

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 070



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**The RAMBIZ seen at the Huisman quay in Schiedam  
Photo : Ronald Krijgsman (c)**

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## EVENTS, INCIDENTS & OPERATIONS

### 140 Offshore rigs NOT for Lagos



Dear [Shipping News Clippings](#) readers, I got quite excited when I got to page 16 of the edition dated 10 March 2010 and read that 140 offshore rigs were heading for Lagos! We at LADOL (Lagos Deep Offshore Logistics base) are in the business of providing logistics support to offshore oil and gas operations and projects from our ISPS certified port and base facilities located in the LADOL Free Zone in Lagos.

I read on with keen interest until I realized this was about the presentation I delivered at the Nigerian Oil and Gas show on 24 February 2010. Unfortunately I was quoted out of context. I am positive about the upturn in oil and gas activities worldwide and wanted to demonstrate that the oil and gas industry is likewise optimistic about the future of the industry. To demonstrate this I made a statement about the new build market for offshore rigs. The relevant bullet points in my presentation were the following:

- The new build market however indicates that oil and gas have a bright future (some 140 offshore rigs were on order by Dec 2008, due for delivery in 3 to 4 years).
- The key markets for new vessels from 2010 are West Africa and the Gulf of Mexico. Here Nigeria will have to compete with the likes of Angola (which is reported to have an easier investment/approval climate) to attract new investments.
- Nigeria will also see the effects of this rapid increase in investment and needs to anticipate and prepare for it.

The message very clearly says that there were 140 offshore rigs on order by December 2008, due for delivery from 2011. **I DID NOT SAY THEY ARE DESTINED FOR LAGOS**, but speculated that most of them will find their way to the prime deep water areas of the Gulf of Mexico (GOM) and West Africa and hence also an increased activity of these rigs in Nigerian waters.

I apologize for any confusion the previously published article may have caused. Should any Shipping News Clippings reader want a copy of the presentation as it was delivered at NOG10, they are welcome to send their request to Dr Amy Jadesimi, CFO at [jadesimi\\_amy@ladol.com](mailto:jadesimi_amy@ladol.com)

Submitted by:

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## Hamburg heet nieuwste MSC Cruises-juweel welkom



In Hamburg verrichtte filmster Sophia Loren zaterdag de doop van het nieuwste juweel van de MSC Cruises-vloot, de **MSC Magnifica**. Het grootse evenement werd bijgewoond door wereldberoemde sterren, genodigden en het management van MSC Cruises. Het middelpunt van belangstelling was zaterdag niet alleen het elfde schip, er was meer waar bij werd stil gestaan. MSC Cruises zorgt, met toewijding als belangrijkste pijler, in nauwe samenhang met kwaliteit en comfort, voor een revolutie in de cruise-industrie. Dit valt direct te zien aan de schepen die deel uitmaken van de Musica-klasse. Zo ook de **MSC Magnifica**. Met een lengte van 293,8 meter en plaats voor 3.010 gasten, is het luxueuze schip een opeenstapeling van ontspanning en entertainment. Door het interieurontwerp van De Jorio International, de

prachtige gebruiksmaterialen en de moderne faciliteiten is de **MSC Magnifica** één van de vlaggenschepen van het bedrijf. Met zeventien verschillende themalounges en -bars, een theater, een 4D-bioscoop, een bowlingbaan, de enorme MSC Aurea Spa en de vier zwembaden biedt de **MSC Magnifica** vakantiefeest voor elk seizoen.

Om de traditie van MSC Cruises om schepen te water te laten in verschillende, internationale havens werd er tijdens de ceremonie uitgebreid stilgestaan bij de zeevaarthistorie van Hamburg en Venetië, de thuishaven van MSC Cruises. Zo werd er onder meer een vertolking van het carnavalsfeest in de Italiaanse stad verzorgd. De bewoners van Hamburg konden het spektakel van dichtbij meemaken. MSC Cruises plaatste twee enorme videoschermen in Landungsbrücken, een prachtig gebied dichtbij de haven, waar geïnteresseerden de show live konden volgen. De ceremonie werd bijgewoond door enkele bekende wereldburgers. Zo was UNICEF-ambassadrice **Nana Mouskouri**, een sterkhoudster van het „**MSC for UNICEF**” -project, aanwezig. Met dit project zamelt MSC Cruises geld in voor kinderen uit de „favela's” van Rio de Janeiro en São Paulo en biedt hen zo uitzicht op een betere toekomst. Niemand minder dan chef-kok Mauro Uliassi, goed voor twee Michelin-sterren, verzorgde tijdens de ceremonie voor verrassende hapjes. Zijn gerechten zullen ook aan boord van de **MSC Magnifica** te verkrijgen zijn. De gasten werden tevens vermaakt door twee muzikanten van formaat. Naast een optreden van de wereldberoemde **Eros Ramazzotti** verzorgde ook de Duitse zanger **Sasha** een optreden. Hoogtepunt van de ceremonie was natuurlijk het moment waarop **Sophia Loren**, beschermvrouw van MSC Cruises, het lint doorknipte en daarmee de doop van de **MSC Magnifica** officieel bekrachtigde. MSC Cruises-directeur, **Pierfrancesco Vago**, vatte de bijzondere avond samen: “Venetië is een onderdeel van de ziel van de **MSC Magnifica** en Hamburg is het Venetië van Duitsland. Het is de perfecte stad voor de doop van dit schip. In het bijzonder ook omdat de stad het thuis is van vele Duitse gasten die de combinatie van comfort, elegantie, Italiaanse gastvrijheid en heerlijk dineren van MSC Cruises zo op prijs stellen. We zijn trots te kunnen vieren dat we als bedrijf steeds meer vooruitgang boeken. Jaarlijks laten een miljoen gasten hun dromen uitkomen door één van de schepen van MSC Cruises te bezoeken. Het is een feest dat we met trots willen delen.” De ceremonie van de **MSC Magnifica** was tevens via de website [www.mscwebtv.com](http://www.mscwebtv.com) live te volgen. Hier kunt u deze nog altijd bekijken.

**See also :** <http://www.youtube.com/watch?v=j1NwgVCWCrk>

## India: Shipping Modernisation Fund

The prevailing global credit crunch has been effecting the vessel acquisition programme of shipping companies as raising finance for ship acquisition has become increasingly difficult. The extreme volatility in charter rates has adversely effected the margins of the Shipping companies. On one hand, the declining asset prices has made banks reluctant to accept these assets in the form of collaterals, while on the other hand, the declining prices provide an opportunity for owners to acquire these assets, prices of which had reached exorbitant levels just about one year back.



The Indian National Shipowners' Association which represents Indian Shipping Companies holding 90% of the Indian tonnage has represented for creation of Rs.10,000 crores Corpus for providing credit facilities to Indian Shipping Companies for acquisition of ships. The Finance Ministry had requested Indian Banks Association (IBA) to constitute a working Group to examine the proposed funding for Ship acquisition by Indian Shipping Companies from abroad. The Working Group met and formed a small group of Executives from various banks to examine the issue. The IBA then responded that the borrowers need to have negotiations with individual banks for its funding requirements and that the IBA has no role to play in the matter. This information was given by the Union Minister of Shipping, Shri G. K. Vasan in written reply to a question in Lok Sabha today. **Source: Press Information Bureau**

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The **EMAS SCARLET** seen departing from KSB (Malaysia) - **Photo : Capt. Jelle de Vries (c)**

## Seafarers sound the alarm over suspicious flags

Are the unregulated Flag Of Convenience (FOC) to blame for security lapses in the region? This is the question many maritime experts are asking. According to seamen in Mombasa, FOC vessels flying Kenyan, Tanzanian and Zanzibar flags had increased tremendously in the region's Indian Ocean territorial waters in the recent past. An investigation

revealed that most of these vessels fish illegally or transport suspicious cargo. The investigation was conducted after it emerged that a Tanzanian oil tanker, which was attacked by pirates in the Gulf of Aden a fortnight ago, was sailing under a Panama flag. It was later discovered that the owners are Cambodian based and its port of registry is Phnom Penh. According to experts, the unregulated FOCs fuel illegal activities such as arms smuggling, money laundering and trafficking in goods and people.

A seafarer who sought anonymity admitted to having worked on one such vessels in August 2008. "It was a Zanzibar flagged ship whose call sign and the IMO number were questionable, but it was allowed to sail in and out of Mombasa port, to Mtwara enroute to Madagascar," he said. The irony is that Kenya's maritime experts have been pushing for the inclusion of open registry in the new Merchant Shipping Act, in order to encourage shipowners to register their vessels in the country. The Act, which was signed into law by Kenya's President Mwai Kibaki in June last year, did not encompass the provision. "We expected the law to include open registry and spell out its benefits, so that Kenya could attract vessels to fly our flag. Kenyans who have registered their vessels elsewhere would also return home," said Fredrick Wahutu, of Kenya Ships Agents Association. Captain Wahutu said the provision has contributed to other maritime countries' economy. "In Panama, for instance, fees charged for the registry of vessels accounts for over five per cent of the national budget, and in Liberia, it constitutes one-sixth of the country's total revenue," he said. FOCs are legal mechanisms used to attract merchant tonnage from countries with more stringent safety regulations and higher operating costs, to countries offering more flexibility and lower registration fees.

Ship owners register their ships under a foreign flag for various reasons including tax benefits, cheap non-union crew, the ships' conditions fail to meet the standards of the owner's country, political reasons or to facilitate illegal activities. Transport maritime experts say many of these ships swap flags and names making it difficult to trace them.

"Unregulated FOC vessels dominate the list of sub-standard shipping, poor performance on safety, maltreatment of crew, pollution of marine environment and illegal and unregulated fishing in high seas," said a recent presentation by Mathew Giani (an independent advisor and advocate for ocean conservation based in the Netherlands) titled, "Flag state failure and maritime security and safety, real and present danger," at the International Transport Federations forum. Seafarers say those vessels plying the region under FOC are not only stealing from the region's economy but are also responsible for destabilising its peace. According to East Africa Seafarers' assistant programme co-ordinator, Andrew Mwangura, the region is a hub for such vessels due to insufficient surveillance. "For instance, currently a ship operating in Djibouti is flying a strange Zanzibar flag. Two strange Mogadishu flagged cargo ships are also sailing under suspicious flags," said Mr Mwangura. "These two cargo ships are owned and managed by Somali business men". Their call sign, Port of Registry and the IMO numbers are wanting." **Source: The East African**

## Baltic ferries slammed for 'Titanic Syndrome'

The Swedish Maritime Administration (Sjöfartsverket) has sharply criticized ferry companies in the Baltic Sea for ignoring warnings and failing to change routes to avoid thick ice sheets. Nearly 20 ferries were still stuck in the ice off Sweden's Baltic Sea coast on Saturday morning, following a week in which thousands of passengers were stranded on ships which became marooned between ice blocks up to 15 metres thick. A number of ferries operating between Sweden and Finland took difficult ice-bound routes without contacting the ice breaker service and against the advice of maritime safety authorities, said Johnny Lindvall from the maritime administration's ice breaker service. "They've got Titanic Syndrome - they think they are immortal," he told Svenska Dagbladet newspaper's on line edition.

However Jan Kårström, CEO of the Viking Lines ferry company said that the warnings came too late and a number of ferries were already stuck hard in the ice when the message was received. The maritime administration has also criticized ships for ramming ice sheets at high speed in an attempt to break through. Lindvall said that the ferries irresponsible behaviour was using up scarce ice breaking resources. "We don't have enough ice breakers to handle this number of stranded ships," he said. **Source : thelocal.se**



The **FJELL** seen departing from Chiwan port (China) – Photo : Jack Geluk (c)



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Bengal Tiger lines **TIGER BRIDGE** seen approaching the port of Colombo – Photo : Piet Sinke (c)



## Weltweit erster Fischtrawler mit «SkySails»-Zugdrachen

Deutschlands größtes Fischereifahrzeug nutzt den Wind als zusätzliche Energiequelle. Als erster Fischtrawler weltweit startete die 141 Meter lange **Maartje Theadora** am Montag im niederländischen IJmuiden zu ihrer



«Jungfernfahrt mit Drachensegel». Weil nur schwacher Wind wehte, wurde das Schwebesegel im Gleitschirm-Look nach einer kurzen Erprobung wieder eingeholt.

**Photo : Marcel Coster ©**

Der 160 Quadratmeter große Drache des Hamburger Unternehmens «SkySails» soll bei optimalen Windverhältnissen ähnlich viel Zugkraft wie ein Flugzeugtriebwerk erzeugen. Der niederländische Fischereikonzern Parlevliet & Van der Plas verspricht sich eine hohe Treibstoffersparnis, vor allem bei langen Fahrten. Das Schiff gehört zur Tochtergesellschaft Westbank Hochseefischerei. Bislang wurde der zusätzliche Windantrieb nur auf Frachtschiffen erprobt.

Das Projekt wird vom Europäischen Fischereifonds und Mecklenburg-Vorpommern gefördert. «Mit dem SkySails-System ist es möglich, den Treibstoffverbrauch um bis zu 50 Prozent zu reduzieren, abhängig natürlich von den Windverhältnissen und anderen aktuellen Bedingungen», sagte Mecklenburg-Vorpommerns Umweltminister Till Backhaus (SPD), der als Schirmherr der Aktion am Montag an Bord war. [www.skysails.info](http://www.skysails.info)

## Arbeiten an Gasleitung bringen Schiffswracks zutage

Archäologisch wertvolle Schiffswracks sind bei Arbeiten an der geplanten Ostsee-Gasleitung ans Licht gekommen. Wie der Rundfunksender SR am Montag aus Stockholm berichtete, stuften die staatlichen Schifffahrtsmuseen in Schweden neun Funde in der eigenen Ostsee-Zone als «ausgesprochen wertvoll» ein. Für die bei Umweltschützern umstrittene Gasleitung hat das Betreiberkonsortium die betroffenen Ostsee-Abschnitte systematisch untersuchen und abfotografieren lassen. Die Gasleitung Nord Stream ist über eine Länge von rund 1200 Kilometer vom russischen Wyborg bis ins mecklenburg-vorpommersche Lubmin bei Greifswald geplant.

Aus Stockholm hieß es, dass das älteste der neu entdeckten Wracks in Schwedens Wirtschaftszone mehr als tausend Jahre alt sein könne. Die meisten der in bis über hundert Meter tiefe liegenden Schiffe stammen aus dem 18. bis 19. Jahrhundert. Einige seien älter und einige hätten sogar noch einen intakten Rumpf. Die Funde hätten einen «enormen kulturhistorischen Wert», meinte Peter Norman vom schwedischen «Reichsantiquariats-Amt».

Ein Nord-Stream-Sprecher erklärte, dass keiner der Funde direkt in der geplanten Linienführung der Leitung liegt. Man rechne deshalb auch nicht mit Verzögerungen bei den von Frühjahr an geplanten Bauarbeiten, wolle aber Rücksicht auf die Interessen der Archäologen nehmen. Ab Ende 2011 soll durch die Nord-Stream-Leitung russisches Erdgas nach Deutschland fließen. Im Greifswalder Bodden waren im Sommer 2009 die Reste eines 300 Jahre alten Wracks geborgen worden. Es gehörte zu einer künstlichen Schiffssperre, die die Schweden 1715 quer durch den Bodden legten, um den feindlichen Dänen die Einfahrt zu verwehren.



The **ABEL MATUTES** seen moored in Vigo (Spain) – Photo : Celso Marino (c)

## Piracy costs shipping firms over \$100m annually, says report

Piracy off the coast of Somalia is costing the international shipping industry at least \$100 million a year, a new report states. Aside from payments in ransom — estimated at about \$110 million over the past two years — there have also been increased transportation and insurance costs, as well as costs related to protecting ships.

The report from the World Peace Foundation noted that piracy was now “big business” with an estimated 1,500 buccaneers off the coast of Somalia involved in seven syndicates. The business is co-ordinated by a few bosses operating mainly from Kenya, Dubai and Lebanon. The report predicts that acts of piracy will escalate unless urgent action is taken. It proposes, for instance, providing pirates with economic incentives. Shipping union officials in the West have also urged ship owners to ensure their vessels travel in convoys under naval protection — particularly in the Gulf of Aden — where the vast majority of attacks occur on solitary vessels. A senior Nautilus official said merchant ships that abided by the naval task force recommendations to travel as group transits, remained safe.

“The problem is, some ship owners aren’t prepared to wait for the task force. They are running behind schedule and are prepared to take the risk,” he said. But as evidence given to an inquiry in the UK House of Lords recently showed, that risk is big. Read Admiral Peter Hudson said one third of the 25,000 vessels navigating through piracy prone areas over the past year had failed to report to the task force.

“If we could ensure that 100 per cent of ships follow this to the letter, the number of attacks would reduce significantly. If they are prepared to cut corners and take risks, occasionally they will pay the consequences for it,” said Mr Hudson. Piracy attacks increased by around 40 per cent last year with over 1,050 members of crew held hostage, eight killed and 68 injured. **Source: The East African**

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Above seen from the Elegant Explorer the "ms **Prinsendam**" anchored off Belem (Brazil)  
**Photo : Sajith Kumar SV (c)**

## Historical pilot boat comes to shore

**Bar pilot boat Peacock will go on display on land outside Maritime Museum**

It's been awhile since the bar pilot boat Peacock got to strut its stuff. The 89-foot, self-righting vessel has been mothballed for the last 10 years after serving the Columbia River shipping industry from 1967 to 1999.

But soon it will shine again - this time beckoning to **Columbia River Maritime Museum** visitors.

The **Peacock** played a pivotal role in the history of the Columbia River's economy when the shipping industry shifted gears in the 1960s and needed to move containers on increasingly tight schedules.

With a 23-foot deployable daughter boat mounted on the stern and a top speed of 22.5 knots, the **Peacock** revolutionized the bar pilots' ability to board cargo ships in stormy weather, dramatically reducing bar closures to a few days a year and keeping Columbia River ports competitive with others on the West Coast.



Bar Pilot Capt. Thron Riggs said no one boat has had a more significant impact on the economy of the Columbia River Basin since Capt. Robert Gray's ship Columbia Rediviva, the first western vessel to enter the river in 1792.

Working with a \$245,520 budget, **Columbia River Maritime Museum** plans to repair and repaint the **Peacock** and display it on land alongside Marine Drive. It was delivered to Astoria Marine Construction Co. last week. By May 11 it should be proudly perched, facing east, next to the maritime museum parking lot.

### 'A rough-weather boat'

Astoria resident Don Nelson was one of the **Peacock's** captains for 20 years. He started working with the Columbia River Bar pilots in 1947 and ran pilot boats at the mouth of the river for 39 years. For a long time, the Peacock and the Columbia were the two boats the expert pilots used to shuttle to and from incoming and outbound commercial ships.

"That was a rough-weather boat," Nelson said of the **Peacock**. "When the weather really got bad, we'd bring the Columbia in and we'd go board the **Peacock**. ... You can't believe the weather we worked that boat in." Once upon a time, Nelson said, the pilots used a 16-foot pulling boat that had to be manually rowed back and forth between the

pilot boat and the ship. He said the **Peacock**, which carried a crew of three in addition to 12 bar pilots, was "such a well-built vessel" that the pilots took it to the bar in weather that they wouldn't take a boat out in today.

The **Peacock** is 33 feet tall from keel to mast top with a 19-foot beam and 5.5-foot draft. When it was in service it was stationed off the Columbia River entrance, transferring pilots one by one as ships came and went. "If the wind got down below 25 knots we were happy," Nelson said. "I've been out there in 100 mile-an-hour winds with the **Peacock**. We couldn't work. We were stuck outside." The bar pilots decommissioned the Peacock in 1999 and replaced it with a helicopter. The pilots have since replaced their old Columbia pilot boat with a new, lighter model, as well.

"They still do a good job, no doubt in my mind," said Nelson. "They use the helicopters as much as they possibly can. I know some of them claim the two new boats are as good as the **Peacock**. I'll argue that one." Maritime Museum Executive Director Sam Johnson said the **Peacock** project is going to be funded largely by private donors, including individual bar pilots and the pilots' organization. "We'll be going to many of the industries in the region that depend on maritime trade for their health," he said. "It will go forward. We have no choice, in essence."

Visitors won't be able to go inside the boat because it's not big enough to accommodate them. "But people will be able to walk around and look at the shape of it," he said. "It has an impressive hull, and it will be interpreted quite elaborately on land as part of our exhibit on the Columbia River bar."

The exhibit will include a nine-minute film of the **Peacock** in action. "It's incredible," Johnson said. "It really is an overpowering set of images." He said museum leaders discussed where the boat should go and decided it is an artifact that would be better-preserved and easier to maintain on land. Putting the Peacock on display has been the museum's plan since the boat was donated in 1999. By putting it on land, Johnson said, the idea is to present a visually stunning introduction to the museum that tells the story of commerce and courage on the Columbia. "It's a big boat, but fairly small relative to the size of the campus," he said. "This is definitely going to be an impressive display."

The museum has a lot of projects under way, including the renovation of the armory building on the east end of the existing campus. The building, not far from the proposed Peacock display site, will be turned into a center for traditional maritime skills and trades - mostly building and restoring boats. **Source : The Daily Astorian**

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## **Rescue boat named after tragic Ollie**

A NEW lifeboat will be named after a talented Cornish teenager who was killed in a car crash last year. Musician Ollie Naismith, from Looe in South East Cornwall, died on December 6, aged just 19, after his car left the A38 near Saltash.

More than a thousand people paid tribute to the popular guitarist via Facebook, while hundreds of mourners paid their respects at his funeral a week before Christmas. Now the RNLI has announced the rescue boat heading for his home town will be named in his memory. The charity yesterday launched a £31,000 appeal to pay for the new D-class inshore lifeboat, which is being supported by the Naismith family – Ollie's father John, mother Maxine and younger sister Tori.

One of his closest friends, Jamie Curtis, is an RNLI volunteer at Looe and will be among those who will crew the new lifeboat. "Ollie loved the sea and surfing and Jamie was one of his close friends," Mrs Naismith said. "Ollie was full of life and would be amazed to see his name on a lifeboat. "This will keep his memory alive for his dad, sister and me and for his many friends in the community of Looe. "Lots of people have asked if there will be some sort of memorial for Ollie following his tragic death, and now I can answer them by asking them to give financial support to this special appeal in Ollie's name."

Two RNLI lifeboats are based at Looe – the current D-class lifeboat **Regina Mary** and a bigger Atlantic-class inshore lifeboat, the **Alan and Margaret**. Between 2006 and 2009, the two lifeboats launched 129 times and rescued 119 people. The new inshore lifeboat to replace the **Regina Mary** will be faster, fitted out with hi-tech navigation equipment and an updated first aid kit. It is due to arrive at the station in the autumn. Dave Haines, RNLI lifeboat operations manager at Looe, said inshore boat was a vital asset which complimented the larger lifeboat.

"Looe and its surrounding coastline is extremely popular, especially in the summer months, and time and again the call outs we launch prove the need for our two inshore lifeboats," he said. "Then of course there's our fishing fleet to protect and the many leisure craft that journey past Looe between Fowey and Plymouth. "This new D-class inshore lifeboat will provide us with a valuable tool especially when it comes to rescues up the river in shallow water, and out among the rocks or at the foot of cliffs." The appeal, which is also being backed by Looe Mayor Councillor Michael Joy, is aiming to raise the total amount needed to provide the lifeboat, its engine and all relevant equipment to help save lives at sea. **Source : Thisiscornwall**

## Chinese mainland's vessel escorts Taiwan fishing boat back home

"**Win Far 161**, we are getting close," the captain of a vessel from the Chinese mainland spoke via aeroplane to the crew on a Taiwan ship. The mainland vessel was picking up the Taiwan fishing boat which was just released after being held hostage by Somali pirates for ten months.

"I was thrilled hearing that voice," said Yan Sheng-nan Sunday in an interview back in Taiwan. He is the captain of **Win Far 161**, a fishery boat of Win Far Fishery Group of Kaohsiung, Taiwan, Yan said that the captain of the mainland vessel had asked one of his crew from Fujian Province to speak to them, because many people in Fujian speak the same dialect as Taiwan people.

Then, the released fishing boat started its journey home, convoyed by the mainland's vessel, and a helicopter soaring overhead. **Win Far 161** was released on Feb. 11, with empty fuel tank filled with diesels lasting less than 3 days, all communication facilities smashed, and its crew robbed.

Besides, during the 10 months of hostage, one sailor from the Chinese mainland and one from Indonesia died of illness. "There's nothing we could do but watch them die," said Yan. Yan Sheng-nan said, after the pick-up, the mainland's vessel refueled **Win Far 161**, and sent pork, chicken, vegetables and fruits, peppers and sauces to them.

"The mainland captain asked me whether we need doctors or psychologists, and I told he as we were going home, everybody was already cheered up," said Yan. "The ship was released 3 days before the Chinese lunar new year, and the mainland's vessel sent two boxes of Chinese Tsingtao beer to us," said Yan, "And we waved back to express our gratitude." On April 6, **Win Far 161** was hijacked by Somali pirates while fishing in Seychelles sea area. Aboard is a crew consisting of two from Taiwan, five from the Chinese mainland, 6 Indonesians and 17 Filipinos. Soon after the kidnap, Win Far Group started rescue work, and hammered out a deal with kidnappers in February. Liu Ming-fu, the manager of Win Far Group said, "At that time we were still afraid the ship could be hijacked again on their way back."

So, Win Far appealed for escort. They asked several countries which had missions in the Aden Gulf, but were turned down invariably. Then the company resorted to China Shipowner Association (CSA) for help. "They immediately gave us an affirmative answer," said Hsieh Long-yan, the president of Win Far Group.

"I want to offer my heart-felt thanks to the mainland vessel, and to China Shipowner's Association for arranging the escort for us in such a short time," said Liu Ming-fu. "We'll never forget their generous help." On Feb. 20, the Chinese mainland's vessel convoyed the fishing boat all the way back to the open seas of Sri Lanka after 9 days of sailing. "The mainland captain gave me several packs of cigarettes which he bought from his hometown, when we bid farewell," said Yan Sheng-nan. **Source : xinhuanet**





## Balancing powers in the Malacca Strait

Singapore's warning of a terrorist threat in the Malacca Straits has again highlighted the issue of who is in charge of security in one of the world's busiest shipping lanes. Singapore, Malaysia and Indonesia have stepped up sea patrols in the strait after Singapore's navy said on Thursday it had received indications a terrorist group was planning attacks on oil tankers.

The 900-km long (550 miles) Malacca Strait, linking Europe and the Middle East with the Asia-Pacific, carries about 40 percent of the world's trade. More than 50,000 merchant ships ply the waterway every year. About 3.3 million barrels per day (bpd) of Middle East crude passed through the strait and to Japan last year. Middle East crude accounts for 90 percent of Japan's total imports. Up to 80 percent of China's crude imports are delivered via the narrow and congested waterway.



So China and Japan have a stake in keeping the Malacca Strait secure, as does India which has a blue water navy patrolling in the Andaman Sea at the western end of the strait. The strait is a vital sea lane for the U.S. Navy, which sent warships to Taiwan via the Malacca Strait at a time of heightened tensions between China and Taiwan in 1996.

Left : The Singapore Navy patrol vessel **P 84 SOVEREIGNTY** seen patrolling the Singapore Straits **Photo : Piet Sinke (c)**

Although the three littoral states — Indonesia, Malaysia and Singapore — have asserted their sole right to maintain security

in the Malacca Strait, Australia, India, Japan, the United States and China have all offered military assistance at various times. The Malacca Strait has been infested with pirates for centuries, but since the 9/11 suicide airliner attacks the security focus has switched to terrorism. The ability of Singapore, Indonesia and Malaysia to ensure security in a waterway of such geopolitical importance has been complicated by their own competing territorial claims and rivalries. All three countries, for instance, have had territorial disputes over islands and waters that have wound up in court or in naval confrontations. Worries about territorial sovereignty have made hot pursuit in the strait problematic. The three countries conduct joint patrols under the Malacca Straits Coordinated Patrol established in July 2004. But joint patrols are not the same as combined patrols and have proven difficult to coordinate. A 2005 initiative, "The Eyes in the Sky Program" involving joint aerial surveillance with Thailand also restricts air patrols from going within three miles of each other's borders. The same lack of trust has hampered intelligence sharing.

The United States, after pronouncing Southeast Asia a “second front in the war on terrorism” in 2002, tried to increase its naval presence in the region. Malaysia and Indonesia swiftly shot down that idea. Two years later, Washington proposed the Regional Maritime Security Initiative, which would have involved joint patrols — including putting U.S. special forces on high-speed boats. Again Indonesia and Malaysia vetoed the presence of foreign forces in the strait and a diluted version of the idea was adopted instead.

Southeast Asian countries are, if anything, even more suspicious of a Chinese military presence in the region. One of the rationales for keeping security confined to the littoral states is to keep the strait from becoming a big power flashpoint. Indeed, the response to piracy and terrorism in the Malacca Strait can illuminate how the big power dynamics are playing out in the region. The Regional Maritime Security Initiative, for instance, also had in mind interdicting WMD cargo (think North Korea nuclear and missile materiel).

Singapore did not say what terrorist group was behind the threat to oil tankers in the strait. Security experts say the al Qaeda network has long had video footage of Malaysian police patrols. The Indonesian militant group, Jemaah Islamiah, once had strong connections to the group. The head of an Indonesian anti-terrorism task force has suggested Indonesian militants have re-established an al Qaeda connection.

The United States, China, Japan and India will continue to seek influence over Malacca Strait security — for anti-terrorism, geopolitical and commercial interests — even as China, for one, looks for alternative routes for its burgeoning energy needs. **Source : reuters**



The dive support vessel **HARVEY DISCOVERY** of the joint venture **HARVEYBISSOSUBSEA**

## **Navy intercepts asylum seeker boat**

A navy patrol boat has intercepted an asylum seeker boat in waters off Australia's northwest coast.

The interception was announced just moments before Indonesian President Susilo Bambang Yudhoyono was set to deliver a historic address to the federal parliament.

HMAS Armidale, operating under the control of Border Protection Command, intercepted the boat just after 8am (AEDT) on Wednesday, north of the Ashmore Islands. Home Affairs Minister Brendan O'Connor said initial indications suggested 46 passengers and three crew were on board the vessel.

The federal government has been under pressure to stem the flow of asylum seekers to Australia and the latest interception comes in the wake of an announcement that Australia and Indonesia have signed off on a framework for greater co-operation on tackling people smuggling. People smuggling is not currently a criminal offence in Indonesia,

the main transit point for asylum seekers heading to Australia. The latest group will be transferred to Christmas Island, where they will undergo security, identity and health checks. Their reasons for travel will also be established.

Source : Garry Luxton



The Spanish research vessel **A 33 HESPERIDES** arrived in Cape Town for bunkers - Photo : Aad Noorland (c)

## Nazi ship wreckage from Uruguay should be in museum

German Foreign Minister Guido Westerwelle called Tuesday for wreckage from a Nazi-era warship recovered off the coast of Uruguay to be displayed in a museum rather than auctioned to the public. During a brief visit to Montevideo, Westerwelle was asked about the ongoing diplomatic dispute over parts of what was once the pride of the Nazi navy, the "**Admiral Graf Spee**," since they were salvaged in 2006. "We want to prevent wreckage from the ship, in particular the Nazi symbols, from landing on the market for military insignia," he told reporters after talks with his Uruguayan counterpart, Luis Almagro. "We want the remains of the **Graf Spee**



to be dealt with properly." The ship was scuttled in 1939 in shallow waters off Montevideo. Its wreckage includes a giant bronze eagle with spread wings with a swastika under its talons -- a favored Nazi symbol that could fetch a handsome sum at auction.

Businessman Alfredo Etchegaray participated in an operation to salvage the eagle and has asserted his right to sell it. But the German government opposes a public auction of the World War II-era relic, which adorned the legendary battleship's stern, claiming that it belongs to Berlin and should not land in the hands of Nazi-memorabilia fanatics.



"We are also willing to do our part to contribute to the necessary historical approach here," Westerwelle said. "In a museum, the historical context could be carefully presented. We are seeking a constructive solution." The Graf Spee's captain, Hans Langsdorff, scuttled the battleship on December 17, 1939 following one of the first naval skirmishes of World War II, the battle of the River Plate. The Nazi ship, one of the Third Reich's largest battleships, briefly sought sanctuary in Montevideo's harbor from two British ships and a New Zealand battleship which were seeking to sink it.

After sailing out of the harbor, Langsdorff ordered the **Graf Spee** scuttled after apparently falling for a ruse that a large British naval force was awaiting his ship in international waters. Langsdorff committed suicide days later following the naval humiliation. While in Montevideo, Westerwelle held talks with new Uruguayan President Jose Mujica, a former radical leftist rebel fighter who took office March 1, about strengthening bilateral, political and trade ties. The German minister is on a Latin American tour which began Sunday with aid delivery to quake-stricken Chile followed by talks in Argentina Monday. He was set to travel to Brazil later Tuesday for a three-day visit.

## **NAVY NEWS**

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## **New Iran navy ship successfully fires ship missile**

Iran's official news agency says its navy has successfully test fired a sea missile from a newly commissioned destroyer in its southern waters. IRNA said Tuesday the anti-ship missile, dubbed Noor, or Light, destroyed its target.

The report doesn't elaborate on the range or give the exact location of the launch but said the missile was fired from the **Jamaran** destroyer. The ship was inaugurated in February in a southern Iranian port. The test is considered part of an assessment of the ship's capabilities. The missile has been used regularly in war games over the past years. Iran occasionally announces military advancements that cannot be verified independently **Source : AP**

## **The South African Scam**

The South African Navy has 18 warships, and they are expensive to operate. In an effort to deal with these high operating expenses, and a shrinking defense budget, ships are being kept in port more often. In the next four years, the budget allows ships to spend only 6-7 percent of their time at sea. The U.S. Navy has its ships at sea about 50 percent of the time. This is the main reason the American fleet is the most effective in the world. Being the largest fleet on the planet helps, but having a qualitative and quantitative edge creates an unbeatable combination. In the last four years, the South African navy received four new MEKO (NATO) type frigates and three Type 209 submarines. These are very capable ships, but very expensive to operate. For example, the German built Type 209 is one of the more widely used diesel-electric subs in the world. The South African boats displace 1,300 tons, are 183 feet long, have eight torpedo tubes and carry 14 torpedoes and a crew of 36. These are world class subs.

The South African Navy needs \$1.2 million each year to operate each Type 209 boat. The government has not been providing enough money to cover all those costs. To make matters worse, the expanding oil industry, and high tech sectors of the economy, have been tempting experienced officers and NCOs to leave the submarine service. Currently, an experienced submarine petty officer earns about \$13,400 a year. Civilian jobs offer two or three times that. The navy needs about 150 submarine sailors to provide full time crews for these boats. The navy has not been able to

obtain enough qualified submarine sailors. The South African politicians believe that having a lot of ships in commission, even if they don't go to sea much, provides the potential for putting a lot of ships out there if the need arises. Left unsaid is the fact that sending a lot inexperienced crews to sea increases the risk of accidents. Ships are complex beasts, and the seas, especially around South Africa, are rough. This can be a fatal, for inexperienced crews, combination.

But many nations with large numbers of warships, staffed by inexperienced crews, believe that they will never have to use these ships a lot, in wartime or otherwise. That's a reasonable assumption for South Africa, which is surrounded by nations with even more decrepit armed forces. So the politicians are playing a cynical game, funding relatively large armed forces, which they cannot afford to adequately train, safe in the knowledge that they are unlikely to be found out. The South African politicians are also living in the past with regards to the armed forces. Back in 1989, 4.5 percent of GDP was spent on defense, and the armed forces were large and well trained. Now, defense gets 1.2 percent of GDP, and the armed forces have not shrunk 73 percent to adjust for the smaller budget. Unwilling to cut the force in line with the smaller budget, the politicians prefer to run a scam. The sailors complain, but at least they still have jobs. To South African politicians, that's a reasonable outcome. **Source : Strategypage**

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Colombo dockyards newbuild PSV for Indian owner (**sorry no name yet**) left the builders yesterday (Wednesday) for her first dancing lessons offshore Colombo

**Photo : Piet Sinke ©**

## Severodvinsk shipyard to build a buoy tender for Rosmorport

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 070

The 176th shipyard (Severodvinsk Zvezdochka Shipyard Center's branch) begins on March 12, 2010 construction of a buoy tender for the Rosmorport's Arkhangelsk branch. The buoy-laying vessel contract between the 176th Shipyard and Rosmorport was signed in December last year, the shipyard press-service said. The ship is to be built and delivered within 18 months. The boat's displacement is 90 tons, 21 m in length, breadth – 6.6 m. The vessel will be equipped with a crane for installation of buoys. The vessel will be named "**Vavchuga**" and will be operated by Arkhangelsk branch of Rosmorport at the port of Arkhangelsk. Zvezdochka Ship repair Center OJSC is a modern ship and machine-building enterprise. The shipbuilder has two sheltered docks, with 7 slipways, designed to repair and build ships weighing up to 18.000 tons. **Source : Port News**



The Offshore stand by / safety vessel **KARMOY VIKING** seen at the slip at Van Laar shipyard in Ijmuiden where the vessel also will be renamed in **GLOMAR VIKING**

**Photo : Jan Plug ©**

## ROUTE, PORTS & SERVICES



The above seen 1956 built safety / stand by vessel arrived as the **ANDFJORD** in Ijmuiden en departed again under her new name **GLOMAR SCOUT** - **Photo : Marcel Coster ©**



## MOL to start Chennai service on March 23

Mitsui O.S.K. Lines will open a route linking Laem Chabang, Singapore, Port Kelang, and India's Port Chennai starting March 23, said Akimitsu Ashida, president of MOL. The SMX route will offer inbound and outbound service to meet rising demand in Chennai, a major market on India's east coast. MOL also calls on India's west coast with its NKX service. Rotation of the SMX service will be Laem Chabang (Tue, Wed), Singapore (Fri, Sat), Port Kelang (Sun, Mon), Chennai (Fri, Sat), Penang (Wed, Thur), Port Kelang (Thur, Fri), Singapore (Sat, Sun), Laem Chabang. The service will begin March 23 when the MOL Evolution calls at Laem Chabang. **Source: joc.com**



Mammoet's **ZEPHYRUS** is the former **IJSSELSTROOM** - Photo : Jan Simons (c)

## Bangladesh ship breakers strike hikes plate cutting prices

The Financial Express reported that the country's around 200 re rolling mills have suffered because of work stoppage at ship breaking yards in Chittagong. Mr Sheikh Masudul Alam a former general secretary of Bangladesh Re rolling Mills Association told the FE that "Many of our small units have suffered following the long work abstention by the ship breakers as these units are fully dependent on the ship plates." Mr Masud also said around 50 steel factories mostly located in Dhaka and Narayanganj region have been forced to suspend operation for lack of scrap iron.

In the meantime, the prices of ship plates jumped to BDT 31000 each tonne against BDT 27000 a tonne following the work abstention by the ship breakers. Md Bashir Ullah chairman of Bangladesh Steel Mills Association said that small factories with capacity of around 70 to 80 tonnes a day are the worst sufferers of the work abstention. According to ship breakers, on an average, 10,000 tonnes of old ship scraps is supplied to the re-rolling mills a day. Bangladesh has more than 250 re-rolling mills to produce around 2.5 million tonnes of steel a year. **Source: The Financial Express**

## Three people injured in two separate incidents at Southampton docks

A DOCK worker was left injured and stranded when his container mover toppled over last night, in the second serious incident at Southampton's docks within a matter of hours. It happened on the same day an 80ft crane on a barge collapsed onto the ship, leaving two men injured.

The incidents come just eight months after crane operator Jay Squibb was left a crushed voicebox and windpipe after his driver's cab plunged 100ft when the machine he was operating collapsed as he unloaded containers from a ship at the city's port.

Two crewmen from the vessel needed medical treatment after the first of yesterday's incidents, which happened shortly after 10am in an area near the city cruise terminal on Herbert Walker Avenue. The Marine Accident Investigation Branch has launched an investigation, but port bosses insisted it was a very different type of incident to the one which injured Jay, a 33-year-old father-of-two from Woolston, because that involved a quayside crane.

But just hours later, at around 12.20am today, a 32-year-old man was left injured when his empty container handler overturned. The worker was transporting two containers on the machine, similar to a large fork lift truck, but it toppled over under the weight of the boxes as he came to a halt in the DP World container port off Western Avenue.

The man suffered a knee injury in the incident, but was left suspended around 20 feet off the ground. Fire crews from Redbridge and St Mary's were called to help, using an aerial ladder to rescue the stricken worker, who was then taken by ambulance to Southampton General Hospital. He has since been treated and allowed home. Emergency services remained on the scene until 1.30am clearing diesel that had spilled from the carrier. **Source : ThisisHampshire**

## **MISC launches Thailand - Singapore shuttle**

MISC has launched a direct feeder service between Bangkok and Singapore. The Malaysian shipowner is deploying a 500 teu vessel, with 60 reefer slots, on the Siam Singapore Shuttle Service between Bangkok and Singapore. MISC said the direct container service will provide a significant boost to importers and exporters with faster transit times, better connectivity and space availability to meet growing demand in the intra-Asian region. The inaugural voyage launched from Singapore on March 8. **Source : seatradeasia-online**



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## **Board outlines port sell-off plan**

The board of the Port of Dover is pressing ahead with sell-off plans despite some opposition from residents. The board outlined plans to seek private investment at a public meeting at Dover Town Hall. Opponents of the sale have said they fear jobs will be lost, but port managers said the sell-off was vital to the regeneration of the area. The management has applied to the government to sell the port and is now awaiting approval.

The Port of Dover is the UK's busiest roll-on roll-off port and the largest passenger ferry port in northern Europe. It has been operating as a trust for 400 years and, with no shareholders, all revenue goes back into the port to redevelop it. The board said it hoped a private investor would channel funds into a charitable trust to help regenerate the town.

Bob Goldfield, the chief executive of Dover Harbour Board, said: "Four hundred years ago, it was not a car ferry port, it was not a ferry port. "Things change, and this is just another part of the evolution of the port." Labour's MP for Dover Gwyn Prosser, who has opposed the move, said: "The fact is there are other ways of bringing in investment without going to a full privatisation, and no matter which way they dress it up, this is full privatisation."

**Source : BBC NEWS**



The **NEDLLOYD ASIA** seen moored in the port of Colombo - **Photo : Piet Sinke (c)**

## **Petrojack Files for Bankruptcy in Oslo Court**

Petrojack has resolved to file for bankruptcy proceedings. Petrojack submitted a bankruptcy petition to Oslo District Court before the opening of trade on Oslo Børs today, March 8, 2010. As previously announced, Petrojack has since November 2009 been unable to service the interest on its bond loans. The Company has also failed to service its other debts as they have fallen due, including tax liabilities which fell due in December 2009 and January 2010.

The Company has in close co-operation with its principal creditors explored the possibilities for restructuring its debt and/or divesting its assets for the benefit of its creditors and shareholders. In spite of the extensive efforts that have been made, it has not been possible to find a solution that can secure the continued operation of the Company or a solvent liquidation. The board of directors of the Company has therefore concluded that the interests of the creditors are best served through a realization of the Company's assets through bankruptcy proceedings. **Source : Rigzone**

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## Amarcon Develops OCTOPUS-Onboard extension for Dynamic Positioning

Hoegh LNG asked Amarcon to extend the OCTOPUS-Onboard Monitoring & Routing System with weather windows for Dynamic Positioning and sloshing decision support for the LNG Carrier Suez Neptune.

LNG SRV's are exposed to waves, wind and current. One of the critical phenomena during offloading is sloshing. Therefore a heading control scenario will be implemented based on the use of weather forecasts info within a customized version of OCTOPUS-Onboard. This system includes the characteristics of the Dynamic Positioning System and will be configured for the combined use of Nowcast of waves and motions, high-quality frequent weather forecasts, standard discharge procedure, option to simulate the effect of possible variants of the discharge procedure, the DP-capability of the vessel, ship responses to wind, current and waves and limitations given in the owner's specifications. All the results are presented in clear displays on time scale and as actual values. The development has been done in close co-operation with Hoegh and its suppliers.

For more news please visit our website <http://www.amarcon.com/index.php?id=25>



The CHEMTRANS RHINE is the former MAERSK RHINE above seen moored in Rotterdam-Europoort

Photo : Jan Oosterboer (c)

## Gay Cruise Ship to Visit Busan

A luxury cruise ship with gay passengers only will dock in Busan Port later this month. The Busan Port Authority announced on Monday, "The 30,277-ton luxury cruise ship Azamara Quest of Azamara Cruises, an affiliate of Royal Caribbean Cruises, will enter the International Cruise Terminal at Busan Port, carrying 710 gay male passengers, on March 22."

The cruise was organized by a U.S. travel agency, which booked out the entire Azamara Quest for the voyage.

The passengers will fly from the U.S. to Shanghai, and after touring the Chinese city will board the Azamara Quest on March 20. They will arrive in Busan early morning on March 22, tour Busan or Gyeongju, and then depart for Hiroshima in the afternoon. The 11-day voyage also includes stops in Taiwan and Hong Kong. Source : chosun.com

## Adriatic freight-only service a winner

Line claims new Italy-Greece service a success

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 070

Adriatic Lines has claimed its new Italy-Greece freight-only service is a success after just three months. More than 400 transport companies have used the service between Ravenna and Corinth, operated by two purpose-built vessels offering the largest deck capacity on the Adriatic. Each can carry 165 lorries and trailers.

Peak-time sailings are regularly full and the overall load factor is in excess of 60%. Simon Taylor, MD of Adriatic Lines, said: "We recognized that for freight traffic between the two countries, customers were being squeezed into passenger services on elaborate vessels and into tourist ports. "Capacity frequently became an issue in the peak tourist seasons and freight customers were encouraged to provide year-round support in order to stand a chance in the capacity lottery during summer months."

He said there were plans to increase the current four sailings a week to six in due course. **Source : ifw-net.com**



The **NEDLLOYD DRAKE** seen moored in the port of Colombo – **Photo : Piet Sinke (c)**



**Iskes** latest fleet addition **GINGER** commenced trials as can be seen above - **Photo : Frans de Lijster ©**

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## A CHANGE OF COLOURS COMPLETES INTEGRATION OF THE DEEP SEA FLEET

When the deepsea tug **Anglian Earl** returned to service recently, bearing the traditional livery of J P Knight, it marked the completion of an integration process that started in December 2007 with the acquisition of Klyne Tugs (Lowestoft) Ltd.



The Lowestoft business is now an integral part of the J P Knight Group operating under the new title J P Knight (Lowestoft) Ltd. The company has been the current fulltime provider of Emergency Towing Vessels (ETVs) to the UK Maritime & Coastguard Agency (MCA) since 1999.

Left : The **ANGLIAN EARL** seen in her new **J P Knight colors** departing from Schiedam

**Photo : Hans Hoffmann ©**

Of the fleet of five tugs, four vessels are dedicated to the current ETV fleet and include; the purpose built offshore tugs

**Anglian Monarch** on station in the Straits of Dover, in joint operation with the French Maritime Authorities, the **Anglian Princess** on station in the western approaches at Falmouth and the **Anglian Sovereign** based in Lerwick to cover the east coast and sea areas of northern Scotland. The powerful salvage tug **Anglian Prince** is currently based off the north west coast of Scotland at Stornoway. **Anglian Earl** is an additional anchorhandling tug regularly employed on commercial towage and salvage work but also meets the ETV criteria and relieves any of the regular ETVs on station when necessary. Tugs of the ETV fleet remain in the white and red hull colours of the Maritime & Coastguard Agency but now carry the black and white funnel livery of J P Knight.

**J P Knight is Britain's oldest tug & barge company and the current J P Knight Group offers a diverse range of towage, salvage and marine transportation services. With its present facilities, expertise, and experience J P Knight is able to offer fully integrated solutions to many towage, offshore and maritime construction projects. The Group operates from centres in Lowestoft - England, Invergordon - Scotland and Paranam – South America, supported by a head office in Chatham, England.**



## Elbe doet mee aan NL DOET

De **Elbe** doet op 19 en 20 maart mee aan **NL DOET**, voorheen bekend als **Make A Difference Day (MADD)**. Dit is de grootste vrijwilligersactie van Nederland. Naar verwachting steken zo'n 100.000 mensen die dagen de handen uit de mouwen bij tal van organisaties. **De Elbe zoekt vrijwilligers om te helpen bij het opknappen van het voordek.**



De **Elbe** ziet **NL DOET** als een goede gelegenheid om het werk rond het ankerspil te klaren. Mensen die in actie willen komen op de Elbe kunnen zich aanmelden op [www.nlgoed.nl](http://www.nlgoed.nl). Ook bedrijven, scholen en groepjes vrienden kunnen zich aanmelden. **Burgemeester Karssen** van Maassluis komt op zaterdag 20 maart van

9 tot 11 meehelpen.



Naar schatting zullen er tijdens **NL DOET** meer dan 2.000 klussen en uitstapjes worden georganiseerd. Voor vele organisaties zijn vrijwilligers broodnodig en verzekeren zij hun voortbestaan. **NL DOET** is de grootste vrijwilligeractie van Nederland en wordt ondersteund door het **Oranje Fonds**, in samenwerking met **MOVISIE**.



The **ANNA MAERSK** seen enroute Antwerp – photo : Alain Dooms – [www.tugspotters.com](http://www.tugspotters.com) ©

## .... PHOTO OF THE DAY ....



Spliethof's **DAMGRACHT** seen outward bound at the Westerscheldt River

Photo : **Stefan Hofecker (c)**

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