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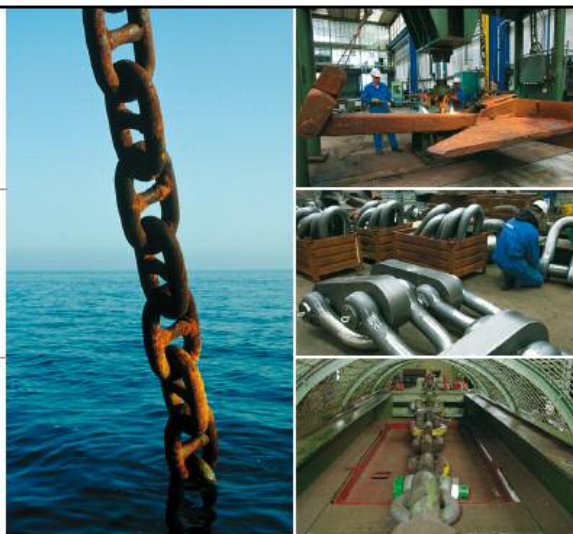
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The MCC HANOI seen eastbound in the Singapore straits
Photo : Piet Sinke ©

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Maersk explosion report reveals security problems

Maritime Authority report criticises safety system on board Danish shipper's massive oil processing tanker. A raging fire that resulted from a gas compressor explosion aboard Maersk-owned oil tanker **Ngujima-Yin** in spring 2009 could have been quickly brought under control had the ship's security precautions been in place, according to a report released yesterday by the Danish Maritime Authority. The incident report, compiled by the authority's accident investigation department, cited numerous safety violations aboard the 333-metre long ship – primarily due to inoperative or faulty equipment. The **Ngujima-Yin** operates off Australia's northwestern coast and is the largest floating production storage and offloading ship in Australian waters. Among the problems cited in the report were three fire-extinguishing devices that were not properly maintained and an alarm-triggered surveillance system that did not function. The latter problem made it difficult for the crew to determine where the compression burst had originated.

The report added that the faulty equipment on the ship has made the crew 'lose its confidence that the Maersk Ngujima-Yin is a safe place to work'. Maersk disagrees with much of the authority's claims and has let the authority know about its dissatisfaction with the report. The **Ngujima-Yin** was repaired and out on the water again two months after the incident. **Source: The Copenhagen Post**

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



North Sea tanker management's first tanker **GLOBAL EARTH** seen anchored off Suez awaiting the North bound convoy – Photo : Capt Dirk van Wolveren ©

Lloyd's Register celebrates 250th anniversary in style

Speaking at a special dinner on Friday to celebrate Lloyd Register's 250th anniversary, IMO secretary Efthimios Mitropoulos paid tribute to the UK Group's 'truly remarkable' tradition of "vibrant, dynamic, pioneering and relevant" technical research work.

Lloyd's Register chairman David Moorhouse said it was the Group's "ability to adapt and change" that enabled it to look forward with confidence to the future, even in "turbulent economic times."

Latest example of innovative, topical research is last week's news that Lloyd's Register is to team with Maersk to conduct a two-year programme to test the feasibility of bio-diesel for powering marine engines. The study will take place on board the Maersk Line containership **Maersk Kalmarm** and focus on examining the behaviour of engines and storage tanks using FAME biofuels and the changes in air emissions caused.

Mitropoulos also spoke warmly to the assembled 1,200 diners at the black-tie event featuring star entertainers of the "philanthropic spirit" of a group that this year is sponsoring 47 charitable projects in 20 different countries.

Lloyd's Register currently has 228 offices in 74 countries, employing more than 8,000 staff of 93 different nationalities. Shipping accounts for rough half of the activities of the Group, which today classes more tonnage than at any time during its quarter-of-a-millennium history. **Source : Seatrade Asia**



The **GEO CASPIAN** seen moored in IJmuiden, the vessel will be used during the wreck removal of the **VINCA GORTON**

Photo : Jack Hagen ©



Not all at sea

Stopping terrorists at sea requires similar action on land, with better international coordination and active and passive measures. THE source of the information remains murky, especially given the specifics of the supposed intelligence: terrorists were planning an attack on oil tankers in Singapore waters from the Straits of Malacca.

According to one source, Japanese authorities had passed the information to the Kuala Lumpur-based International Maritime Bureau (IMB), which then relayed it to "relevant authorities in Malaysia, Singapore and Indonesia".

But another source said Indonesian military intelligence learned about it from captured Acehese rebels detained in various raids on their hideouts over the past fortnight. There may yet be more versions of how that story originated. Nonetheless, whatever its origins or veracity, it had spread in recent days from government agencies to private shippers around the region.

At stake are possible losses of cargo, shipping vessels and human life.

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There is also the question of rising insurance premiums, and harm to the image and reputation of the Straits of Malacca as an important international waterway. Nearly 300 ships on average ply the straits each day, transporting a third of world trade and half the world's oil. Serious threats to shipping in the straits can only strengthen the prospect of alternative routes, like Thailand's sporadic calls for a Kra Isthmus canal and Indonesia's occasional efforts to develop the Sunda or Lombok straits.

Some 80% of China's oil imports and 90% of Japan's reportedly come through the Malacca Straits. Singapore as the world's leading container port and refuelling hub also depends heavily on the continued health and safety of the straits. And yet the Straits of Malacca poses problems of its own: crowded, narrow and shallow, it can be a chokepoint as much as a navigational course. Still, piracy has been suppressed and terrorism never a problem.

Assaults on ships can take one of three forms. The most common has been hijacking for theft of ship or cargo, or both, which would be piracy and not terrorism. An outright act of terrorism would then be either a strike to destroy a fuel-filled tanker, or hijacking a tanker to turn it into a giant floating petrol bomb. The first is difficult to achieve for any known terrorist group in the region, and the second is difficult for any terrorist group anywhere because of a tanker's safety design features.

To counter any attack, security agencies in Malaysia, Singapore and Indonesia in particular need to develop their level of routine cooperation and exchange as standard operating procedure. That has already begun in recent days.

However reliable or otherwise the information may be is another matter. This occasion should be an opportunity to develop closer working relationships between the navies, police and coast guard agencies of the countries concerned.

But what is the known threat so far? Even the identity of the supposed terrorist group is unspecified, but if there is any truth in the warning, then initial indications suggest the most likely group is the Indonesia-based Jemaah Islamiyah (JI). However, JI is ill-equipped to undertake a task as complicated as attacking a large moving vessel at sea with high open decks. It is very different from detonating a bomb by remote control in a stationary land-based target.

Nonetheless, whoever is involved or implicated, constant patrols and adequate on-board security should suffice to deter and neutralise any attempted attacks. Singapore authorities during the week have also warned of possible attacks on other large vessels, but it is just as well for smaller vessels also to be forewarned.

It took Somali pirates years of experience in attacking, boarding and hijacking smaller ships before recently "graduating" to a few oil tankers. For terrorist groups in South-East Asia with no experience of attacking any ships, it does not require complacency to be sceptical of a successful attack on an oil tanker.

During the week, the IMB explained that terrorists would need the element of surprise to succeed. Large, heavy and slow-moving tankers offer little surprise as a floating bomb, while their few crew members make for minimal hostages and casualties. Without lapsing into complacency, the existing security agencies of Malaysia, Singapore and Indonesia have the capacity and competency to face down any terrorist threat to shipping in the straits. Years of successful action against piracy has helped, although piracy and terrorism are separate challenges to security.

Beyond capacity and competency, however, regional state agencies need to develop the third crucial "c": coordination. Still with no experience of working as one offshore security body, separate national agencies can do with better coordination without undue duplication, wastage, lapses or blind spots.

With the personnel and equipment already at hand, more can be done to develop peak readiness round-the-clock with optimal response among the different agencies of the different countries. And besides responses, the agencies also need to exercise constant anticipation of attacks. A common problem with disparate national agencies concerns territorial jurisdiction and possible encroachment on national territory.

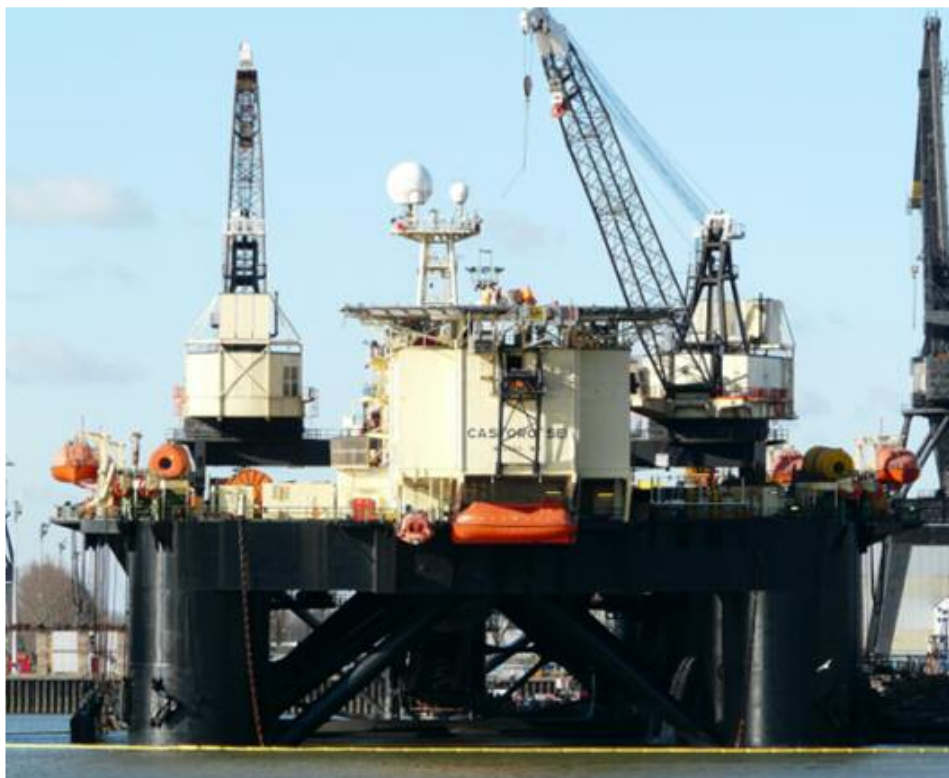
With close coordination and prior approval in hot pursuit of suspect vessels, maritime boundaries should pose no problem for law enforcement. The quantitative presence of the various national security agencies in the Malacca Straits is more than sufficient. Their qualitative presence however can be improved, by way of better information gathering, data interface and intelligence-sharing between the different agencies and governments.

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Uniform procedures among Malaysian, Singaporean and Indonesian authorities at least would also help. These relate to procedures for interdicting suspect vessels and the processing of detained suspects. Passive security measures like on-board sentry duty are important and will continue. But just as important are active security measures like intercepting suspect radio messages and detective work to root out terrorist networks regionwide.

Just as all ships need to be forewarned, not just tankers and other large vessels, effective maritime security must be more than offshore. Since seabound terrorists need land operations to complement or support their activities by way of vital supplies and escape routes, so must law enforcement deploy land resources and assets to stop them.

Source : The Star



The **CASTORO SEI** seen in Schiedam after drydocking complete newly painted

Photo : Wil Kik ©



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Foreign Crew Freed from Somaliland Port

Authorities in Somalia's self-declared republic of Somaliland have freed the crew including the captain of a UAE owned Panama-flagged cargo ship which was being held off the Somali port of Berbera since September last year.

Distribution : daily 12600+ copies worldwide

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The ship, **MV Leila** and its 14 seafarers consisting of seven from India, three (including Captain) from Sri Lanka, two from Pakistan and two from Somalia was being held at the Somali port of Berbera since September 15, 2009 under a court order over a legal battle between Somali authorities, cargo owners and the ship-owner.

Reports say the 7 Indian crew are heading to Kenyan capital Nairobi while the Sri Lanka crew including the captain is expected in their country next week.

The release of the crew was secured through diplomatic efforts but the ship is still held at the port Somali company Omar International claims cargo damages caused by fire on **MV MARIAM STAR**, another cargo ship owned by the same owner.



The **NESA** seen departing from Rotterdam-Europoort again - Photo : Marijn van Hoorn ©

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DKK not USD on sale of chemical tanker

The sale of the chemical tanker Dover, previously owned by Swedish Elgar Shipping, did not reach the high price reported earlier. "The auction price in the court was correctly 3.3 million but Danish kroner and not US dollars", says Kjeld Winther, broker at Krisale Shipbrokers DK, Nakskov, which mediated the sale. "The other price was too optimistic for an elderly chemical tanker", he adds.

The sales price is equal to USD 606,000. The total claims against the ship (and the owner) was around DKK 21 million. The Dover is still moored at Korsør, as an auctioned ship must not be moved in a 30 days grace period, and is expected to leave for Egypt shortly after. Source : ShipGaz



Monster waves kill two on cruise ship

Two passengers, one German and one Italian, were killed and 14 injured when the Maltese-flagged cruise ship **Louis Majesty** was hit by abnormally large waves on Wednesday evening off the Spanish Mediterranean coast. According to a spokesman for the Greek shipping company Louis Cruises, the waves were eight metres high and smashed several windows when they hit the ship. The 40,876 grt **Louis Majesty** was built at the shipyard Åbovarvet in 1992 and has 732 cabins. At the time of the accident, the ship was on its way from Barcelona to Genua with 2,000 passengers.

See the amateur movie of the incident at : <http://gcaptain.com/maritime/blog/louis-majestys-data-plotted/>



Motortanker **PACIFIC SUPERIOR** just left gulf of Aden bound for Ash Shihr terminal Yemen.

Photo : Capt. Frans Verbrugge ©

TERROR ARRESTS

Indonesian authorities have not found a link between several suspected militants arrested recently in Aceh and a threat to tankers in the nearby Malacca Strait, a government minister and police said Friday. The officials have effectively ruled out the possibility that the suspects, some of whom have been interrogated by police for more than a week, are the source of intelligence that led the Singapore navy to warn this week that an unnamed terrorist group was planning attacks on oil tankers in the strait, one of the world's busiest shipping lanes.

The warning came as Indonesian police waged an ongoing crackdown in Aceh on militants suspected of ties to the Southeast Asian terror network Jemaah Islamiyah.

At least 14 militants have been caught in a series of police raids since Feb. 22 and charged with plotting terrorist attacks. They were flown to national police headquarters in Jakarta on Friday for further interrogation. Security Minister Djoko Suyanto said the suspects had not been linked to the threat against tankers.

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"This has not yet been linked to the plot to attack Singapore tankers," Djoko told reporters following a Cabinet meeting. Indonesia's Police Chief Gen. Bambang Hendarso Danuri, who earlier told reporters that a potential link was under investigation, confirmed Friday that no link that been found. Police said that the militants in Aceh have gone on the offensive, ambushing a counterterrorism squad on Thursday that was hunting them in remote jungle near Lamkabeue village. A policeman was believed killed, although his body and weapon were not recovered, and another four officers were badly wounded, Danuri said. He declined for security reasons to say how many police were in the squad.

At least three of the 27 militants were wounded in the ambush, but escaped with the group, he said. Danuri said more than 30 suspected militants remained at large in several parts of Aceh, and the police crackdown will continue. President Susilo Bambang Yudhoyono told his Cabinet colleagues that the group had set up in Aceh believing that Indonesian security forces had lost interest in the socially conservative province since a violent separatist movement ended.

Separatist rebels signed a peace agreement with Indonesia's government in 2005, ending 29 years of fighting and making the province semiautonomous. Yudhoyono said the terrorists were not former members of the now defunct Free Aceh Movement, the only militant group previously known to operate in Aceh.

"This is a really well organized terrorist group who chose Aceh as its training region," Yudhoyono said. In his opening address to government ministers, which reporters are allowed to hear before the Cabinet meets behind closed doors, Yudhoyono said he had received reports that the alleged terrorist leader was not from Aceh. Danuri declined to name the leader or say whether the leader was among the 14 suspected militants under arrest.

Police have said that the prisoners include a man who allegedly received terrorism training overseas. Police say all 14 arrested had confessed to undergoing paramilitary training, including weapons use and hand-to-hand combat, at a camp, that was raided last month in a hour-long gun battle, in preparation for a terrorist attack. Danuri declined to name a target for the attack. They face up to 20 years in prison if convicted. **Source : ShipTalk**



The **JARA** seen in Willemstad (Curacao)

Photo : Kees Bustraan - community.webshots.com/user/cornelis224 (c)

TAIWANESE FISHING VESSEL WITH MAINLY RUSSIAN CREW FREED BY SOMALI PIRATES

Officially yet unconfirmed reports from marine observers revealed the release of a Taiwanese fishing vessel from captivity at the Somali coast. Reportedly a major ransom, which the Somalis called a fine for overfishing the Indian Ocean, was received yesterday while today in the very early morning hours the last of the armed captors left the ship. **FV THAI UNION 3** was seized on Oct. 29, 2009. Pirates on two skiffs boarded the tuna fishing boat with a crew of 27 with 23 Russians, two Filipinos and two nationals from Ghana about 200 nautical miles north of the Seychelles and 650 miles off the Somali coast. During the attack the Russian captain was shot in the left elbow. The Russian and US navies tried to provide medical aid to the captain, while the captors themselves took him to hospital, had him treated and returned him to the vessel. The fishing vessel and its crew were held just around 1.5nm from where **FV ALAKRANA** was held at the central Somali coast of the Indian Ocean and is held at Ga'an, north of Harardheere, south of Hobyo. Negotiations earlier on did not go well, but after the families in Russia protested openly about the slow progress of the negotiations, more efforts were made to free the ship and crew, while the condition of the captain deteriorated.

After four and a half month in captivity, the crew and their families are happy that all seamen of the ill fated fishing vessel have been freed just before the International Women's Day - a major festivity in Russia. Only the British sailing couple Paul and Rachel Chandler are at the moment known as being longer hostages of the sea-shifta in Somalia, where the fate of a British researcher, Mr. Murray Watson, is not really known yet, and also a French military adviser is still held hostage apart from further 147 captives on held vessels. **Source : Ecoterra**

NAVY NEWS

Navy to build new floating dock at Port Blair

The navy is all set to build a strategically important floating dock to enable repair and refit of warships at sea, instead of at shore-based dry docks. It has issued a request for information (RFI) to global shipbuilders for construction of the dock with 8,000-tonne lift capability at Port Blair, where a major tri-service military command is headquartered.

India already has a floating dock in service at Port Blair and the new facility would augment the capability by 2012-13, officers in the navy said here.

A floating dock of the navy had sunk in November 2002 off Port Blair following flooding of ballast tanks that controlled docking and undocking of warships due to power failure. It was brought afloat and later repaired in Sri Lanka.

The navy, the officers said, was looking at self-sufficient docks and shore-dependent docks (that draw power from land-based sources). The dock should withstand likely severe tsunami waves without any major damage to ships docked and its pontoon deck should be suitably strengthened to cater to off-centre docking, the RFI said.

Seeking a world-class design for the dock, the navy has prescribed that it should have the approval of Maritime Classification Society and European Maritime Society.

The construction must be undertaken employing modern build strategy allowing for integrated construction to facilitate very short build period, the RFI said. **Source : DNA India**

Russia test-launched ballistic missile from the Barents Sea



A Russian nuclear submarine Thursday morning launched a nuclear-capable intercontinental ballistic missile of the Sineva-class from the Barents Sea. The launch was made from the Delta-IV class submarine "Tula", newspaper Kommersant writes, citing the Russian Ministry of Defense's press service. The launch was a success, and all the targets were hit.

Last time a missile of this type was launched from the submarine Tula was in October 2008. The launch was then witnessed by President Dmitry Medvedev, as BarentsObserver reported. Another Sineva missile was launched in July 2009, this time from the Northern Fleet submarine "Yekaterinburg".

In the end of January the Russian Northern Fleet got its Delta-IV class submarine "Kareliya" back after five years of modernization which prolonged the submarine's lifetime with approximately ten years and improved its tactical and technical performance considerably.

Delta IV submarines can carry up to 16 missiles, while the intercontinental missile is reported to be capable of carrying up to 10 nuclear warheads. **Source : BarentsObserver**

Second hydrographic catamaran for Indian Navy launched

The Alcock Ashdown Shipyard has launched the second of two catamarans for the Indian Navy. These vessels are the first catamarans for hydrographic survey to be inducted into the navy. **INS 'Meen'** was launched on March 4. The first vessel was named **INS 'Makar'** and was launched in early February.

With these vessels in its fleet, the Indian Navy will be one of the few navies in the world to have this advanced hydrographic capability. A total of six vessels have been ordered. Executive Director of Naval Projects, Subir Sengupta, said that the primary role of the vessel would be to conduct coastal hydrographic survey of major and minor ports and harbours. The vessels will be stationed in Vishakhapatnam. **Source : Baird**

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SHIPYARD NEWS



The **V.B. ASDRUBAL** seen during the tow out of caisson in Cartagena
Photo : Albert Quak ©

Palmali orders 10 vessels of Armada class in Volgograd shipbuilding yard

Palmali continues buying vessels in the Russian shipyards. Vice President of Palmali Rauf Aliyev said that Palmali Group of Companies (Turkey) ordered building of a series, consisting of 10 ships of Armada class (project RST 22) in Volgograd shipbuilding yard. Palmali Group of Companies specializes in transportation of cargo in basins of the Mediterranean, the Caspian and Black Seas. Shipping line is a large carrier of oil and oil products in the rivers of the south of Russia. In October, 2009, the Group of Companies s concluded a contract with shipyard Besiktas (Besiktas Gemi Insaa Anonim Sirketi, Turkey) on construction of the third series of tankers of Armada type (deadweight is about 7,000 tons). In 2009, the volume of transportations of shipping line in internal waterways of Russia made 3.5 million tons. Source: **Abc.az**

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.

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



Above seen the **Loch Fyne** & **Lord of the Glens** on the slip at **Buckie Shipyard**, Scotland.

Photo : Iain Forsyth ©

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Jan De Nul, Belgium's most appealing employer

Brussels, Jan De Nul writes history. After Janssens Pharmaceutica, Jan De Nul Group is the second company in the ten-year history of the Randstad Award that manages to succeed itself as Belgium's most appealing employer. The annual investigation performed by research bureau ICMA on authority of Randstad among 12,000 people between 18 and 65 years old, showed that this year too Jan De Nul Group has won the prestigious Randstad Award. The fact that this study is based on perceptions and opinions of the general public (in other words without a jury or experts) renders this price its unique character.

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While other companies have lost some of their appeal, Jan De Nul rose 6% on the popularity scale in comparison with last year, to 49%. It is remarkable that the gap between numbers 1 and 2 in the top 3 has never been larger (resp 49% and 40%). The general average is 19%.

Job security above all

The growing importance of the factor job security is certainly at the basis of the company's new victory. Just as last year, this clearly is the most important criterion for a company to be appealing. Even in these economically difficult times, Jan De Nul Group continues its course and keeps recruiting, which is a clear signal to the labour market. Job security is followed by the company's financial health, the atmosphere at work and the wage conditions.

The Randstad Award

Every year, Randstad grants this Award to the country's most appealing employer. Jan De Nul Group succeeds itself as winner. The valuable Randstad Award 2010 will get a special place in the offices of Jan De Nul Group. Just like last year, the otherwise so traditional bank, insurance and pharmaceutical sectors have lost some of their appeal.

Jan De Nul Group

People and vessels. In a nutshell, that is the driving force behind Jan De Nul Group. Thanks to the approximately 5,000 employees and the ultramodern fleet on which they are deployed, today the group ranks at the top of the international dredging and marine related industry. That is exactly what Jan De Nul Group is well-known for. More and more, Jan De Nul Group is also specializing in services for the offshore oil and gas industry, with purpose-built equipment.

Also with regard to civil engineering, the group is one of the largest contractors in Belgium. Furthermore, Jan De Nul Group has a separate environmental division, Envisan, which specializes in soil remediation, groundwater redevelopment and cleaning and protection.

Jan De Nul Group has a yearly turnover of 1.8 billion Euros and estimates the gross profit for 2010 on approx 350 million Euros. **Source : idredge**

IVER BITUMEN gedoopt

Door : Henk de Winde



Na vier was het weer feest bij Rederij Vroon in Breskens. Na de **POWER EXPRESS** was het nu de beurt aan de eerste nieuwe bitumen tanker. De eerste van zes in Korea gebouwde tankers. Eigenlijk louter toeval aangezien haar lading nog niet gereed was en er enkele dagen op moest wachten. Ook werd die tijd gebruikt om wat kleine reparaties uit te voeren en wat Spare-Parts aan boord te halen.

Het belangrijkste was echter dat ze nu naar Breskens kon komen en bij de thuisbasis gedoopt kon worden. In allerijl werd dat georganiseerd en vrijdag 5 maart was iedereen in prima humeur aanwezig. Ondanks de kou.

Het scheen nog even fout te gaan toen een deel van het podium verzakte, maar verder dan een beschadigde naaldhak vielen er geen schachtoffers!

Na een welkomstwoord door Coco Vroon, waarin hij memoreerde aan de problemen met de bouwwerf waardoor het schip van Gyeongnam naar Pusan werd gesleept om daar te worden afgebouwd, werd door alle genodigden het Engelse Volkslied gezongen. De doopster Mrs. Gemma Fewster is Engels en de thuishaven Gibraltar hoort nog steeds bij Engeland. Daarna was het de beurt aan het Wilhelmus, land van de thuisbasis. Tot slot volgde het Zeeuwse Volkslied dat vele genodigden wat



vreemd taalgebruik gevonden zullen hebben. Zoniet het gelegenheids koor op de kade! Dat zong uit volle borst:

**Van d'Ee tot 'Ontenisse
Van 'Ulst tot an Kerzand
Dad'is ons eighn landje
Mao djihl van Nederland**

(niet geheel volgens de tekst op het programma, maar 'Wudder bihn Zjeeuwn ehn wudder zing't zwô')

Hierna volgde de officiële naamgeving door Mrs. Fewster vrouw van Mr. Stephen Fewster manager bij Asset Based Finance Shipping, ING-bank. Ze hield het gezegde: "Drie maal is scheepsrecht" in ere en bij de derde poging ging de fles stuk tegen de boeg van de **IVER BITUMEN**. Hierna volgde een rondgang over het schip en werd de dag afgesloten met een drankje en een hapje. Hier werd tevens door de doopster aan de kapitein een schilderij aangeboden uit een tijd dat schepen nog van hout waren en bitumen nog niet bestonden. Een geslaagde dag en eindelijk weer eens een Vroon-schip gedoopt in Breskens.

PSA fails to bring business to Gwadar

The Standing Committees of Senate and National Assembly on Ports and Shipping have reached Gwadar to discuss the role of Port of Singapore Authority (PSA) and its non-commitment to follow the business plan in accordance with a working paper submitted to the ministry related to the poor performance of PSA. It was learnt by TheNation that the Standing Committees of both the Senate and National Assembly held a meeting on Thursday evening at Gwadar to review the role of PSA and matters related to the land at Gwadar Port, while two joint sessions would be held in this regard under the respective chairpersons of both the Standing Committees Rana Mehmood-ul-Hasan and Mrs Gulshan Saeed.

The sources informed that last month the working paper on the overall performance of Port of Singapore Authority (PSA) was submitted to Ministry of Ports and Shipping by Gwadar Port Authority (GPA) asking the failures/short comings on part of GPA and PSAI to be first hand discussed in detail between the Ministry and GPA. On the directives of the Ministry of Ports and Shipping, the working paper was submitted by GPA related to the performance of PSA, the sources informed. The paper suggested the Ministry to discuss the matters like failure in implementing of Concessions Agreement on part of PSAI; Failures in implementing of Concessions Agreement on part of GPA; Failures on part of PSA Gwadar for not observing Prudent Terminal Practices as advised/recommended by IMO/IAPH; Failures on part of PSAI for neglecting maintenance of port machinery/crafts etc. Moreover, PSAI to submit the details of USD\$ 34.3 million invested; the Concession document may be renegotiated and amended; deadline to PSAI for non-compliance with Concession Agreement; and deadline for making the port operational not to exceed 4 months should also be discusses at length.

The paper says the major bulk for non-compliance with the Agreement lies with PSAI for the above said reasons, whereas GPA has not complied for not providing land for Free Zone development. In addition connectivity with the hinterland and power supply is debatable for reasons that PSAI had surveyed the area very well prior bidding conference, but establishing of Free Zone should not be directly related to port operations for base cargo etc, there are several hundred sea ports around the world operating without Free Zones. However, road connectivity with the hinterland is not a major issue either as studying the proposed different routes provided by National Highway Authority will nullify the claim of PSAI, the paper added. **Source: The Nation**

Greatship Maya embarks on project on Great Barrier Reef

Greatship Maya, a newly delivered geotechnical vessel woned by Greatsjip and chartered to Rieber Shipping's partner Bluestone Offshore's set sail on 11 February from Townsville, Australia to the Great Barrier Reef with an international team of researchers onboard.



The **GREATSHIP MAYA** – photo : Philip Koh ©

Over a period of six weeks, the new vessel will be conducting a series of studies to determine the response of coral to sudden sea-level change and climate change. Coral core samples will be collected at a depth of 160m and undergo basic examination on **Greatship Maya** before being transferred to a core repository in Germany **Source : Offshore Shipping News**

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Heavy fines for those that do not comply with sulphur limit

Vessels that call at the port of Trieste and have fuel with too high sulphur content, risk fines of up to EUR 150,000. The port's new regulations came into force on March 3. The EU limit of a sulphur content of 0.1 per cent in the fuel of ships calling at EU ports came into force on January 1, 2010. So far, the enforcement of the new limit has been uncertain. Now the port of Trieste has decided not to grant any exemptions to the sulphur limit and the owner or operator of a non-compliant ship calling at the port may face prosecution and fines of between EUR 15,000 and 150,000, usually EUR 30,000 for the first offence. If a fined ship should call again at the port and still does not comply with the sulphur limit, the master, owner and operator risk being banned from calling at all Italian ports. International tanker owner association Intertanko, which has long claimed that shipowners have not had enough time or the opportunity to make the necessary adjustments to boilers on their ships to be able to switch to low-sulphur fuels, reacted strongly against the Trieste port decision: "This means that ship and port safety may be sacrificed purely in order to generate local harbour funds", the association states in a press release. **Source : ShipGaz**



The **SALVAGE LEADER** arrived with another load of inland water hulls from China in Rotterdam

Photo : Eric Gevers ©

COSCO improving, Q1 profit expected-exec

China's COSCO Group, parent of China COSCO, the world's second-biggest shipping company by market value, expects to record a profit in the first quarter as each of its business segments has been improving, a senior executive said. Zhang Fusheng, vice-chairman of listed China COSCO, was speaking reporters on the sidelines of the annual session of China's parliament on Friday.

China COSCO has a market capitalisation just below Denmark's A.P. Moller-Maersk, which reported a bigger-than-expected loss for 2009 but targets a 'modest' 2010 profit. China COSCO also warned of a full-year loss for 2009 because of the impact of the global financial crisis and credit crunch on international trade. **Source: AFX News, Reuters**



The **TUNASTATES** seen in Cape Town – Photo : Ian Shiffman ©


Grampian Confidence delivered

An NSS-IMT 948 designed Emergency Response and Rescue Vessel (ERRV), Confidence is equipped with two daughter craft and one fast rescue craft.

The newly launched vessel is part of an ongoing investment programme, worth £130 million, by global shipping and energy services firm The Craig Group that began in 2003.

A total of seven vessels of this type are currently in service and a further four, of which Confidence is one, are on course to be delivered in the next twelve months. So far the expansion and ongoing modernisation of the fleet has delivered 12 vessels, ERRVs, PSVs and a ROV Survey vessel.

She is the eighth vessel of this class launched and joins the fleet to support operations with CNR International at the Ninian Complex in the East Shetland basin in April 2010. Source : Offshore Shipping Online



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BTL, MOL and RCL in Thai - Chennai link

Mitsui OSK Line, Bengal Tiger Lines and Regional Container Lines are launching a new service linking Thailand with Chennai, India. The three lines will be starting the service on March 23 each deploying three 1,100 teu vessels. The service will link Laem Chabang with Chennai, with calls at Singapore, Port Klang and Penang. The new service represents an expansion for common feeder shuttle operator BTL. "Whilst our philosophy remains to run direct shuttle connections, we realize that some longer haul requirements are required but if we can double dip over Singapore then this will undoubtedly provide us more revenue," said Joachim von der Heydt, chairman of BTL. Source : Seatrade

Asia

Laid up Superflex sold to Cyprus

The last Danish owned Superflex ferry **Troll**, ex **Viire**, will shortly leave Denmark for Mediterranean waters for a new life on the isle of Cyprus. The ferry, owned by K/S Korsør, a company in the hands of Henrik Johansen, has been sold to a new Cyprus company called Filo (Turkish owners) and will be put into traffic from Cyprus to the Turkish mainland. The **Troll** has been laid up at Nakskov since October 2009, when it was redelivered from a ten-year bareboat charter trading in Estonian waters.

The ferry is one of the batch of 24 ferries ordered in 1986 by several companies controlled by Henrik Johansen and Vognmandsruten. Due to financial problems only 15 units were built and only slowly sold off. Presently one, the **Gitte 3** ex **Superflex Delta**, is under recycling at Grenaa after a long-time lay-up at Helsingborg and will provide spare parts for the HH-ferries in service. Jørgen Kongstad and Krinak Shipbrokers DK have mediated the sale to Cyprus. **Source : ShipGaz**

DEME realised a turnover of 1,403 million euros in 2009

DEME (AvH 50%) realised a turnover of 1,403 million euros in 2009. The slight decline compared to last year is largely explained by the gross repair and maintenance works carried out on four large dredging ships in the first half of the year. The operational cash flow (EBITDA), expressed as a percentage of the turnover, was 20.6% which was even a

bit higher than last year (20.0%). The net profit amounted to 103 million euros. Thanks to the strategy of geographical spread and diversification of its activities (such as dredging, lifting works, offshore-related and environmental activities), the group succeeded in maintaining its market position.

The TSHD **ARTEVELDE**
Photo : Michel Kodde ©

Notwithstanding the worldwide economic crisis and the problems in Dubai, DEME was able to renew its order book, which even grew to 2,122 million euros on 31.12.09, compared to 1,906 million euros at the end of 2008 (taking into account the cancellation of the Port



Rashid contract in Dubai).

Significant new orders were obtained in a.o. Abu Dhabi, the United Kingdom (London Gateway), Angola, Brazil, Russia, the Philippines, Australia and Venezuela. In addition, the environmental division DEC obtained its first contract outside Europe (in Brazil) and a large number of important orders were signed for offshore wind farms in Europe.

DEME remained on schedule with its investment programme for 2008-2011. In the last quarter of 2009, the trailing suction dredger "**Artevelde**" was delivered, with a capacity of 5,600 m³, as well as the water injection dredger "**Dhamra**" and the 6,250-kW cutter suction dredger "**Ganga**". In addition, the jack-up platform "**Goliath**" and two self-propelled split hopper barges with a capacity of 2,750 m³, the "**Sloeber**" and the "**Pagadder**", were also delivered this year.

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Thanks to its modern and diversified fleet, DEME is confident that it can remain competitive in the dredging sector. DEME expects a continuous high utilisation of its fleet in 2010. Important new tenders are being prepared, both in the traditional dredging market as well as in the specialised niche activities of the DEME group. **Source:** www.avh.be



www.mammoetsalvage.com

Announces Delivery of Capesize Bulk Carrier M/V New York and Commencement of Time Charter Contract With Nippon Yusen Kaisha

Diana Shipping Inc., a global shipping transportation company specializing in dry bulk cargoes, announced that the Company took delivery of the newly-built **m/v New York**, a 177,773 dwt Capesize dry bulk carrier built by Shanghai Waigaoqiao Shipbuilding Co. Ltd on March 1, 2010..

As previously announced, the New York is chartered to Nippon Yusen Kaisha for a minimum fifty eight (58) to a maximum sixty two (62) month period at a gross rate of US\$48,000 per day. The charter commenced today..

During the minimum period, this employment is expected to generate gross revenues of approximately US\$84 million..
Source: Diana Shipping.

OLDIE – FROM THE SHOEBOX



Svea's **GONDUL** seen with the Amerigo Vespucci in the background in 1966

Photo : Coll. Kees van Huisstede ©

.... PHOTO OF THE DAY



The **SEAFOX 2** seen departing from **Keppel Verolme** with on the right the **Typhoon** ready to connect up

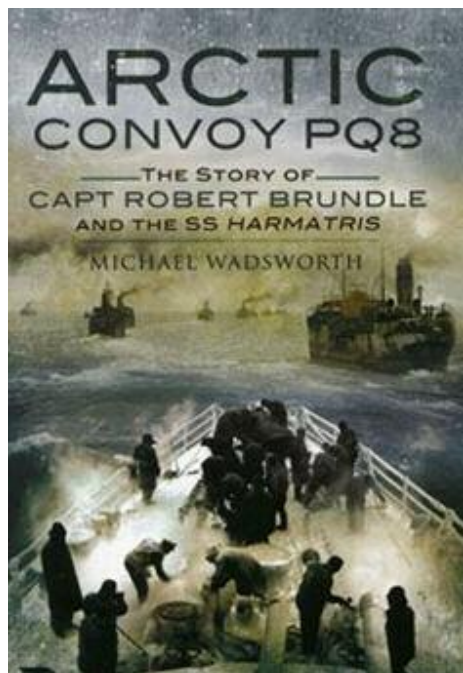
Photo : Aad Kleijn ©

BOEKBESPREKING

Door : Frank NEYTS

"Arctic Convoy PQ8".

Bij Pen & Sword Books verscheen "**Arctic Convoy PQ. The story of Capt. Robert Brundle and the SS Harmatris**". Het werd geschreven door Michael Wadsworth.



Wanneer Robert Brundle het bevel overnam van het SS '**Harmatris**' was hij 47 jaar oud. Zowel het schip als de kapitein waren veteranen en hadden konvooi gevaren over de Noord-Atlantic als op Zuid-Afrika. Het 5.395 ton metende, op kolen varende stoomschip, geladen met 8.000 ton wapens vertrok op 27 november 1941 om het konvooi PQ6 te vervoegen. In een zware storm ging de lading schuiven en ontstond er brand aan boord. Met veel moeite kon de bemanning de situatie onder controle krijgen. Men was gedwongen terug te keren naar Glasgow voor hersellingen. Na lossing en herstellingen koos het schip op 26 december opnieuw zee. Het werd toegewezen aan konvooi PQ8 en Brundle werd meteen benoemd tot konvooi commodore. Op 8 januari vertrok PQ8 vanuit Reyavik met bestemming Moermansk.

Na tal van aanvallen door onderzeeboten, maar ook vanuit de lucht, kwam de '**Harmatris**' op 20 januari zwaar beschadigd aan. Het duurde to 21 juli vooraleer het schip opnieuw kon vertrekken. Een verhaal van een kapitein die voor zijn schip vocht tot het bittere eind. Robert Brundle werd om zijn heroïsch gedrag geëerd met het OBE en de Lloyds War Medal. Hij stierf in 1960 op 66-jarige leeftijd.

"**Arctic Convoi PQ8**" (ISBN 184884051-9) telt 210 pagina's en werd als hardback uitgegeven. Het boek kost £19.99. Aankopen kan via de boekhandel of rechtstreeks bij de uitgeverij, Pen & Sword Books Limited, 47 Church Street, Barnsley, South Yorkshire S70 2AS, UK. Tel. +44.1226.734555, Fax +44.1226.7344438, email: enquiries@pen-and-sword.co.uk

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