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The KEEN EXPRESS seen moored in Ravenna - Photo : Jacob Versteeg (c)

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Japan Harpoons Anti-Whaling Activist.

Environmentalists, especially those against whaling or even the maiming of whales, literally had escalating sea battles



with Japan's fleets of whaling boats in international waters. Environmental activists from Sea Shepherd, an agency for the conservation of the population of whales, have used a substance of butter or butyric acid against the decks of Japanese whaling boats and have shot paint balls at the ships as well. Japanese whaling ships after being interrupted in their business, had equipped water cannons in order to drive off anti-whaling activists.

Sea Shepherd has a long history of famous activism, most prominently ramming a Portuguese whaler in the 1970's. Its activists are known to be highly dedicated to their work to felicitate the population of whales, this can be seen from the incident two years ago when activists hand-cuffed themselves to a Japanese

whaling ship and refused to leave.

Today, the 'whale wars' took a new turn as New Zealander Peter Bethune was accused of trespassing onto a Japanese whaling ship named **Shonan Maru 2** from a jet ski, after his boat in collision with the whaling ship sank, and declaring a citizen's arrest of the crew. As of now, Peter Bethune is entitled to meet with a lawyer and a New Zealand

diplomat. It remains to be seen if this can legally be considered a trespass. Japanese media have pounced on this latest news and public popularity of the anti-whaling activist is not at all positive. Japan insists that whaling is an important and cultural tradition which was brought on by Commodore's Perry's entry into Japan marking a significant moment in the Meiji Restoration.



In addition to the charges of accusation, the Japanese Institute of Cetacean Research (Official branch of Japan's Department of Agriculture, Forestry, and Fisheries) further blamed such activists and their agencies such as Sea Shepherd to be obstructing important whale research.

Peter Bethune, the 44 year old New Zealander is currently being held under arrest in Japan on the charges of trespassing onto a Japanese whaling ship in international waters.

Commercial whale hunting or "whaling" was suspended by the International Whaling Commission in 1986. However, there was a loophole in which the Japanese government could easily use: whaling is allowed if done for scientific research. This loophole proves to be deadly for as many as 1,000 whales every year, when Japanese fleets of whaling ships hunt "for science". The Japanese government has set up a scientific facade in order to hunt whales legally, it is obvious enough that 1,000 dead whales of an endangered species aren't needed every year to conduct simple research. Whaling has been long used in history to gather blubber of kinds for oil and other whale parts, the ships used were/are considered to be one of the most unproductive and hazardous 'tools' to garner resources as crews toss over "unnneeded" parts of dead whales into the sea. **Source : iNEWP- Freedom of Speech**



The **EVER SAFETY** seen entering Colombo Port – **Photo : Piet Sinke (c)**

Ship with Russian and Lithuanian crew eludes Somali pirates

The German vessel "**Lubeck**", with an international crew aboard, managed to escape from Somali pirates on Thursday, reports information agency Itar Tass, referring to an organization supporting sailors in Eastern Africa. The cargo ship was on its way to a port in Oman when Somali pirates started chasing the vessel on speed boats, not far from the Seychelles Islands. The vessel was going at the rather high speed of approximately 40 km per hour, so the pirates failed to capture her, despite they opening gunfire on the ship.

The waters off the Horn of Africa are notorious for numerous acts of piracy. Currently there are at least 9 ships and about 150 sailors being held by Somali pirates, Itar Tass reports. NATO has recently prolonged its anti-piracy operation in the area until 2012. Apart from NATO, other countries, including Russia, support international anti-piracy efforts. In February, several vessels of the Pacific Ocean Fleet left Russia and are currently heading for the Gulf of Aden to patrol the waters **Source : RT News**



The **CORAL SEA FOS** seen arriving in Colombo – **Photo : Piet Sinke (c)**

above photo can also be seen in high resolution in the photo album at my website www.maasmondmaritime.com or via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

No More Mister Nice Guy

The international anti-piracy patrol has admitted that it is now pursuing a policy of hunting down and destroying pirate mother ships. Several recent incidents, that resulted in the destruction of mother ships, indicated that this was the case. But now this has been confirmed, along with the warning that even if there is not enough evidence to prosecute the pirates, the mother ship will be destroyed, and the crew dumped on a Somali beach. If there is enough evidence to prosecute, arrangements have been made for Kenya or Seychelles to do it. Western nations are providing these two nations with cash and other assistance to make these prosecutions possible. The anti-pirate patrol is going after pirate mother ships because these vessels are necessary if the pirates are to attack ships far (up to 1,500 kilometers) off the coast. Mother ships (usually stolen sea-going fishing ships) are spotted leaving known pirate bases, and, when they get far enough out to indicate they are going after distant targets, they are intercepted by a warship. If weapons and boarding equipment is found, the pirates are arrested and prosecuted, and the mother ships and speedboats destroyed. If the pirates managed to dump their weapons and boarding gear overboard, the mother ship is sunk anyway.

The anti-piracy forces have a considerable maritime reconnaissance force of aircraft and UAVs, plus the occasional use of photo satellites. Thus it is difficult for the pirates to head out for the high seas without being spotted. The pirates are no doubt trying to come up with some new tactic to get around this. Meanwhile, more merchant ships are carrying armed guards, and there have been at least four incidents this year where these guards fired their weapons to drive off pirates. But most merchant ships have noted that all the ships taken of late are those that did not heed the advice of the anti-piracy patrol. This advice includes travelling through the Gulf of Aden in the two patrolled corridors, or, better yet, waiting for the regular convoys the patrol escorts through the corridors daily. Even ships travelling the corridor, or with a convoy, are advised to post additional lookouts, and radio the patrol immediately if they spot a pirate speed boat. Any small boat near the corridors, equipped with a powerful outboard engine (something a fisherman could not afford, but necessary to overtake a merchant ship), should be considered suspicious, and

reported. Captains are also advised of measures they can take to repel boarders, as it's been observed that the pirates will give up if crew resistance keeps them off the ship for more than a half hour. But the crew must have water hoses at the ready, and crewmen practiced in the use of high pressure water against boarders. So captains are advised to train their crews to use the hoses, as well as devices to cut boarding ropes or push away ladders. The crew are out of the line of fire while doing this, so there's not a lot of danger. But the skills must be acquired before they are needed. The Gulf of Aden has become, for the moment, a place where a guarded (in the corridor or a convoy) ship is impossible to take. If the campaign against the mother ships succeeds, the pirates may get discouraged, and look for other work (like the lucrative Yemeni smuggling run). But first, the pirates will try to find chinks in the new, improved, anti-piracy tactics. **Source: Strategy Page**

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Array of ship protection devices crops up

Somali pirates raked in an estimated US\$60 million in 2009 but the Indian Ocean's ransom hunters have also spurred a much larger industry of ship protection devices. As the 36,000 ships that bottleneck into the Gulf of Aden each year try to dodge marauding pirates and keep a lid on insurance premiums, an astonishing array of inventions has cropped up on the flourishing market. With obstacles remaining to the deployment of onboard security personnel, a myriad of hoses, nets, lasers, radars - from million-dollar high-tech systems to gadgets straight out of a Harry Potter wizard shop - have been developed. 'Some of this will, I think, find a place in the market because it answers the need for companies to do something, short of arming crews or bringing armed security onboard,' said security expert Jake Allen. 'Never mind that many of these inventions don't work or are easily defeated by pirates,' added Mr Allen, a senior



risk advisor with US-based The NoLu Group and the author of an ebook entitled Security Contracting. With very few companies willing to incur the extra cost of opting for the safer route around the Cape of Good Hope, some shipping firms will be under increasing legal pressure to take basic security precautions. So it's gadgets galore at scores of specialised security fairs across the world, where start-ups run by navy veterans all offer the ultimate pirate-proof invention with a fancy acronym.

[Yemeni coastguard, chasing local fisherman, who come to close to the SPM loading area.](#)

Photo : Frans Verbrugge (c)

One company peddles the Anti-Pirate Water Cannon System and another markets 'non-lethal slippery (or anti-traction) foam' as the trick that will frustrate pirates even after they successfully board their prey. A British company

markets a net to snare the pirates' propellers for US\$450 per metre without shipping. Other solutions include evolutions of age-old hidden-spikes-and-hot-oil defensive tactics, such as 9,000-volt electrical wiring or a 'hot water curtain' to defend the deck from grapnel-wielding sea-jackers. There are various cheap DIY ways of 'rigging' a ship with nets, traps, barbed wire and dummy security guards. Maritime security forums on the Internet are awash with suggestions for outlandish contraptions such as glue cannons, robot anti-pirate boats and US\$50 star-pointing green lasers that cause 'reversible eye damage'. More seriously considered - and costly - solutions developed by Europe's largest defence company BAE include dazzle guns that incapacitate assailants 1,000 metres away and a state-of-the-art early warning radar system. However, there is a dearth of recorded occurrences during which any of these devices were successfully used against Somali pirates.

One exception is the long range acoustic device (LRAD), a crowd-control sonic blaster that can be used to convey messages or emit unpleasant 'deterrent tones'. It was also used at the Pittsburgh G-20 meeting last year. The legality of many of these 'less lethal' weapons is also contested and Hans Tino Hansen, managing director of Denmark-based Risk Intelligence, argued that the perceived market for such systems may be higher than the real one.

'From our customer base, we can see that systems that have dual functionality are preferred to security-only systems - this could be remote-controlled thermal imaging systems or real water canons,' he explained. 'In the ever-growing range of non-lethal weapons on offer, some are much less effective than the blurb tries to convey and can even be dangerous when they are operated,' said Olivier Halloui, operations manager at French-based maritime safety firm Surtymar. 'The end-goal of protection measures is to delay the pirates' boarding and commandeering of the ship. Simple and cheap set-ups can turn out to be effective if a suspicious boat is spotted early,' he noted. The naval missions patrolling Somali waters regularly remind seafarers that ships respecting recommended corridors and best management practices laid out by the industry rarely get attacked. **Source: AFP**



Above seen the wreck of the ferry **ARIAKE** grounded on Kumano Coast in November 2009 which was breaking in the storm prevailed Japan last week during wreck removal operation. In the photo, navigation bridge/accommodation block can be seen detached and dropped into sea with severe deformation of structure in way. The wreck eventually broken into 2 sections with forward half section subsequently dropped into sea. Salvor (**Fukada Salvage**) is currently re-planning removal method and schedule.

Photo : Y.Fukushima (c)

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newsclippings may reach you irregularly**

INTERISLANDER FERRY MEETS 120 KPH FRONT

Watch the movie at youtube as an 120kph storm front hits the Interislander Ferry crossing from Picton to Wellington New Zealand. March 12th 2010.

http://www.youtube.com/watch?v=C6HMy0AxLns&feature=player_embedded#

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Trawler man rescued by Fishguard lifeboat and rushed to Withybush Hospital

A fisherman out on his first trip of the season, after completing his training, was rushed to Withybush Hospital last Thursday. The 23-year-old trawler man was working on the **Jaqueline Anne**, putting down pots out of Fishguard.

As he threw his first line of pots overboard he caught his fingers in the trawler's winch. Fishguard lifeboat was tasked to the emergency and met the **Jaqueline Anne** as she came back into the harbour.

The casualty was put on board the lifeboat and crew administered first aid before he was transferred to an awaiting ambulance and taken to Withybush Hospital. **Source : Western Telegraph**



MSC is calling with bigger vessels in Dar es Salaam in order to be prepared with expected copper export growth of 12%, above seen the **MSC AYALA**, departing from Dar es Salaam, MSC is skipping the Suez Canal and has transshipments from East Coast Africa to S Africa Durban. Rest of shipping lines calling East Coast Africa still uses Salalah as transshipment hub or sails directly to Far East.

Photo : Anton Klaassen (c)

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NAVY NEWS

Australian navy faces inquiry in alleged sex ring

Australian officials have launched an investigation into allegations that sailors on board a navy ship were running a sex competition during an overseas deployment last year.

The Defense Department says the inquiry that began Friday comes after an initial investigation was found to be biased.

Three sailors from the **HMAS Success** were sent home last May after reports emerged that sailors were competing to have sex with the most number of female crew mates. The investigation will look into allegations that dollar values were assigned to each woman on board and that sailors could win extra money if they had sex with a female officer or a lesbian. The new inquiry is to be led by a retired judge. **Source : GoogleNews**

Athens reaches deal in submarine row

Greece on Saturday announced it had reached an agreement with German defence group ThyssenKrupp in a long-running dispute over the supply of four submarines. The row began when Athens rejected the first submarine supplied by ThyssenKrupp, the **Papanikolis**, on the grounds that it was defective.



Greek Defence Minister Evangelos Venizelos said a resolution had been found for the deal, which has been blocked since 2006. "We have reached a solution which should be signed on Thursday and which protects the interests of the Greek navy as it means it will finally receive modern, functional submarines," Venizelos said in a statement

released by his ministry.

Media reports in Greece suggest that under the agreement, Athens will acknowledge receipt of the **Papanikolis**, which will be sold to a third party, and order two further submarines from Hellenic Shipyards. In return, the defence company will drop a compensation claim for breach of contract, reports said.

ThyssenKrupp bought Hellenic Shipyards, near Athens, from the Greek government in 2005 and Saturday's submarine deal should smooth the way for the conglomerate to shed 75 percent of its stake to the Abu Dhabi Mar group.

The Greek government, struggling with a debt crisis and facing a huge effort to restructure the economy, said on March 1 the sale of the shipyard offered a chance to save the jobs of 1,400 workers. **Source : AFP**

Eye on the water

STEALTH was the name of the deadly game of hide-and-seek in the deep waters off California's coast. A winner would emerge, signalling 'Game Over'.



The 'enemy' submarine would have won if it had stayed undetected and managed to 'sink' a friendly ship. But the winner was a Republic of Singapore Navy helicopter bristling with sensors. The S-70B Sikorsky Seahawk found its submerged prey - and 'sank' it immediately.

The RSN has six such anti-submarine helicopters. Two of them demonstrated their prowess in their first major naval exercise, jointly conducted by the United States and Singapore navies.
ST PHOTO: Terence Tan

The chopper, together with a sister S-70B, was taking part on Saturday in an eight-day, 1,500-man exercise codenamed **Golden Merlion**. The RSN has six such anti-submarine helicopters. Two of them demonstrated their prowess in their first major naval exercise, jointly conducted by the United States and Singapore navies.

The RSN's stealth frigate, **RSS Stalwart**, also took part. From the US Navy's side were five warships; six naval helicopters, two maritime patrol aircraft and a nuclear submarine.

US Government presents four boats to Ghana Navy

The United States (US) Government on Saturday, presented four speed patrol boats to the Ghana Navy, to help ensure maritime safety and security. Ms Julie Furuta-Toy, Deputy Chief of Mission at the US Embassy in Ghana presented certificates on the boats to Lieutenant-General Joseph Henry Smith (rtd), Minister of Defense, at a ceremony at the Western Naval Command in Sekondi.

Lt-General Smith thanked the US Government for the gift, which he said is an expression of the cordial relationship between the two countries and hoped the friendship between the two countries would be further strengthened. He spoke of the economic, social and security assistance the country has received from US government over the years, saying that, Ghana had received security assistance such as the International Military Education and Training (IMET) and the African Contingency Training Assistance (ACOTA) programmes.

Lt-General Smith said **USS Gunston Hall**; a US Naval is presently berthed at the Western Naval Command for the 2010 Africa Partnership Training Programme. He said the government is committed to equipping the Ghana Navy, to play a pivotal role in the protection of the country's maritime resources, especially fisheries stock and the oil find.

He said steps were being taken to complete the Slipway and the Test bench Projects at the Sekondi Naval Dockyard to enhance fleet maintenance and ensure availability of ships to perform assigned roles. Lt-General Smith said refits could also be undertaken at the slipway to save the nation substantial foreign exchange, adding that, plans are advanced to acquire new ships and refurbish the old ones, also training would be stepped up to upgrade the knowledge of officers and sailors.

He said, "As a Government, we are also taking steps to solve the accommodation problem facing the Navy" and while congratulating officers and men of the Ghana Navy for their achievements in the midst of inadequate resources, he urged them to remain disciplined and professional and to take good care of the resources entrusted to them.

Lt-General Smith said the boats would be named after Rear Admiral Benjamin Ohene-Kwapong, Commodore Quaye, Rear Admiral Tom Annan and Vice Admiral Owusu-Ansah, all past Chiefs of Naval Staff. On her part, Miss Furuta-Toy said the four boats are meant to augment three defender boats presented to the Ghana Navy in October 2008.

She said the US is proud of its multi-national military partnerships, and that from 2008 to 2009, five West and Central African Countries received 17 identical defender class boats. Miss Betty Bosomtwi-Sam, Deputy Western Regional Minister, Rear Admiral Matthew Quashie, Chief of Naval Staff, Commodore Timothy Appiah, Flag Officer Commanding the Western Naval Command and Commodore Cynthia Thebaud, Commander of the US Africa Partnership Programme, were among the dignitaries who attend the ceremony. **Source : Ghananewsagency**

Fourth Borei-class submarine to be modernized

The fourth submarine in the Borei-class nuclear-powered ballistic missile submarine will be constructed under new modification, RIA Novosti reports. Latest technical solutions will be applied in construction of the new sub; details are classified.

Four subs in Russia's newest class of nuclear powered strategic submarines are presently in different levels of completeness at the Sevmash shipyard in Severodvinsk; **Yury Dolgoruky, Alexander Nevsky, Vladimir Monomakh** and **Svyatitel Nikolay**. The first-mentioned is undergoing sea tests in the White Sea area.

Svyatitel Nikolay, or **St. Nicholas** in English - has not been officially laid down, but as BarentsObserver reported, construction was started at Sevmash in December 2009. This fourth submarine will be somewhat different than the three others, a high ranking military source in told RIA Novosti: -The latest technical solutions will be applied on this submarine, the source said, but denied to give any more details.

Svyatitel Nikolay will have the designation 955U. The three others are 955 and 955A. In December 2009 Sevmash director Nikolai Kalistratov said that the construction of the Borei-class submarines was halted as a result of the many failed launches of the Bulava missile, which the submarines are designed to carry.

So far, seven out of 13 test launches of the Bulava missile have failed. The test program was interrupted in December, after yet another failed launch of the missile. This time, the people in large areas of Northern Norway became witnesses to the missile exploding in the sky. **Source : BarentsObserver**

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PB MURRUMBIDGEE COMMENCED TRAILS



Left seen the **PB Murrumbidgee** during sea trials in Ha Long Bay a world heritage site of Unesco the tug will be delivered to her owners next week. This is the last in a series of 4 ASD's 2411 built by **Song Cam Shipyards** Vietnam for PB towage under supervision of **Damen Shipyard** surveyors.

Earlier Song Cam delivered the **PB Dantry**, **PB Plenty** and the **PB Endeavour**.

Photo : Ed Barten ©

Note : Ha Long Bay, in the Gulf of Tonkin, includes some 1,600 islands and islets, forming a spectacular seascape of limestone pillars. Because of their precipitous nature, most of the islands are uninhabited and unaffected by a human presence. The site's outstanding scenic beauty is complemented by its great biological interest.

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SovComFlot adds SCF Baikal Suezmax to its fleet

Hyundai Heavy Industries (HHI, South Korea) has built and delivered a Suezmax class tanker for Sovcomflot Group. The ship has been named **SCF Baikal**, added to the SovComFlot's fleet, the Group's press service said. The 158.300-DWT tanker is designed to carry crude oil. The 274-m-length, 48-m-width ship has maximum draft of 17 meters.

The tanker fully meets all national and international safety requirements of the ABS, American Classification Society and can be operated without restriction of navigation area. The ship was named after the largest and deepest freshwater lake in the world, Lake Baikal, one of the Russian symbols. SovComFlot Group is among the largest

infrastructure companies in Russia. The Group has its fleet of 147 vessels of a total 10m- DWT. The Company has ordered 13 vessels of a total deadweight of 1.1 million tons. SovComFleet operates the fourth in tonnage world's suezmaxes tankers fleet. **Source: Portnews**



Above seen the **Cyrus** and **Ham1406** in Escravos Nigeria, in the Joint Venture between Boskalis and Van Oord working for West African Ventures.

Photo : Ferry Hoosemans (c)

HASCOSAY SETTING SAIL FOR MID-EAST AS DEAL GOES THROUGH

The NorthLink freight and livestock vessel **MV Hascosay** has been sold to a Middle East buyer and she will be leaving her temporary berth in Kirkwall within the next few days bound for Beirut in the first instance.

Hascosay, which covered some 432,000 nautical miles since joining the NorthLink fleet eight years ago, was replaced by the newer and larger **MV Hildasday** three weeks ago. She has been purchased by a Jordanian buyer and will now be used for shipping livestock to Jordan from Brazil, Georgia and Romania.

Since leaving NorthLink's service, Hascosay has found a temporary home in Kirkwall. She is now scheduled to leave for a shipyard in Beirut where she will undergo some modifications designed to facilitate her new livestock-only role.

Her regular NorthLink crew of around 17 will undertake the 12-day voyage to Beirut from where they will fly home to resume work on other vessels within the NorthLink fleet.

NorthLink chief executive Bill Davidson said: "We're delighted to have secured a buyer for Hascosay. During her eight years with us, many people grew very attached to her and it would have been particularly sad if such a sturdy vessel had gone to scrap." **Source : Northlink**



The **NORTHERN DIGNITY** seen arriving in Antwerp - Photo : Willem Kruit (c)

MISC unit inks deal with 2 Indian firms

MISC Bhd's unit MISC Agencies Sdn Bhd has signed a joint-venture deal with two India-based companies, Crescent Shipping Agency (India) Ltd and Sivaswamy Holdings Pvt Ltd. Called MISC Agencies India Pte Ltd, the joint-venture company will act as the sole and exclusive shipping agent for MISC in India.

MISC told Bursa Malaysia yesterday that MISC Agencies will have a 60 per cent stake in the joint-venture company, while Sivaswamy and Crescent will own 25 per cent and a 15 per cent respectively. The authorised capital of MISC Agencies India will be 50 million rupees (RM3.82 million) and the issued and paid-up capital 40 million rupees (RM3.06 million). **Source: Business Times**

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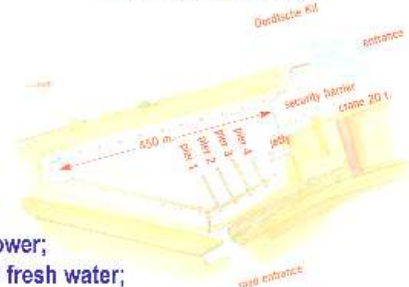
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Sovcomflot presents a 200.000dwt tanker project, to boost crude oil shipments

First Deputy General Director of SovComFlot Nikolai Kolesnikov presented at the XXIX annual conference of the CERA WEEK-2010 in Houston (USA), a joint project with the Swedish Stena Bulk of a B-Max 200.000-DWT tanker. The tanker could carry simultaneously two standard 100.000 shipment of crude oil, which would make the marine transportation more effective and profitable and reduce the intensive traffic in the environmentally sensitive region as the Baltic Sea, the SovComFlot press service reported. The information that Sovkomflot and Russian oil and gas companies have planned a joint project to launch in 2010 pilot freight shipments along the Northern Sea route to the East for the delivery of Russian hydrocarbons to customers in the Asia-Pacific gave rise to much interest among the conference participants. **Source : PortNews**



Above seen **Mammoet - Saudi Arabia** receiving a 1431 ton - 110 meter column from the **Jumbo Jubilee** in Jubail Industrial Port - Saudi Arabia on 4th March Below seen a photo of the 15 km transport to NCP Project in Jubail Industrial City. Column was safely delivered on 12th March



Photo's : Erwin Visser - Mammoet - Saudi Arabia (c)

Singapore extends port dues concession

Singapore has extended the 10 per cent port dues concession for all ocean-going ships with a port stay of not more than 10 days and 20 per cent port dues concession for harbour craft engaged in commercial activities within its port waters for another six months from April 1 to Sept 30. This was announced by Second Minister for Finance and Transport Lim Hwee Hua during a debate on the budget for the Transport Ministry in the Singapore Parliament. The extension is over and above existing port dues concession already enjoyed by the industry.

Last year, as part of its efforts to help the shipping industry during the economic downturn, the Maritime and Port Authority of Singapore (MPA) introduced the concession from April 1 to this March 31. Commenting on the matter, MPA chief executive Lam Yi Young said the extension of port dues concession would help the shipping industry to lower business costs and boost Singapore's attractiveness as a hub for maritime businesses. **Source: bernama**

Hanjin Shipping to start weekly Shanghai-Mexico service March 14

Korea's Hanjin Shipping has announced the launch of a direct service between Asia and Mexico from March 14. Hanjin Athens, currently deployed in CAX (China America Express), will be making its maiden call at Manzanillo, Mexico on March 14. This will cover Shanghai, Gwangyang, Busan, Long Beach as well as the Mexican ports of Manzanillo and Ensenada with five 5,500-TEU class ships.

Hanjin Shipping anticipates upgrading Mexico to a direct service to Mexico, where the demand is expected to show continuous growth. Also, the company believes that it will be able to diversify its portfolio of cargo volume from Asia to the US south west regions by adding the growing cargo demand to Mexico. **Source: schednet**

Hellespont Extends PSV Fleet



Photo : courtesy Merlin Corporate Communications

The Hamburg-based Hellespont group has extended its fleet of platform supply vessels with the delivery of the 3,250 dwt **Hellespont Dione**. Built at Drydocks World, Batam, the vessel is the fifth sister ship to join the Hellespont offshore fleet. The previous four vessels were all built in Cochin, India.

Phrixos Papachristidis, Hellespont group CEO, said, "These five vessels are a clear statement of our intention to expand in the offshore field. These versatile vessels are all on long term charter for seven years. Apart from our Hamburg-based ship management office we also have an offshore office in Singapore for the PSVs which is close to key charterers so we can build further relationships. That office is developing a cadre of experienced offshore crew directly employed by Hellespont. This gives us a good platform to expand the company to provide third party management to other operators in the offshore service vessel field. For the future, we are looking at opportunities and at the right time, and working with the right first class charterer, we will expand the fleet further."

The **Hellespont Dione** is a UT755LN type PSV with a length (o.a.) of 241.5 ft, beam 52.5 ft and dwt 3,250 tonnes. **Source : MarineLink**

China-Philippines-Thailand (CPT) Express Service

Evergreen Line and China Shipping Container Lines (CSCL) will launch a new joint service, the China-Philippines-Thailand (CPT) Express Service effective mid-March. The new CPT service, which is expected to commence from Shanghai, will operate with three 2,500 TEU vessels. Evergreen will deploy one vessel and two vessels will come from CSCL. China Shipping will use its **CSCL Manzanillo** V.0021S to launch its first sailing and Evergreen Line will deploy **Ital Onore**, which will depart from Shanghai on March 26. The port rotation is as follows:

Shanghai-Ningbo-Manila North Harbor-Manila South Harbor-Laem Chabang-Hong Kong-Shanghai.

Source : MarineLink



The **COSCO MELBOURNE** seen passing Walsoorden - Photo : Stefan Hofecker (c)

Fears for future of Jura's high-speed ferry

THE high-speed passenger ferry service to Jura begins its third summer run next month, amid fears over its long-term future. The service allows islanders to access mainland Argyll at Tayvallich in less than an hour, instead of the lengthy car ferry journey via neighbouring Islay.

And the 12-seater rigid inflatable boat has brought 50,000 to Jura's economy, making the island easier to get to for tourists. This is the last year of a three-year pilot of the service, funded by Argyll and Bute Council. The council contributed 41,112.50 in its first year, 62,254 last year and 24,196 this year. Jura development officer Deborah Bryce said: "We hope we will be able to get another three-year contract, but with the way the economy is at the moment, council budgets are quite tight." Despite carrying more than 4,500 passengers in its first two years, take-up has not been as strong as originally hoped for. The service costs around 100,000 a year to run and requires 50% subsidy.

Ms Bryce said: "We anticipated we would have an average of 6.5 people on each sailing, but we have only carried 4.8. We run at a loss because we didn't ask for enough subsidy. The council bailed us out last year and we are short again this year, unless we carry seven passengers on every trip."

The service begins on April 2, running four days a week until May 25 when it increases to six days a week until September 28. Ms Bryce added: "It is part of Jura life now. People have been saying it would be really sad if we lost it."

Argyll and Bute MSP Jim Mather said: "I know how much the facility is appreciated by local people and their visitors. I have therefore conveyed this message to Argyll and Bute Council, all the agencies and the transport minister. I know that services to Jura are being considered as part of the Ferries Review process and I will continue to press for its retention." **Source : pressandjournal**



Evergreen's **UNI PROMOTE** seen moored in Colombo Port – **Photo : Piet Sinke (c)**

New Survey Vessel Delivered to Fugro

On March 12, 2010, Fugro took delivery of a new-build survey vessel, the M/V **Fugro Searcher**, which it commissioned in 2007. The vessel will operate in the offshore oil and gas industry and the offshore renewable energy sector. It will be able to carry out the full range of site and route survey tasks to obtain the high resolution data necessary for safe, efficient and cost-effective planning, design and engineering activities involving the seabed and the installation of pipelines, platforms, wind turbines, subsea structures and other seabed furniture. The new vessel will have permanently mobilized geophysical and hydrographic survey spreads. Geotechnical equipment will be installed on a project by project basis.

This new-build is the first purpose-built commercial geophysical survey vessel since the **Lady Harrison** (renamed **Antares**) was built back in 1984. Geophysical survey equipment will include Kongsberg EM302 and EM3002 multibeam echo sounder and a Kongsberg EA600 single beam echo sounder. It will also have an Edgetech dual frequency 4200 digital sidescan sonar. It will be fitted with a hull-mounted Kongsberg SBP300 sub bottom profiler. Other geophysical survey sensors can be mobilized for specific projects.

A seismic airgun array of up to 970 cu. cm. will be used to generate seismic energy to be reflected by the subsurface sedimentary rock layers and picked up by a solid digital streamer extending up to 4000m behind the vessel. The seismic data will be recorded on a Hydrosience Technologies NTRS2 240-channel recorder. A variety of geotechnical equipment such as vibrocorers, grab samplers and cone penetrometers are also available. For survey operations in deep water, the vessel has the necessary deck space to accommodate any of Fugro's autonomous underwater vehicle (AUV) spreads. At the back of the vessel stands an articulating A-frame for equipment deployment which is rated to 7.5t. Additionally, it has a three ton, 12m crane as well as a pair of 2.25t traversing deployment booms. The Fugro vessel will derive precise positioning via Fugro's high precision Starfix HP/XP and Starfix Spot DGPS which will be integrated with a HiPAP 500 USBL subsea acoustic system. It will also have an Applanix PosMV 320 motion reference unit. The vessel will be conned with a range of bridge instruments including autopilot, radars, a GPS navigator, gyros and echo sounders. It will have automatic station keeping capabilities. Communications systems include broadband via VSAT, medium/high frequency radios, Inmarsat B and C, VHF and weather forecasting radios. A major feature of the new vessel is that it takes advantage of all the safety and efficiency advances in ship design that have been made in recent years. The latest safety and survival systems are a fundamental and integral part of the vessel's equipment. Personal Locator Beacons and direction finding equipment are worn during back beck operations. While the speed of geophysical surveys is dictated largely by the laws of physics, the top speed of 12.8kts ensures that the vessels can get to the site quickly. A fuel capacity of 387m3 gives a range of 6000 nautical miles at 10 knots. Range and endurance are thereby optimal and time on site maximised. The vessel has a fresh water storage capacity of 100m3 and there are facilities for making 8m3 /of fresh water per day.

The diesel electric propulsion is based on three 910kW engines. The vessel will be driven by 2 x Schottel, SRP 110 rudder propellers while type 49/122/290 bow thrusters enable maneuvering and station keeping. Computer control will enable the vessel to automatically remain static over a designated spot or follow an ROV as it conducts its survey work.

The specially designed hull form, resilient engine mounts and rudder propeller design maximise station keeping and navigational control, ensure acoustically quiet running at survey speeds and keep the vessel's carbon footprint to a minimum. The vessel's sea keeping qualities enable it to stay on location, minimizing weather standby time. There is ample space in the 65m long vessel for work and recreation. Accommodation is provided for 42 people in en-suite single and double cabins. Recreation areas include two lounges, video room, gym and internet cafe. A first class working environment is ensured for survey and marine crew members alike.

Several 10GBaseT networks will provide the survey systems with full plug-and-play interconnectivity, allowing any user multiple access points to any data acquisition and data processing requirement.

There is a data processing room that allows the data to be interpreted onboard without it having to be transmitted to shore. This is essential for time sensitive applications where prompt access to survey results is essential to keep to the critical path of the development or project. **Source : Seadiscovery**

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Campbell Shipping inks order for 2 vessels

Signalling a turnaround in the shipping industry, Bahamian shipowners Campbell Shipping Ltd has signed an order with Zhong Chuan Heavy Industry Shipbuilding Company Ltd of Zhoushan for two 32,000 dwt doublehull bulk carriers, with an option for two more. The vessels are being built to the '**TRANSPORTER**' series design developed by Nassau-

based Algoship Designers, with basic, classification and production designs produced by Smart Engineering and Design Solutions Ltd having offices in Nassau, Bahamas and Kochi.

Both companies are affiliates of the GTR Campbell Marine Consultants, which will be providing project management services in the shipyard. "We consider this an excellent futuristic design to meet commercial requirements," said Lowell Mortimer, president of Campbell Shipping, on behalf of the buyers. **Source: Expressbuzz**



The TSHD **COASTWAY** which is operating at present in Bahrain seen just before coupling to discharge hose
Photo : Capt Rob Scheppink (c)

Genco Shipping & Trading Limited Announces Plan to Extend Time Charter for Supramax Vessel

Genco Shipping & Trading Limited announced that it has reached an agreement to extend the time charter for the Genco Hunter, a 2007-built Supramax vessel, with Pacific Basin Chartering Ltd. for approximately 11.0 to 13.5 months at a rate of \$21,750 per day, less a 5% third-party brokerage commission. The time charter is expected to commence following the expiration of the vessel's current time charter on or about April 1, 2010 and is subject to the completion of definitive documentation. Currently, Genco has approximately 61% of its fleet's estimated available days secured on contracts for the remainder of 2010. **Source : Genco Shipping**



The **Taklift 6** and **7** (together with a Matador sheerleg) seen unloading casco's from the Sainty barge at the Waalhaven Rotterdam.

Photo : **Jacco van Nieuwenhuyzen** ©

Launch date of new Caribbean inter-island ferry service to be announced soon

ST GEORGE'S, Grenada -- With the gradual resolution to a number of logistical issues, the date for the launch of the Caribbean's new inter-island ferry service, will soon be announced.

In a statement on Wednesday, Benjamin Ross, CEO of the Grenada-based owners and operators of the service, BEDY Ocean Lines, said his company has been making significant progress with a number of logistical matters, which had accounted for earlier delays in the start of the service, and is now looking forward to bringing the people of the Eastern Caribbean and beyond, a safe and reliable mode of transportation that provides all their travel solutions.

In the company statement, Ross apologised to the people of the region for the unavoidable delay, and reiterated that the service was "still very much on stream".

The new ferry service, which will see inter-island passengers paying one-third of the current airfare for travel to the islands by air, will be offered to residents of Barbados, St Vincent, St Lucia, Trinidad and Grenada.

Initially, the company's two vessels, which are passenger speed boats, will each have a seating capacity ranging from 260 to 300. One of the vessels will make St Vincent its home and will service the St Vincent to Barbados and St Lucia routes, while the second ferry will be based in Grenada and will service the Grenada to Trinidad and Barbados route.

Source : **caribbeannetnews**



The **SMIT JAPAN** seen assisting the **TORINIA** in Rotterdam-Europoort - **Photo : Aad van Zon (c)**

Finland dock strike enters eighth day

Dock union officials and port employers in Finland resumed contract negotiations Thursday after a long day of talks failed to end a week-long national stevedore strike.

The end of talks March 10 sent the walkout into its eighth day, with employers resisting union demands that laid-off dockers receive compensation equivalent to one year's salary. The strike by around 3,400 stevedores, which began March 4, has cut off the export-oriented Nordic nation from the global trading system and forced paper producers to close mill as they run out of warehouse space. The Confederation of Finnish Industries says the strike is costing exporters nearly \$140 million a day in lost sales and threatening the nascent recovery from the country's deepest recession since it won independence from Russia in 1917. **Source: joc.com**



The **ESVAGT DON** replaced (temporarily) the **ESVAGT CONNECTOR** in Den Helder
Photo : Richard Wisse – www.richard-photography.nl (c)

OLDIE – FROM THE SHOEBOX



The salvage vessel **ZEELEEUW** and the tug **BANCKERT** seen October 2nd 1986 towing the **TAKLIFT 4** which just lifted the sunken tug **EBRO**

Photo : Wim Kosten – www.maritimephoto.com (c)

.... PHOTO OF THE DAY



Fairplay tugs seen ready to connect to the arriving bulker **EVA N** in Rotterdam-Europoort

Photo : Fred Vloo (c)

RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

PUFFIN II	-	Tug	PUFFIN	-	Workboat
TRIUMPH	-	Car Carrier	GOITAMBARA	-	Tug
CORAL SEA FOS	-	AHTS	MAHA WEWA	-	Tug
BRITOIL 26	-	Tug	GORYO 4HO	-	TSHD
HANSA LONDON	-	Containership	ITAL USODIMARE	-	Containership
MCC HANOI	-	Containership	HYUNDAI AT 0802	-	Tug
TTB SINGAPORE	-	Salvage vessel	MICHI	-	Tug
TIGER BRIDGE	-	Containership			

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