

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 071




Number 071 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 12-03-2010**


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Norfolk line's MAERSK FLANDERS seen moored at the Norfolk Line terminal in Vlaardingen

Photo : Muhlis Cakir (c)

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T&T Marine helps clean up Port Arthur spill



T&T Marine Salvage, a leading provider of maritime support services, helped clean up an oil spill after a January 23, Port Arthur, Texas, collision between an oil tanker and a barge spilled 450,000 gallons of crude oil into the Sabine-Neches Waterway.

The 95,663 dwt Singapore-flag, AET-owned tanker **Eagle Otome** sustained damage in the vicinity of the number one starboard tank after its collision with the towing vessel **Dixie Vengeance** and the two barges it was pushing.

T&T Marine Salvage responded to the oil spill by mobilizing 50 personnel. 20,000 feet of spill boom, a 1,500-bbl skimming vessel, response vessels, portable skimmers, eight portable fire pumps and other equipment.

"T&T Marine cleanup operations were performed around the clock," said Vice President **Kevin Teichman**. "We also supplied Incident Command System personnel and safety personnel to assist in monitoring the vast number of people working on the project."

T&T Marine used 3,300-gpm fire pumps to decontaminate the oil tanker and several other vessels. **T&T Marine** also supplied personnel and five portable hydraulic lightering systems to discharge recovered oil from a tank barge.

T&T Bisso also responded to the collision under the U.S. Coast Guard's Salvage and Marine Firefighting Requirements, Vessel Response Plans for Oil. **T&T Bisso** is an emergency response contractor that combines the resources of T&T Marine and Bisso Marine.

T&T Bisso mobilized a salvage master, other personnel and equipment, including response vessels, portable fire pumps, lightering gear, salvage equipment and dive gear. The company assisted in transferring the tank barge's chemical cargo to another barge by providing lightering services and firefighting equipment as a precaution. **Source : MarineLog**



T&T Marine Salvage has been providing maritime emergency response services since 1957. Based in Galveston, Texas, T&T Marine consists of four companies: T&T Marine Salvage Inc., T&T International Fire & Salvage LLC., T&T Offshore Inc. and T&T Marine Ways Inc. Services include marine salvage, heavy lift, marine firefighting, spill response, subsea lightering, ship-to-ship transfers, diving services, wreck removal, marine towing, launch services, incident command, hydrographic survey, spill supply sales, liquid cargo services and general maritime services.

Two trading ships detained

The Malaysian Maritime Enforcement Agency has detained two trading ships and its crew members believed to be transferring oil dregs illegally near Pangkor Island.

A maritime officer said they discovered the illegal activity about three nautical miles from the island during a routine patrol at 11.15pm on Monday. Twenty-four personnel from the two vessels – Klang-registered **MT Nautica Muar** and Indonesian vessel **MT United X**, have been arrested **Source : The Star**

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

Kenyan-flagged ship hijacked off Somalia

Suspected Somali pirates have hijacked a Kenyan-flagged fishing boat with 16 crew which may be used as a "mother ship" to launch more attacks in the Indian Ocean, maritime sources said Tuesday. Andrew Mwangura, head of the East African Seafarers Assistance Program, said that the MV **Sakoba** had a Spanish captain and 15 other crew members from Kenya, Poland, Senegal, Cape Verde and Namibia. "The vessel was taken hostage in waters off the Kenyan and Seychellois coasts last week", he said.

The European Union's Atalanta anti-piracy naval mission confirmed in a statement that the ship was in the hands of pirates Tuesday and heading towards the Somali pirate lair of Harardhere. "The Kenyan flagged fishing vessel **Sakoba** is reported hijacked 400 nautical miles east of Dar es Salam," the statement said.

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Atalanta spokesman John Harbour told AFP that the ship's ownership was unclear and voiced fears that the hijacked vessel might be used by the pirates as a floating base from which to launch their skiffs on more victims. "We don't know who owns the ship. We know that in 2007 it was Spanish owned," Harbour said. "In fact, that ship might have been used by pirates as a mother ship." Spain's fisheries federation Cepesca said in a statement that the ship's operator was Kenyan while the foreign ministry stressed that "the only connection with Spain is that the captain is Spanish."

Mwangura said the case was suspect since no attempt has apparently been made by the pirates to contact the owners or operators and start negotiations for a ransom payment. "Communication with the ship has not been established,"



he said. "It is very strange because in all other pirate attacks, the hijackers make contact with the ship's owners for the sole purpose of negotiating for a ransom." The UK Maritime Trade Organisation urged seafarers to avoid sailing too close to the Somali coast.

"The fishing vessel is used as a pirate platform and still poses a threat to mariners," it said. Ecoterra International, an environmental NGO monitoring maritime activity in the region, said the **MV Sakoba** had a murky track record.

In 2005, the **MV Sakoba**, then comprising a crew from Kenya and Spain and registered in Ghana, was involved in an incident during which the Kenyan crew members were injured. Somali pirates, who raked in at least \$60 million in ransom money last year, currently hold at least seven ships and close to 150 seamen hostage.

Over the past year, Atalanta and several other multinational naval missions have curbed piracy in the Gulf of Aden -- one of the world's busiest maritime trade routes -- but sea bandits have since ventured further south into less heavily-patrolled areas of the Indian Ocean. **Source : Inquirer**

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TO WHOM IT MAY CONCERN

DIRECTIVE NO. 11 – WRECK REMOVAL / REDUCTION "MARGARET"

SALE IN TERMS OF SECTION 18(5)(a) of the Wreck and Salvage Act 94 of 1996.



SMIT has discharged the instruction (Directive 8) issued under section 18(2) of the Wreck and Salvage Act 94 of 1996 to carry out a wreck reduction exercise on the barge **Margaret** and her cargo of dry-docks and barges at State expense.

The salvaged value which consists of the six barges and three dock caissons will be sold on behalf of the State by SAMSA in order to

defray expenses in accordance with section 18(5)(a) of the above mentioned Act.

Be advised that it is SAMSA's intention to sell the four barges currently berthed in Saldanha Bay first and the remaining two barges will be sold later. The latter two barges will first be utilized by the State to facilitate the SELI 1 cargo and wreck removal in Table Bay.

Interested parties are invited to view the four barges alongside in Saldanha Bay and to submit their "offers to purchase" to Shepstone & Wylie (at 18th Floor, No2 Long Street, Cape Town), who act for SAMSA in this matter, by 1200h on the 31st March 2010.

All offers should be made with reference to the identifying numbers on the barges and potential bidders are reminded that any sale that may materialise will be on a strictly Voetstoots "as is where is" basis.

SAMSA reserves the right to decline any or all offers if in the opinion of SAMSA it is in the interest of the State to do so.



Please direct any inquiries to the people named below.

Dave Colly	021 4216170
Debbie James	021 4216170
Johan Swart	021 4196495

Yours faithfully,

Dave Colly
SAMSA Regional Manager: Western Region
Cape Town

KNRM Stellendam 2 maal in actie.

Dinsdag 9 maart om 14.15 uur werd de bemanning van de reddingboot **Antoinette** van KNRM station Stellendam buiten, door het Kustwacht Centrum gealarmeerd voor een sportvisboot met roer problemen.



Er werd uitgevaren naar de Hinderplaat op de Noordzee, en ter plaatse gekomen bleek het bootje tegen de Hinderplaat aan te liggen. Na enige moeite werd een sleepverbinding gemaakt, waarna de **Esox** van 4 meter lengte en met 2 personen aan boord, naar Stellendam werd gesleept en daar werd afgeleverd bij de trailerhelling

Op weg naar de haven van Stellendam met de sportvisboot kwam de reddingboot langs de **SL 18**. Deze lag vast op de bank voor de haven. Eerst werd het sportvisbootje binnen gebracht, waarna de **Antoinette** terug ging naar de **SL 18**. Deze werd vlot getrokken naar dieper water, waarna het schip op eigen kracht haar weg kon vervolgen.

Foto's : Jaap van Erkelens ©

Reactivation of laid up vessels to deplete idle fleet

According to Alphaliner, the fleet of idle containerships will diminish over the next two months as previously laid up vessels will return to active service with the introduction of new services, capacity upgrades on a few loops, and additional extra slow steaming. These moves could lead to the employment of about 40 additional ships of over 3,500 teu by the end of April, with more than 15 units drawn from the current pool of idle ships (the others will be delivered ex yard or freed up by their current charterers).

Carriers are gearing up for the summer shipping season with optimism nurtured by a revived demand in most main trade-lanes. Charter market ships of 4,000-5,500 teu are now becoming harder to find after a wave of charters for such ships in the past few weeks. A number of carrier-controlled units of 4,000-7,000 teu currently remain idle, but some of these could be re-activated at short notice, if justified by the demand growth.

The idle fleet as at 1 March 2010 stood at 1.24 Mteu or 9.4% of the cellular containership fleet, the lowest level since July 2009 based on Alphaliner's records. Hopefully, the idle fleet could fall below 1 Mteu within the next two months as new services and additional demand created by extra slow steaming continue to absorb surplus ships and with a few idle veterans of 2,500-4,000 teu scrapped. **Source : The Motorship**



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Mid-East VLCC surplus halves

Owners send empty ships to W Africa for higher returns as demand rises



The **C S C RISINGSUN** seen moored in Colombo last Wednesday – **Photo : Piet Sinke (c)**

The supply of supertankers competing for two million barrel shipments of Middle East crude more than halved as demand gained and owners sent empty vessels to West Africa for higher returns.

There are 14 per cent more very large crude carriers, or VLCCs, for hire over the next 30 days than there are cargoes, according to the median estimate of four shipbrokers and two owners surveyed by Bloomberg News on Monday. A week ago, the surplus stood at 29 per cent. Sailing a ship empty is called ballasting.

'There was continued demand last week, especially from Chinese charterers,' Charlie Fowle, a director at London-based shipbroker Galbraith's Ltd, said by e-mail on Monday. Two ships travelled empty to West Africa to collect cargoes for shipment to Asia, removing the carriers from the Middle East, he said.

Rental income from the Saudi Arabia to Japan voyage, a route that's used to settle freight derivatives, gained 2.1 per cent to US\$39,580 a day on Monday, according to data from the London-based Baltic Exchange. Before Monday, it climbed for three straight weeks.

Owners shipping West African crude oil to Asia can make US\$30,135 a day more than they would for delivering consignments from the Middle East, according to data from New York-based shipbroker Poten & Partners.

Tanker charters are mostly negotiated on a round-trip basis. Sailing to China and back from West Africa takes about 57 days assuming a speed of 15 knots, according to data on the World-register.net website. A round trip to China from Saudi Arabia would require about 34 days.

Of the six respondents to the survey, five said that the supply of ships fell relative to their last estimates, while the sixth said that it remained unchanged. Rental income from suezmaxes that ship one million barrel cargoes fell 3.1 per cent to US\$29,995 a day. Aframaxs that haul 650,000 barrels added 3.2 per cent to US\$7,232 daily, their first gain in five sessions. **Source : Bloomberg**

India: Shipping companies raise freight rates up to 30%

April could be a dicey month for consumers. Truckers have threatened to go on an indefinite strike from April 5, and shipping companies have announced a 15-30% increase in container freight charges because of rising oil prices. The increase in container freight charges on various sector-wise cargoes is likely to push up prices of imported commodities. This coupled with the 2% increase in excise duty will further inflate prices in the Indian market. On an average, container freight rates have been hiked by about \$300 for 20ft containers and about \$400 for 40ft containers. The raise has been necessitated by the increasing shipping to Europe from across the world and an increase in the bunker fuel factor (BFF).

Hapag-Lloyd, a global container shipping line, has announced an increase in rates on all container cargoes from the Indian subcontinent to north Europe and the Mediterranean by \$200 per TEU (twenty-foot equivalent units) with effect from April 1, 2010. "As a direct result of increasing fuel prices, the bunker fuel factor (BFF) will increase on all dry, reefer, flat rack and open-top containers from Asia, including the Indian subcontinent, to all destinations in the US and Canada," Hapag-Lloyd said. Another shipping company, Maersk Line has effected a general rate hike since February in the south Asia/West Asia to Europe route. "The rate increase is necessary to continue to operate our services with the high level of reliability our customers have come to expect from Maersk Line," the company said.

Source: The Times of India

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The **OMS POLLUX** seen in Great Yarmouth – Photo : Paul Gowen ©



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Sea Rescue – NSRI rescues divers from sinking craft

The National Sea Rescue Institute in Port Elizabeth has been involved in the rescue of nine men in a sinking rubber inflatable off Cape Recife. Ian Gray, NSRI station commander takes up the report: "At 20h28 NSRI Port Elizabeth duty crew were activated by the Transnet National Ports Authority following a request for urgent assistance from a 7 metre rigid inflatable rubber duck, with 9 local men on-board, reporting to be taking water 4.5 nautical miles West of Cape Recife, 1 Nautical Mile off-shore, (12 Nautical Miles from our NSRI rescue base), in 3 to 5 metre swells.

"Our NSRI duty crew launched our 5.5 metre rigid inflatable rescue craft **Eikos Rescuer I**, with our NSRI duty coxswain and three NSRI duty crew on-board, and on arrival in the search area white illuminating flares were used to find the casualty craft whose skipper had reported having no battery power to his craft and only one torch to use as a signalling means. "Following a brief search the casualty craft was found semi-submerged and all 9 men, 8 of whom were wearing wet-suits, were transferred on-board our rescue craft and were brought safely to our rescue base where they required no further assistance. "Daniel Heimann, NSRI Port Elizabeth duty coxswain, said that according to the

skipper of the casualty craft his boat had become heavy laden with water from unknown means and as the craft got lower in the water she started to take water over the bow causing battery and motor failure and causing the boat to begin sinking, forcing the men to call a distress.

"Daniel said that after the men were taken on-board the NSRI rescue craft, the semi-submerged inflatable was left at anchor, with all gear on-board including dive cylinders and breathing apparatus sets. However, a Police helicopter that later searched for in the vicinity of where the boat was left, found no sign of the semi-submerged casualty craft and its fate is unknown. "The NSRI's mission is to save lives at sea and under the circumstances the casualty craft and her gear could not be brought back to shore with her crew. "The casualty craft's owner will attempt to find the semi-submerged boat at day break." Source : ports.co.za



NAVY NEWS



Above seen **L 12 HMS OCEAN** approaching Rosyth March 6th with the tug **Oxcar** on her bow and **Fidra** on her stern.
Photo : Iain Forsyth (c)

Albania to sell Soviet-made submarines for scrap

Albania will sell for scrap two of its four submarines which it kept after breaking with the Soviet Union in 1961 in an effort to keep them from sinking, a defence spokesman said on Thursday. Moscow set up a submarine base in Albania in the 1950s, basing 12 subs near Vlore where the Adriatic and Ionian Seas meet.

After Stalinist dictator Enver Hoxha deemed that the Soviet Union had gone soft on the true ideals of Communism, the two countries parted ways. Albania kept four of Moscow's Whiskey-class submarines in what the regime glorified as the victory of a small nation over a revisionist predator after a standoff with the Soviet navy.



"We are afraid they might plunge deeper and sink. That is why we are selling them," Defence Ministry spokesman Mentor Beqa said. "One has already sunk."

The project to either sell them or send them to a museum originated after 1997 when crowds vandalized the submarines to take away copper to sell during the anarchy caused by the collapse of fraudulent pyramid schemes.

The boats are rusty and non-functioning, Beqa said. "We are considering keeping the remaining one for the museum," he added. In a movie based on a novel by writer Ismail Kadare, current Defence Minister Arben Imami plays a soldier that guards the submarine with his Kalashnikov. The last scene shows the Soviets leaving Albanian waters with their submarines under the watchful muzzle of a cannon. The Soviet submarine base at Pashaliman prompted NATO to deploy missiles in neighbouring Greece.

The subs, built in 1956, each weigh each around 1,200 metric tonnes minus what was stolen in 1997. "They were quite advanced submarines at the time. The whole theatre of the Mediterranean was their area of action from 1956 to 1980," a former submarine commander told Reuters, preferring not to be named. The missions were secret, he added.

The decision to sell them for scrap coincides with the arrival of the first submarine of a NATO country to Albania, which became a NATO member last year. Albania is scraping its old equipment to upgrade to NATO standards.

Source : in.reuters

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The 1997 built 182 mtr long **SELENDANG PERMATA** seen moored at the Colombo Drydock - **Photo : Piet Sinke ©**

Walvis Bay synchrolift back in service



Following a month-long repair, the Walvis Bay port synchrolift has been returned to service. The lift was taken out of service to enable necessary repairs and an upgrade project to be completed.

Left seen the Walvis Bay synchrolift
Photo : Piet Sinke ©

Costing in the region of ND8 million (R8m) the synchrolift has had new rails fitted, its concrete resurfaced and the repair bays replaced. Recondition of moving parts and motors was also undertaken and a new ballast tank outlet installed. The first vessel to go on the refurbished synchrolift, a small fishing vessel, has already been lifted.

Source : ports.co.za

China's ship exports surges 70.6% in Jan

China exported US\$3.79 billion worth of ships, boats and floating structures in February, 70.6% more than in the same month of last year, according to statistics released by the Ministry of Industry and Information Technology yesterday.

Last month, the county imported US\$110 million worth of such products, 7.5% more than in the corresponding period of last year. In 2009, the total export value of ships, boats and floating structures surged 44.9% year on year to US\$28.36 billion, while import value soared 92.5% to US\$2.48 billion, according to customs statistics, China Knowledge reported earlier. The shipbuilding industry's total export value was RMB 253.2 billion last year, up 17.8% from the previous year. The growth was 38.2 percentage points slower than in the previous year. **Source :** chinaknowledge

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SARENS LIFT SPUTPOLES FOR TITAN

SARENS executed the extension of the spud poles of the **Karlissa A** and **Karlissa B** jack-up barges for **Titan Salvage** in February.



The first phase of the project consisted out of the unloading of 12 spud poles of 50m long and about 90 mt each from the **Karlissa B** onto shore. For this job Sarens used one AC500-2 and one AC700 mobile crane. On shore our SCX2800-2 crawler crane placed the poles in roller saddles. After this phase the poles were each extended to a total length of 56,5m. After extension some poles reached the weight of 130 mt a piece.

The second phase of the project consisted out of replacing the poles into the jack-ups onto the **Karlissa A** and **Karlissa B**. For this phase Sarens used two AC700 mobile cranes, equipped with 35,5m main boom with SSL and 36m of fly jib and the SCX2800-2 crawler crane as tailing crane. It took 3 days replacing the poles into the barges.



After this all the SCX2800-2 was set on board of the **Karlissa A** in order to assist both barges for about 6 months at the ship wreck removal of the **Vinca Gorthon**. It is a ship wreck about 29km out of the Dutch coast in the North Sea.
Source / Photo's : Paul Visser (c)

Amarcon's OCTOPUS-Portable Surveyor Box

Amarcon's latest product is the **OCTOPUS-Portable Surveyor Box (OCTOPUS-PSB)**, an easy to use, standalone OCTOPUS-Onboard lease system that can be used for motion monitoring, response prediction, route evaluation and heavy-weather decision support.

OCTOPUS-PSB comprehends a complete OCTOPUS-Onboard system, packed in an unbreakable suitcase. The system has its own GPS, Iridium satellite communication and UPS. Amarcon is able to provide immediate monitoring and controlling support by logging in to OCTOPUS-PSB from the office. Leasing per month of OCTOPUS-PSB includes support, access to OCTOPUS-Online and a weather forecast subscription including SPOS Seakeeping.

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

Tidewater promotes Jeff Platt to COO

Tidewater Inc. reports that Jeffrey M. Platt, currently an Executive Vice President of the offshore services giant, has been promoted to the position of Chief Operations Officer, effective March 4, 2010.

Mr. Platt will be responsible for overseeing the day-to-day marine and shipyard operations of the company, both domestically and internationally. Mr. Platt is a 1979 graduate of the University of Pittsburgh with a degree in Electrical Engineering. He joined Tidewater in 1996 as General Manager of Tidewater's business activities in Brazil.



Left : The **PUMA TIDE** seen at Batam
Photo : Piet Sinke (c)

In November 2001, Mr. Platt was promoted to the position of corporate Vice President with responsibility for all of Tidewater's business activities in South America, Mexico and the Caribbean. In March 2004, he was promoted to Senior Vice President. In this role, he was responsible for operations activities in the Americas and the Middle East and India. In July 2006, he was promoted to Executive Vice President with responsibility for domestic and international marine operations. His Tidewater service followed a 15-year career with **Schlumberger Well Services**

and **Rollins Environmental Services**, and he is married with two sons.

Chairman and CEO Dean Taylor commented, "Jeff Platt's contributions have been and will be key to the excellence of our operations worldwide. His promotion recognizes the importance of his leadership and contributions. I am confident that our shareholders will be served well by expanding Jeff's responsibilities and influence on the organization."

Tidewater Inc. owns 392 vessels, the world's largest fleet of vessels serving the global offshore energy industry.
Source : MarineLog

"K" Line: Final Voyage Completed at Port of Muroran in Japan to Develop Advanced Ship Recycling System

"New York Highway", a pure car carrier owned by Kawasaki Kisen Kaisha, Ltd. (hereinafter called "K" Line) and Taiyo Nippon Kisen Kaisha, Ltd., arrived at the port of Muroran in Hokkaido, Japan on March 9, 2010 and completed her final duties as a car carrier. She was built in 1985 by Oshima Shipbuilding Co. Ltd. and has been employed in the transport of a huge number of completed cars throughout the world in her 156 voyages. This "swan song" voyage to Muroran was her 157th voyage but without cargo, just to transport herself to the port for a new duty involving the development of a modern ship recycling system in Japan. The recycling system is a pilot project organized by Maritime Bureau of MLITT (Ministry of Land, Infrastructure, Transportation and Tourism) in Japan,

The Japanese Ship Owners' Association (JSA) had requested its member companies to offer ships to the pilot project from an early stage. After the Maritime Bureau's official invitation to the project, "K" Line, a member of JSA, nominated the **"New York Highway"** and contracted the sale of the vessel to Teraoka Co., Ltd., a member of Muroran Ship Recycling Study Group which was awarded the project by Maritime Bureau. The management of the group will be done by Japan Marine Science Inc. and Teraoka Co. Ltd. with other members executing the project.

Dismantling of ships tends to be carried out in developing countries where labor cost is low and demand for scrap steel is strong. But there has been an argument internationally that pollution to the environment and labor accidents due to

unsafe operations in developing countries should be corrected. In May 2009, Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships 2009 was adopted by IMO aimed at protecting the environment and improving the safety of laborers in ship recycling facilities.

One of the most important requirements of the convention is keeping an inventory of hazardous and harmful materials onboard, showing the exact location and quantity, with such inventory to be submitted to a ship recycling facility with all updated data once the ship is handed over to such a facility. In spite of the new convention not yet having come into effect, "**New York Highway**" already has proper inventory in compliance with the guidelines for the development of the inventory of hazardous materials. Her inventory was made in advance with the good assistance of the Japan Ship Technology Research Association and approved by class NK.

It is our inherent duty as a major shipping company to secure safe and environmentally friendly facilities for ship recycling after the final safe operation of our owned vessels. Actually all of the ship recycling facilities we adopted for our owned vessels have ISO 14001 Certification and are evaluated as green yards by our own audit according to "K" Line's Environmental Policy. We expect that this experiment of ship recycling using our "**New York Highway**" will contribute to further developing a successful ship recycling system in Japan and produce environmentally friendly and highly advanced technical information that can be shared with other ship recycling industries worldwide. **Source :**
Asahi News



The "**Northern Star**" docked and Crown Bay, St. Thomas on March 10th, 2010. - **Photo : Frank de Vries (c)**

Maersk reinstates Farrell Lines

Farrell Lines, an American shipping line once well-known on the African coast, has been revived by Maersk Line. The Danish company inherited the brand when it acquired P&O Nedlloyd in 2005, which in turn had bought out Farrell in 2000. Farrell Lines was founded in 1925 and operated a general cargo service between the United States and South and East Africa.

Maersk Line recently reflagged two Ro-Ro ships into US colours, sister car carriers **ALLIANCE BEAUMONT** and **ALLIANCE CHARLESTON** (68,871-gt, built 2004 and 2008) which will operate the new Farrell Lines service together with two slightly smaller US-flagged vessels, the **Alliance St Louis** and **Alliance Norfolk**.

The fleet of four Farrell ships will operate a joint service with Höegh Autoliners and its US affiliate, Alliance Navigation on behalf of the US government and commercial customers. The two larger Farrell vessels are capable of carrying up to 7,900 motor vehicles and have over 250,000 square feet of deck space available for military cargo. The **Alliance Norfolk** and **Alliance St Louis** are slightly smaller vessels which can carry up to 6,500 car units. John Reinhardt, president and CEO of Maersk Line Ltd holds the same position with Farrell Lines. **Source : ports.co.za**

Cape Town Container Terminal Expansion

Transnet Port Terminal reports that its R5.6 billion, five-year investment plan aimed at increasing the capacity of the Cape Town Container Terminal is progressing according to schedule. Under its reconfiguration program on the long



quay, the container stacking yard is being converted from a straddle carrier operation to a rubber tired gantry (RTG) operation. Over the past six months, 16 RTGs have been phased into the terminal and a further 16 RTGs are earmarked to arrive in the second half of this year. Moshe Motlohi, Cape Town Terminal Executive, said "The strategic advantage of the RTG is dense stacking - six rows wide, five containers high and 30 deep - thereby providing better utilisation of space.

"These converted RTG blocks boast stacking capacity of 6900 TEU (twenty foot equivalent unit) slots in total, presenting an increase in stacking capacity of up to 40%. This will assist in increasing the overall container capacity of the terminal capacity from 740,000 twenty foot equivalent units (TEUs) to 1.4 million TEUs by our end target of 2012," he said.

The first block was completed in October 2009 (Block 10) and two more blocks were completed by December (Blocks 9 and D4), in total utilising eight RTG's. Additional buffer storage of 1200 TEU slots is currently being provided in the old South African Container Depots yard which is located adjacent to the container terminal, to enable further reconfiguration work

on the long quay to commence in April 2010 without unnecessary disruptions to operations.

The remainder of the terminal's equipment replacement program of phasing-in RTGs to replace straddle carriers is also well underway, according to Motlohi. "Towards the end of 2009, the terminal received the second and third batches of 25 haulers which brought the total number received to date by the terminal to 47 haulers valued at R87m," he said. The road equipment replacement programme has also achieved further milestones with the introduction of 60 cornerless bathtub trailers to the terminal, all of which are currently operational.

Transnet Port Terminals is aligning its human capital development programme at the terminal to meet the requirements of the expansion through an intensive operator training program. To date 69 Operators for Lifting Equipment (OLEs) have been trained and signed off as competent - 43 on the Liebherr twin lift cranes and 26 on the Kalmar RTG's. The training program extends through to September 2010, by which time a total of 83 RTG Operators will have been trained. The five year expansion program kicked off in January 2007 and is expected to be completed in 2012. **Source : MarineLink**

Evergreen Marine to expand fleet with 12 new container ships

Taiwan's Evergreen Marine Corp plans to expand its fleet to cope with a recovery in container shipping since the end of the global economic crisis, a newspaper said Tuesday. Evergreen, the world's fourth-largest maritime shipping

company, plans to buy at least a dozen vessels that can carry 7,000 to 8,000 standard-sized shipping containers, the Economic Daily News reported. "Evergreen is discussing with Japanese, South Korean and Taiwanese shipyards," the paper quoted company vice president Hsieh Chih-chien as saying. "They will quote prices to Evergreen before the end of April." Hsieh said Evergreen expected an improved business climate as the global economic crisis eases, particularly since China's free-trade agreement with the Association of South-East Asian Nations took effect on January 1. The trade pact was expected to boost South-East Asia's shipping business by up to 10 per cent, he was quoted as saying. Evergreen has 150 container ships and hopes to eventually become the world's largest shipping line. **Source:** earthtimes



The **CONTI VALENCIA** seen in Rio Grande – **Photo : Marcelo Vieira (c)**

Chemoil, Hanjin Shipping may build bunker terminal in Korea

Global bunker supplier Chemoil and South Korea's largest shipping firm Hanjin Shipping may jointly build a bunkering terminal in Korea's Busan New Port, a Busan port official has revealed. "We are planning to have a new bunkering terminal in Busan port," Roh Ki-Tae, president of Busan Port Authority (BPA) told Bunkerworld Tuesday.

BPA has since 2007 announced plans to build a 60,000-cubic metre (m³) oil terminal in Busan New Port. A feasibility study for the terminal has been completed, with Chemoil and Hanjin Shipping expected to propose a plan to BPA by the end of March, according to Park Ho-Chul, director of marketing team for BPA. "Many shipping firms have asked the government to provide oil stations at Busan port. The prospective candidates – Chemoil and Hanjin Shipping – will invest in building the terminal," Park said. "There may be more candidates interested in the project as it is still in a very early stage," he said. The port authority hopes to start construction of the terminal in late 2010, Kang Sun-Min, assistant manager for BPA, told Bunkerworld earlier. Singapore-listed Chemoil, majority owned by fuel oil trading house Glencore, declined to comment to Bunkerworld queries on Tuesday. BPA has planned for the new terminal to be operated by an international fuel oil trader and/or tank operator in order to secure supply of marine fuel into the Korean bunker market.

By securing imports of fuel oil from a commercial player, the facility would help offset the threat of declining bunker fuel supply from local oil refineries, according to BPA. South Korean refiners have been supplying less bunker fuel into the country's marine fuel market as they upgrade their plants to produce larger volumes of distillates, which reap

higher export margins. Traditionally, marine fuel sold to foreign vessels in South Korea are sourced exclusively from local refiners. Busan, Korea's biggest bunkering port, accounts for about 50% of the country's total bunker sales. The port is estimated to have sold between 5.0-5.5 million metric tonnes (mt) of bunkers in 2009. The authorities do not record official statistics on bunker sales volumes. **Source: portworld**

AIDA BLU ARRIVEERT IN ANTWERPEN



Het schip dat op 9 februari in Hamburg gedoopt is, zal Antwerpen de volgende 7 weken telkens op woensdag aanlopen. He thema van deze cruises is " **Een reis langs enkele van de meest fascinerende metropolen van Europa** "

Met de aankomst woensdag 10 maart van het nieuwe cruiseschip **Aida Blu** is het cruiseseizoen in Antwerpen van start gegaan.



Het schip zal op deze cruises vertrekken en aankomen in Hamburg en verder Le Havre (Parijs), Dover (Londen), Antwerpen en Amsterdam aanlopen. **Tekst /foto's : Paul Struyf (c)**

Seaspan Accepts Delivery of Two New Vessels

Seaspan Corporation announced the delivery of its 44th and 45th vessels, the **Guayaquil Bridge** and the **COSCO Japan**. The **Guayaquil Bridge**, a 2500 TEU vessel delivered on March 5, 2010, was built by Jiangsu Yangzijiang Shipbuilding Co., Ltd. It is on charter to Kawasaki Kisen Kaisha Ltd. ("K-Line") of Japan under a ten-year, fixed-rate time charter. The **Guayaquil Bridge** is the first of seven Seaspan vessels to be chartered to K-Line.

The 8500 TEU **COSCO Japan**, which was constructed by Hyundai Heavy Industries Co., Ltd., was also delivered on March 5, 2010. The **COSCO Japan** is on charter to COSCO Container Lines Co., Ltd. ("COSCON") of China under a twelve-year, fixed-rate time charter. It is the third of eighteen vessels to be chartered by Seaspan to COSCON.

Source: Seaspan

Seaspan owns containerships and charters them pursuant to long-term fixed-rate charters. Seaspan's contracted fleet of 68 containerships consists of 45 containerships in operation and 23 containerships to be delivered over approximately the next 26 months. Seaspan's operating fleet of 45 vessels has an average age of approximately five years and an average remaining charter period of approximately seven years. All of the 23 vessels to be delivered to Seaspan are already committed to long-term time charters averaging approximately 11 years in duration from delivery. Seaspan's customer base consists of seven of the world's largest liner companies, including China Shipping Container Lines, A.P. Moller-Maersk, Mitsui O.S.K. Lines, Hapag-Lloyd, COSCO Container Lines, K-Line and CSAV.



CAG blasts port development programme

In what could be a setback for the government's ambitious development goals, a latest audit finding reveals that investments in large infrastructure projects, many of them in the public private partnership (PPP), have failed to take off, getting stuck in bureaucratic hurdles.

The government's official auditor Comptroller and Auditor General (CAG), in its report on the functioning of the country's 11 major ports submitted before Parliament on Tuesday, has termed the National Maritime Development Programme (NMDP) as almost a failure.

Formulated in 2006, the NMDP had 276 schemes to be completed by 2011-12. An assessment made by CAG said implementation of the projects, which had private participation worth Rs 29,000 crore, was poor to the extent that only 18% of the schemes could be completed in the target period.

Poor planning and execution have been held as the prime reasons behind delay in the implementation of these projects. The projects included enhancement of the handling capacity of the major ports from 385 million tonnes (mt) in 2004-05 to 755 mt by 2011-2012, in two phases, 2005-09 and 2007-12. The schemes also pertained to deepening of channels, berth construction, procurement of equipment and connectivity projects.

In line with the 'landlord' model, the bulk of the public investment was planned to be made on development of common facilities through schemes on deepening and connectivity. About 54% of the investment was planned for construction, upgradation and reconstruction of berths, where private players were expected to play a dominant role under PPP. It was expected that by the end of March 2009, an additional capacity of 230 mt would be created to take the total handling capacity in major ports to 616 mt. **Source : Times of India**



The **PUCCINI** seen moored at the buoys in Rotterdam-Caland canal

Photo : Tom Devolder (c)

Busan sees 10.9% decline in box volumes in 2009

South Korea's largest port Busan posted a 10.9% decline in container throughput in 2009 compared to 2008, according to latest statistics from the local port authority. Busan, the world's fifth largest container port, handled a total 11.98 million TEU in 2009, down from 13.45 million in 2008, data from the Busan Port Authority (BPA) showed. The figures were evidence of the impact of the global economic slowdown, analysts said.

Singapore, the world's busiest container port, handled 25.87 million TEU in 2009, 13.5% down from 29.92 million TEU the previous year. The world's second busiest port, Shanghai, is estimated to have handled about 24 million TEU in 2009, down from 28 million TEU in 2008, according to Wang Hongquan, vice-director for the Shanghai Transport and Port Authority. **Source: portworld**

Singapore container turnover up 18%, 2.33m TUEs this January

In January 2010 Singapore port handled 2.33 million TEUs, a 18-percent rise in container turnover from the same period last year, and 2% up over December 2009, the Port Authority provisional data said.

According to the report freight traffic via the port of Singapore in January increased by 8% as compared with the same period in 2009, up to 41.1 million tons. Singapore, a city-state is located on an island in the South-East Asia. The 2009 statistics show the port handled 472 million tons of commodities **Source : PortNews**



The **NILEDUTCH SHENZHEN** seen moored in Cape Town - **Photo : Aad Noorland (c)**

SAfrica's Transnet says not building coal terminal

South Africa's Transnet said on Tuesday its port division was not planning to build a new coal terminal, denying claims by industry sources who said the facility would be built and operational by June this year. South African industry sources said earlier on Tuesday that a thermal coal export terminal would be built at South Dunes near Richards Bay and would start shipments as early as June. There is already a coal export facility in Richards Bay. The sources said two junior coal mining companies had been pushing for a new terminal to be built by the National Ports Authority, a division of Transnet, to enable more small Black Economic Empowerment miners to export their own coal.

But Transnet said the NPA was not in talks to build a terminal, and said a June start date was unlikely even if such plans were on the cards. "I'd like to confirm that Transnet is not in talks with anyone regarding building a coal terminal in Richards Bay," John Dlodlu, a Transnet spokesman, said. Rail capacity has been the major factor limiting South Africa's coal exports -- a source of frustration both to South African coal sellers and Indian coal buyers. **Source: Reuters**



Harms **PRIMUS** arrived in Flushing from Scheveningen - **Photo : Sjaak Klaassen (c)**

India's Haldia port in chaos, feeders threaten hefty surcharges

Container feeder lines are threatening hefty surcharges at Haldia port in Calcutta due to the fact none of the port's cranes are operational after a maintenance contract expired. None of Haldia Dock Complex's gantry cranes are operational after a three-year maintenance contract expired at the beginning of March. At present there is no maintenance contract in place plans for a three-month extension of the existing arrangement were scrapped after the contractor demanded a 100% price increase. Problems have been further compounded a strike by dock workers at the port. According to an executive from a Singapore-based feeder line only self-sustaining operations can be undertaken using geared vessels and reach stackers. "It is complete mess," he said. A letter sent by feeder operators to Haldia's management said: "We trust you can understand that feeder operators will have no alternative but to recover any increase in costs from the trade." It is understood feeder lines could double an existing \$250 per teu surcharge to \$500 if the problems at the port are not resolved. **Source: SeaTradeAsia**

Nakilat supports Dimdex 2010 as the Bronze Sponsor

Qatar Gas Transport Company (Nakilat), the world's largest LNG shipping company and the integral transportation link in the LNG supply chain for the State of Qatar, is proud to be a Bronze Sponsor of the Doha 2nd **International Maritime Defence Exhibition (Dimdex)** 2010 being staged at the Doha Exhibition Center from March 29th to 31st, 2010.

Under the patronage of His Highness Sheikh Tamim Bin Hamad Al Thani, The Heir Apparent and Deputy Commander of the Qatar Emiri Armed Forces, Dimdex 2010 is the anchor of the maritime defence industry in the Middle East and North Africa.

Building on the success of the inaugural Dimdex exhibition in 2008, over 140 exhibitors, 7000 visitors including invited VIP Delegations and 200 media representatives are set to attend Dimdex 2010.

"Partnering with Nakilat is another feather in our cap and further evidence that Dimdex 2010 is the Middle East's most relevant event for maritime defence manufacturers to reach buyers. Its popularity can be gauged from the fact that the exhibition is 100% larger than the inaugural event in 2008," says Dimdex 2010 Chairman Staff Brigadier (SEA) Mohammed Bin Nasser Al-Mohannadi.

A Qatari shareholding company established in 2004, Nakilat is further developing Qatar's marine industrial base via new world-class shipbuilding and ship repair facilities in the Port of Ras Laffan. Nakilat has a Joint Venture (JV) with Keppel Offshore & Marine - a global leader in ship repair and conversion. This JV, Nakilat-Keppel Offshore & Marine (N-KOM), will jointly operate Nakilat's state-of-the-art ship repair yard designed for the repair and maintenance of very large LNG carriers and a wide range of other vessels, as well as for the conversion of tankers to Floating Production, Storage and Offloading (FPSO) and Floating Storage and Offloading (FSO) units.

More recently **Nakilat** formed a JV with **Damen Shipyards Group** - a world leader in ship building. This new JV, Nakilat-Damen Shipyards Qatar (N-DSQ). will manage the construction of high-value ships up to 120 meters in length including commercial vessels (e.g. tugs, offshore supply vessels, coastal tankers and ferries), naval and coastguard vessels (e.g. corvettes, patrol boats and fast attack craft) and luxury yachts (custom and semi-custom steel / aluminium vessels > 30m LoA). The N-KOM and N-DSQ Joint Venture partnerships are both strategic and key to the goal of positioning the State of Qatar as an internationally recognized center of excellence in ship building, repair and conversion.

"We are pleased with our sponsorship and participation in this prestigious Exhibition and Conference. Dimdex 2010 gives us an excellent platform to raise awareness of Nakilat's new world-class shipyard with its ship repair and ship

construction facilities in the Port of Ras Laffan to an audience of more than 7,000 delegates representing GCC and world naval officials," says Muhammad Ghannam. **Source : ameinfo**

.... PHOTO OF THE DAY



The **HAM 311** seen rainbowing at the **Maasvlakte 2 project** - **Photo : Bernt R Koning (c)**

BOEKBESPREKING

Door : Frank NEYTS

"Geschiedenis van de Antillen".



Bij Uitgeversmaatschappij Walburg Pers verscheen onlangs "**Geschiedenis van de Antillen**". De samenstelling van het boek stond onder redactie van Leo Dalhuisen, Ronald Donk, Rosemarijn Hoeft en Frans Steegh.

"**Geschiedenis van de Antillen**" brengt de complete en op vandaag meest actuele geschiedenis van de zes eilanden in de Caraïbische Zee (Aruba, Bonaire, Curaçao, Saba, Sint Maarten en Sint Eustatius), die lange tijd een bestuurlijke eenheid vormden binnen het Koninkrijk der Nederlanden.

Over de oorspronkelijke Indiaanse bewoners, de komst van de Spanjaarden en later van de Zeeuwen en Hollanders. Over de slavernij en de afschaffing ervan, over het komen en gaan van olieraffinaderijen. Uiteraard komen ook de ontwikkeling van de kolonie tot rijksdeel en het verkrijgen van de 'status aparte' en de status van Nederlandse gemeente aan bod.

Buitengewoon interessant boek, een aanrader!

"**Geschiedenis van de Antillen**" (ISBN 90-5730-628-X) telt 192 pagina's en werd op A4-formaat, rijkelijk geïllustreerd, als hardback uitgegeven. Het boek kost 34.95 euro. Aankopen kan via de boekhandel of rechtstreeks bij **Uitgeversmaatschappij Walburg Pers**, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. . In België wordt het boek verdeeld door **Agora Uitgeverscentrum**, Aalst/Erembodgem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

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