran, including a consignment of zirconium, a component of nuclear reactors.

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But for men such as Moshtaba, a tall, handsome Iranian from a village near Shiraz, these are someone else's issues. "We bring many goods," he says. "Our job is just to bring, not to think about America or Iran. We go at night, we all do, so no problem." He laughs.

On the dhow next to Hadi's, two old men are cooking fish on a stove. The boat is empty save for a rusting orange bucket filled with empty milk cartons and Mustang cigarette packets. It is a Monday and most of the dhows are full, ready to sail that evening. The mood is relaxed at this wharf: some men sleep, others shave, another group of men play dominoes and wait for a delivery of LG TVs.

One of the domino players – who did not want to be named – tells me of his fears for his home country. "Iran is so beautiful, the people are beautiful, but those in charge, not so good. Very sad." His face is lined and his hair is thick and grey. He laughs and jokes with the other men as they sip tea and watch the game.

towards Maktoum Bridge there is another wharf; the dhows here are bigger and are bound for Somaliland, a semi-autonomous part of Somalia, free of the anarchy that has gripped the rest of the country. Egal, a large cheery Somali is checking that all the boxes make it on to the ship. He has worked at the wharf for four years and the dhow – considerably bigger than any of the Iranian ones – is packed to bursting. The crews on these routes are all Indian. Somalis are banned from the boats; a safeguard to stop any rogue crew members working with the pirates that plague the Somali coast.

A white Lexus car and a decrepit minivan are among the cargo, with hundreds of boxes wedged in between them. Watching the men load the dhow is fascinating.

A large rope net is laid flat on the ground and boxes are stacked on top of it. Then two men hook the net to the crane and it is lifted, bulging, into the air, before being unhooked and unloaded by six Indian men, many of whom are wearing woolly hats despite the midday heat. Somali men dressed like office clerks look on, signing ledgers and ticking off boxes as the cargo moves from land to sea. It takes seven days to load the dhow and seven more to sail to Berbera – a strange symmetry that is apparent across these docks. There is a precision not immediately apparent among the honking horns, piles of boxes and sweating men. But this is an exact science, one that has been practised for more than 100 years.

To trace the story of modern Dubai, you have to talk about Dubai Creek. While the creek had long been a centre of trade, it was its dredging in the late 1950s that gave Dubai an advantage over other emirates such as Sharjah. The barges that brought goods in from the steamers could now enter and exit the creek regardless of the tide. The same was true for the dhows coming and going to Iran, India and Pakistan.

The creek and the business-friendly attitudes of Dubai's rulers was soon evident – by the early 1960s it was clear that the creek was no longer able to handle the number of boats that came and went every day. Port Rashid – built for Dh133 million and opened in 1972 – was the answer, followed by the massive Jebel Ali harbour. As Frauke Heard-Bay points out in her book, *From Trucial States To United Arab Emirates*: "Since the first modest attempt to improve the entrance to the creek early in the 1950s and thus to influence fortune, successive Rulers of Dubai have led the development of the City State with a single-minded determination to provide facilities, to encourage existing business and to attract new business."

The setting is somewhat different today – across from the dhows stand solar-powered parking meters and dhow taxis reach berths with computerised turnstiles. There is a rather tacky abra-shaped souvenir shop and the Creek View Restaurant with Spanish and Russian tourists eating "spaghetti blouniz" while bored-looking waiters stand in the shade.

Yet the men who work these boats are the same as the men who were here decades ago, and the commerce is the same: getting goods from point A to point B in the quickest and most profitable time possible.

An Indian man who is making sure his merchandise is being loaded on to the Somaliland-bound dhow points at the white sedan already onboard. "This car was sold to a dealer in Dubai," he tells me. "That dealer sold it to an agent

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who ships it to Somaliland. There it is picked up and sold to a dealer who sells to a buyer somewhere in Somalia. At each sale the person selling makes money."

Money is what drives the metronomic precision at these wharves. From the cooks and navvies who send home tiny sums to feed their families, to the Emirati dhow owners who make large commissions, to the dealers, agents and middlemen who profit off the top, this is commerce in action: business is always about the bottom line.

And it's that motive that makes these men sail across stretches of dangerous water. One Somali man at Wharf 1 beside Maktoum Bridge was waiting for his boxes of tuna fish to be loaded. Their destination: Mogadishu. Would they get there? "Of course, it always gets there." With that, he was gone, shouting at the two Indian men who were loading the boxes on to an already packed boat.

The future of Dubai Creek is the subject of much debate. Two years ago, it was reported that Dubai Customs were looking into the possibility of relocating all long-haul dhows to Al Hamriya Port in Deira, as part of a massive Dh300 million expansion and redevelopment project at the site. It was a controversial decision, but one that made sense: business at Dubai Creek has outgrown the available facilities, and Al Hamriya has modern computerised systems that will make the job of Dubai Customs much easier.

But in March last year, the authority apparently had a change of heart, announcing that because of the Creek port's "historical significance", the move would not go ahead. Instead, a feasibility study would begin on redeveloping the Creek, with new security measures at Ras al Khor, an offshore customs point for dhows 1.5km away, assisting the customs authorities with their huge task and easing their concerns for security. As yet, however, no plans are confirmed.

Most of the men are philosophical about the Creek's future. "If the move happens, it happens," says Farhan, a Pakistani man drinking a Dh1 tea at a restaurant near Wharf 1. "Business will not stop. Business will keep going."

He is right. The trade will continue, and the men will make money to send home, to reinvest or to get rich. The creek will still feature dhows, be they floating restaurants, pleasure boats and water taxis. But for now they are still there, in a part of the city far removed from skyscrapers and modern hotels. This is Dubai in a microcosm: locals and expatriates making money. Farhan talks for a while about his family in Peshawar, and his dislike of the bad weather he encounters at sea. As he gets up to leave he laughs. "Time for work."

Source : The National Photos : Ryan Carter.





The **STEMAT SPIRIT** seen moored in Rotterdam for the christening ceremony

Photo : Michel Kodde ©

Malacca threat raises cost stakes for shippers

Heightened fears of an attack on oil tankers transiting the Strait of Malacca, a key shipping lane for world trade, could lead to higher insurance costs for shippers and may lead to longer journey times, analysts say. The Singapore Navy believes a group is planning attacks on oil tankers in the Strait, a Singapore shipping body warned on Thursday. John Dalby, chief executive of maritime security company MRM, which provides risk assessments to companies, said ships diverting could be one of the major risks in the event of an attack.

"The damaging part is not just a potential oil spill or the loss of a crew it's the knock on effect of owners even thinking about re-routing their vessels," he said. "The economic backlash would be very, very significant."

Up to 80 percent of China's oil imports and 30 percent of its iron ore imports, and 90 percent of Japan's crude oil imports, pass through the Strait.

"Longer term, if there is a big incident, it will encourage, if not force, some of the crude shippers to use the Sunda and Banda straits in preference to Malacca Straits," Al Troner, president of Houston-based Asia Pacific Energy Consulting, said. Sunda and Banda lie south of Malacca and passing via them would add at least 900 nautical miles or three days sailing time from the Middle East Gulf to Japan, shippers say.

Industry group Intertanko, whose members own the majority of the world's tanker fleet, on Thursday said it had advised its members to take "extra care" when passing through the area. Shipping groups including Denmark's Maersk Tankers said they had increased vigilance on their vessels which included passing through the Strait at the maximum speed and posting more lookouts on a vessel's bridge. "I don't think we would change the route. Basically the area is dangerous, so we have been taking precautions," a spokeswoman for Japan's second-biggest shipper Mitsui O.S.K. Lines Ltd said.

One European shipping analyst said if the risks escalated insurance costs for tanker owners would rise, adding that the industry already faced tough conditions due to weak oil demand.

While daily crude tanker earnings on the benchmark Middle East Gulf to Japan route have risen from lows last year to around \$37,000 this week they are still below their peak of over \$200,000 a day in 2007 before the economic downturn. "The insurance industry will certainly miss no occasion to reap a windfall profit by adding the requirement of a 'terrorism rider' much like the 'piracy rider' that has made it considerably more money than it has had to pay in ransoms off the coast of Somalia," said J. Peter Pham, an adviser on strategic matters to U.S. and European governments. Piracy in the Malacca Strait became so serious a decade ago that in 2005 the Joint War Committee of the Lloyd's Market Association added the area to its list of war risk zones, sending premiums sharply higher. The decision was reversed in 2006 following lobbying from Singapore, Malaysia and Indonesia.

Neil Roberts, secretary of the Joint War Committee, told Reuters there was no reason for it to meet at this stage. "In the short term there is no effect. Trade continues as normal. Underwriters are keeping a careful eye on the situation," he said. **Source: Reuters**

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CASUALTY REPORTING

Freighter Alexandra disabled while proceeding Bosphorus



On 05.03.2010 at about 04:20, Malta flagged vessel named **ALEXANDRA** has exposed to a sea peril due to engine failure in front of Kuleli, Istanbul Strait. In order to provide the safety of navigation, life, property and protect marine environment, **Kurtarma 3** and **Kurtarma 6** tug boats and **Kıyı Emniyeti 10** SAR boat have been immediately sent to the place of incident by Istanbul Vessel Traffic Services.

Photo of disabled **Alexandra**.
Turkey Coast Guard

As a result of Salvage-Assistance Service rendered, the vessel was anchored to Ahırkapı at 06:30 and secured. Vessel in ballast was enroute from Iskelesi to Rostov Russia. **m/v Alexandra** IMO 8876340 Flag Malta Type river|sea general cargo build 1991 DWT 4540, beneficiary owner and commercial manager Shipchart Co. Ltd Moscow

Source : Mikhail Voytenko www.odin.tc ©

Fisheries protection vessel, Cranogwen, "substantially damaged" in haven collision with Svitzer Ramsey tug

A fisheries protection vessel has sustained substantial damage, following a collision with a Svitzer tug in the haven.

The crash between the **Svitzer Ramsey** and the South West Sea Fisheries Committee (SWSFC) vessel, the **Cranogwen**, happened near to Pembroke Dock.

One crew member from the **Cranogwen** also sustained minor injuries in the form of whiplash and bruising. The **Cranogwen** had been undergoing a refit in Pembroke Dock and was about to go back out on patrol.

Phil Coates, director of SWSFC said she had been substantially damaged in the collision, which had affected the starboard (right) side in the middle of the vessel and caused the deck to cave in. She is not presently sea-worthy and will remain in the haven until repaired.

An inspector from SWSFC is currently in Pembrokeshire assessing the damage. The **Svitzer Ramsey** sustained less damage and was able to continue working in the haven throughout the night.

Milford Haven Port Authority (MHPA) said that they are carrying out a full investigation into the incident and the circumstances surrounding it. "Our investigation is to find out what happened, how it happened and if we can prevent it happening again," said MHPA Harbour Master, Captain Mark Andrews.

Coastguards said the incident had caused no pollution and has been reported to the Marine Accident Investigation Board. The Western Telegraph has contacted Svitzer and is currently awaiting a reply. **Source : Western Telegraph**



Above seen the **HERKULES** seen towing in a container vessel to Lisbon port escorted by 2 of Svitzer's harbour tugs.

Photo : Piers Bedford ©

NAVY NEWS



The Brazilian **G 25 ALMIRANTE SABOIA** seen departing from Willemstad – Curacao
Photo : Kees Bustraan - community.webshots.com/user/cornelis224 (c)

'Second-hand' Gorshkov costlier than new warship

The Indian Navy's purchase of the Russian-built aircraft carrier **Admiral Gorshkov**, already mired in controversy, has been criticised by the Comptroller and Audit General (CAG) as the "second-hand" warhorse will be 60 percent costlier than a new one and there is a risk of further delay in its delivery.

"The objective of inducting an aircraft carrier in time to fill the gap in Indian Navy has not been achieved," the CAG said in its annual report released on Friday. "The cost of acquisition has more than doubled to USD 1.82 billion in four years. At best Indian Navy would be acquiring, belatedly, a second-hand ship with a limited life span by paying significantly more than what it would have paid for a new ship," it said.

See : <http://timesofindia.indiatimes.com/videoshow/4816317.cms>

The purchase of **Admiral Gorshkov** faced controversy when Russia escalated the price for its refitting in 2007 and also pushed back its delivery date. According to the CAG report, the platform is scheduled to be delivered by 2012 and would be due for its second refit in India by 2017.

Moreover, the CAG report predicts that the Russian shipyard might as well fail to stick to the scheduled delivery date.

"Overall work progress continued to be slow and needed to be accelerated to meet even the revised scheduled. Given the work needed to be done, preceeding the undocking and the cascading effect of delay in undocking on downstream activities, there was a risk that the delivery acceptance trials of the ship would not be completed by 2012," the report said.

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"It can be seen that Indian Navy was acquiring a second-hand refitted aircraft carrier that had half the life span of and was 60 percent more expensive than a new one," said the report. Despite the exorbitant price tag, the CAG report points out the carrier has limited operational capabilities and certain key capabilities which would enable the ship "to meet potential threats or challenges" had either not been provided for or had been postponed to a later date.

"The anti-aircraft missile complex selected to be fitted in the ship failed during the trials and the refurbishment contract was concluded without the missile system... This implies that the ship would not have a CIWS (Close-In Weapon System) till her first refit in India in 2017," revealed the report.

The CIWS is a vital naval shipboard point weapon for detecting and destroying incoming anti-ship missiles and enemy aircraft at short range. **Source : Times of India**



The tug **IKAR** arrived with the third (and last for the time being) ex German Submarine **U-30** in Rotterdam enroute 's Gravendeel where the submarine will be scrapped

Photo : Frits Janse ©

Carter Hall released from Haiti mission

The dock landing ship **Carter Hall** is on its way back to Norfolk, Va., after six weeks on station off Haiti as a part of the humanitarian task force dispatched in the aftermath of the Jan. 12 earthquake. On Monday, Carter Hall docked at Naval Station Guantanamo Bay, Cuba, where sailors washed down equipment and vehicles used ashore in Haiti so they'd be less likely to bring foreign plants or soil into the U.S.

A spokesman for Southern Command said he could not say whether Carter Hall's release means the other Navy warships that remain off Haiti — the amphibious assault ship Bataan and dock landing ship Fort McHenry — also could come home soon. Those ships, bearing the 22nd Marine Expeditionary Unit, have been at work there since Jan. 18.

As for Carter Hall, the ship delivered 1,100 pallets of food and water, 5,000 cots, and 338 tents during its service off Haiti, the Navy said, making regular runs back and forth from Gitmo. "Every day our sailors stepped forward and asked 'what can I do,'" said Carter Hall's skipper, Cmdr. George Doyon, in a Navy announcement. "It was inspiring to see their commitment to this mission. It is something that I will remember for a long time." **Source : NavyTimes**

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Delivery of new build vessel and rescheduling of vessel deliveries by Cosco Zhoushan

The Board of Directors of COSCO Corporation (Singapore) Limited wishes to announce that its subsidiary, COSCO (Zhoushan) Shipyard Co., Ltd. ("COSCO Zhoushan") (being a subsidiary of the Company's 51% owned subsidiary, COSCO Shipyard Group Co., Ltd) has delivered a new build ship, a 57,000 dwt bulk carrier, the M.V. **SHUN XIN**, to its buyer, a subsidiary of China COSCO Holdings Company Ltd. The delivery documents were signed between COSCO Zhoushan and the buyer at COSCO Zhoushan on 26 February, 2010.

The M. V. **SHUN XIN** measures 189.99 meters long, 32.26 meters wide and 18 meters high. Classed by NK, the bulk carrier has a draft of 12.8 meters and a navigation speed of 14.2 knots. The Board of Directors of the Company also wishes to announce that COSCO Zhoushan has recently agreed, following requests from a European ship owner, to reschedule the delivery dates of 4 units of 57,000 dwt bulk carriers contracted by the ship owner. The agreement on the rescheduling of vessels' deliveries has been acceded to upon the request of and after negotiations with the ship owner.

Pursuant to the rescheduling, the delivery dates for those four vessels, which are being built by COSCO Zhoushan, will now take place between eighteen and nineteen months after their original delivery dates, the last of which will now take place by March 2012 instead of September 2010. The above reschedulings are not expected to have any material impact on the net tangible assets (NTA) and earnings per share (EPS) of the Company for the year ending 31 December 2010. **Source: Cosco Corporation Singapore**

Atlantic Marine Philadelphia wins \$12.7 million contract

Atlantic Marine Philadelphia, LLC, Philadelphia, Pa., is being awarded a \$12,771,174 firm-fixed-price contract for a 70-calendar day regular overhaul of Military Sealift Command fleet replenishment oiler USNS Joshua Humphreys.

Humphreys, which deactivated and joined the Navy's Inactive Ships program in 1996, is being reactivated this summer by the direction of U.S. Fleet Forces Command to support counter-piracy and global war on terrorism operations in the U.S. 5th Fleet area of operations where the ship will serve as a duty oiler to U.S. and coalition warships.

Work performed will include tank inspections; ballast tank preservation; main engine cylinder head inspection and overhaul; underwater hull cleaning; and paint and propeller system maintenance. This contract includes options which, if exercised, would bring the cumulative value of this contract to \$15,492,209. Work will be performed in Philadelphia, Pa., and is expected to be completed by May 2010. Contract funds will not expire at the end of the current fiscal year. This contract was competitively procured via an unrestricted solicitation and four offers were received. The solicitation

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was posted to the Military Sealift Command, Navy Electronic Commerce Online and Federal Business Opportunities Web sites. **Source : MarineLog**



The new **TSHD GATEWAY** seen leaving the builders IHC-Merwede for trails - **Photo : Jan van Heeteren ©**

RiverHawk awarded \$70 million FMS contract

RiverHawk Fast Sea Frames, LLC, Tampa, Fla., is being awarded a \$70,140,000 firm-fixed-price letter contract for the detail, design, and construction of two offshore support vessels and associated equipment and services for the Iraqi Navy. This contract involves Foreign Military Sales to Iraq. Work will be performed in Houma, La., and is expected to be completed by December 2011. Contract funds in the amount of \$47.6 million will expire at the end of the current fiscal year. This contract was not competitively procured based on the terms of a Foreign Military Sales case which the Government of Iraq specified RiverHawk Fast Sea Frames, LLC, as the source for this effort. The Naval Sea Systems Command, Washington, D.C., is the contracting activity (N00024-10-C-2222).

When Naval Sea Systems put out a solicitation for these vessels last year on behalf of the Iraqi Government, specifications included that they be a steel mono-hull design with a hull length overall at water line of at least 55 meters but not greater than 65 meters with a draft: not greater than 5-meters (planned depth of water at low tide of the Umm Qasr pier. Range was specified at not less than 1,500 nautical miles, speed as 16 knots and endurance: not less than 15 days.

The OSV was to be capable of launching, recovering, refueling, and maintaining three 9-meter FABs and be capable of mooring, refueling, and providing potable water to a 35-meter Patrol Boat (PB),

Capability requirements included high hover helicopter vertical replenishment during day time, Deck space was to be provided for one 30 mm gun and four .50 cal machine gun weapons stations. **Source : MarineLog**



The **VARKAN EGE** seen inbound for Rotterdam – Photo : Stefan Hofecker ©

GTRC boss says ship order signals industry turnaround

The signing ceremony of the bulk carrier contract between ZCHI and Campbell Shipping Bahamian shipowner Campbell Shipping Ltd. has signed an order with Zhong Chuan Heavy Industry Shipbuilding Co. Ltd. of Zhoushan for two 32,000 dwt double-hull bulk carriers, with an option for two more.

These ships, which will be classed by ABS and fly the Bahamas flag, are to have 183m length overall, with a 28m beam, a scantling draught of 10m and a service speed of 14 knots. Their prime movers will be MAN B&W 6S46MC-C8 diesels, making them among the first vessels to order MAN's new Tier-II compliant engines.

The vessels are being built to the Transporter series design developed by Nassau-based Algoship Designers, with basic, classification and production designs produced by Smart Engineering and Design Solutions Ltd. (SEDS). Both companies are affiliates of the GTR Campbell Marine Consultants (GTRC), which will be providing project management services in the shipyard, a business model of turnkey shipbuilding that GTRC introduced to the maritime world almost 50 years ago.

"We consider this an excellent futuristic design, complying with most up-to-date rules and regulations and meeting anticipated commercial requirements," said Lowell Mortimer, president of Campbell Shipping, on behalf of the buyers. "The vessels represent what the maritime industry has come to expect from GTRC: a good ship at a fair price for buyer and seller, built to high quality standards and delivered on time."

For the shipyard, the order signifies the start of a productive new cooperation with a well-known industry leader. "We strongly believe the association with Campbell Shipping and GTRC will improve our quality, productivity and profitability due to their many years of experience in bringing orders and providing consultancy in the Far East," said Zhong Chuan's vice president and general manager captain Yang Xin Chun.

"This contract, the first bright light in today's otherwise dark newbuilding market, marks a turning point signalling the beginning of the end of the latest global shipping crisis," said GTRC President Antony Prince after the signing. "The

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timing and pricing are now ripe to select the best yards before the coming rush, to lock in the best prices and delivery schedules for 2012 and be ready to take advantage of an anticipated jump in charter rates.”

For Prince, the contract marks another satisfying moment in the company’s history of groundbreaking projects. “Back in the early 1990s we brought a series ship order to Dalian, through which China really showed the world what it could do,” he said. “We were again the trend setters in India, bringing the first commercial business to Cochin Shipyard and showing the world the quality of work possible in India. Now, in China, we are very proud to again be opening the door on what promises to be a new era of prosperity in our industry **Source : The Motorship**

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MSC Hikes Rates from Asia to Europe



The **MSC DANIT** seen leaving from Felixstowe - **Photo : Andrew Moors ©**

Mediterranean Shipping Company will raise rates and bunker charges on freight from Asia to Europe, effective April 1. The company announced Friday it would continue its “rate restoration program” by applying an increase of \$300 per 20-foot equivalent unit to all cargo from South East Asia, China, Hong Kong, Korea and Japan shipped to North West Continent, UK, Scandinavia and the Baltic region, the Mediterranean, including North Africa, Red Sea and Black Sea. Exports from Asia to the Red Sea, West and East Mediterranean, Black Sea, UK, North West Continent, ScanBalt and North Africa will also be charged an additional \$510 per TEU for the bunker contribution, effective April 1.

Source: Journal of Commerce

New deepwater port to handle Pilbara boom

The Australian reports that West Australian Premier Colin Barnett has revealed plans for a massive privately-owned deepwater port to be built in the remote Pilbara region to cope with a major expansion in iron ore exports.

Potentially costing billions of dollars, Mr Barnett said Andrew Forrest's Fortescue Metals, China Metallurgical Group and API Management were all expected to be foundation investors to build the region's first new deepwater port development in more than 40 years.

Mr Barnett said strong demand from China would see Western Australia's iron ore exports almost double from the already "massive production" of about 380 million tonnes a year.

"It's expected that by 2015 total production will be somewhere in the range of 600 to 700 million tonnes," he told The Australian.

The new port, at Anketell, 30km east of Karratha, would be the fourth in the Pilbara and cost "well in excess of A\$1 billion" to build. It was expected to be operating by 2015. **Source : Dredging News Online**



The **THOR SPIRIT** seen arriving in Cape Town - **Photo : Aad Noorland ©**

Caspian Shipping Company purchases 14 ships

The president of the Caspian Shipping Company has told reporters about its activity. The president of the Caspian Shipping Company has told reporters about its activity. In 2009 the transportation vessels of the Caspian shipping company transported 13,000,189 tons of cargo, tankers - 9,864,000 tons, dry cargo ships-1,000,000 tons and ferry boats - 2,296,000 tons, head of the Caspian Shipping Company Aydin Bashirov told a news conference at the office of the New Azerbaijan party today.

He said in the past seven years the Caspian Shipping Company purchased 14 ships, including 10 tankers, 2 ferry boats and a passenger vessel. . AZN 202,395,000 was spent for these vessels including AZN 107,830,000 from the funds of the shipping company and AZN 94,565,000 from the state budget. **Source : 1news.az**

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Growing business between Wilhelmsen Ships Service and Wan Hai line

Wilhelmsen Ships Service in Taiwan has landed important contracts with Wan Hai line, despite stiff competition from other suppliers. This is a good example of a long term relationship developing confidence in our ability to deliver on our promises. Wilhelmsen Ships Service started supplying gases to 31 Wan Hai Line vessels in 2006. In 2008, the company received orders for chemical supply, for a couple of the vessels. However, after a year of good cooperation and communication the company were granted a one year contract for chemical supply for the whole fleet and 31 vessels gas supply.

At the end of 2009, the contract was again put up for tender. Wan Hai saw several advantages in staying with Wilhelmsen Ships Service, because of good communications at a management level, and the company's strong technical background, with worldwide logistics support. Wilhelmsen Ships Service has now signed a two year contract to supply gases to 31 vessels, and chemicals to the whole fleet (61 vessels). **Source: Wilhelmsen Ships Service**



Above seen the Multi Purpose / Accommodation Vessel MV "**Trinity Explorer**" mobilizing at Loyang Offshore Supply Base, Singapore for another job.

Photo : Roger Poh ©

Georgia Gov. approves a \$2m deal on Poti port assets

The Government of Georgia has approved the sale of two state-owned berths of the Port of Poti to RAK Investment Authority of UAE for \$2 million. According to the country's Ministry of Economic Development, the investor intends to use the berths for the development of the Poti Free Industrial Zone (PFIZ) and to build a new terminal for Customs post, RZD-Partner.Ru reports.

RAK Investment in 2008 acquired a 100-percent government stake in Sea Port of Poti CJSC for \$ 155 million. The deal meant as well buying the adjacent 3m-sq.m territory. The investor plans to build here a new port and establish a free industrial zone to invite up to 400 companies that will enjoy preferential tax policy.

Earlier, in October last year, the Government of Georgia had approved a \$1-m deal on 98% Gov.'s stake in Poti Airport with RAK Investment Comp. The company is to invest in the upgrade and development of the Airport infrastructure that would serve the Poti Port zone.

Overall, RAK Investment Authority has projected \$400 million to invest in the Poti Free Industrial Zone and a new port in Poti. **Source : PortNews**



The **ELEONORA MAERSK** seen in Felixstowe – **Photo : Krispen Atkinson ©**



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Vladivostok Container Terminal posts a 47% rise, at 40.223 TEUs in January-February

In January-February 2010, throughput of Vladivostok Container Terminal (VCT) reached 40.223 TEUs, a 47% rise over the same period last year. In February this year, VCT freight volumes amounted to 20.919 TEUs, 8.37% over January 2010 and a 66.98-percent surge from February 2009, the press service of the company said.

In February 2010 the Terminal handled 8.700 TEUs of outbound commodities, 5.998 TEUs of imports, and 6.914 TEUs of coastal freight traffic.

Overall, this recent February 40 ships docked at the Terminal's berth, 5 units more than in January. The average turnover per vessel amounted to 523 TEUs.

Vladivostok Container Terminal (VCT LLC) is a container terminal operator at the Port of Vladivostok. The company's facilities and equipment allow handling a broad range of containers and cargoes, size and weight. Last year VCT transshipped 205.518 TEUs, a 15% drop from 2008's number. **Source : PortNews**

.... PHOTO OF THE DAY

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The **THOR ALPHA** seen arriving in IJMuiden – **Photo : Jan Plug ©**

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