

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 075



**Number 075 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Tuesday 16-03-2010**

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



# Leemberg

PIJPLEIDINGEN EN APPARATENBOUW B.V.

**More than 40 years experience and your partner for all pipeline systems**

- Service and repair, conversion, modification, engine rooms, deck systems
- Hydraulic pipeline systems
- Big stock of pipes, fitting and flanges in cunifer, duplex, titan, steel, stainless
- Worldwide service

Industrieweg 9 - 2995 BE Heerjansdam – phone +31 78 677 1166  
E-mail : [info@leemberg.nl](mailto:info@leemberg.nl) - [www.leemberg.nl](http://www.leemberg.nl)





**The MAERSK BOGOR seen outward bound from Rotterdam**  
**Photo : Stan Muller (c)**

**Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore  
PLEASE SEND ALL PHOTOS / ARTICLES TO :**

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

**If you don't like to receive this bulletin anymore, kindly send an e-mail with the word "unsubscribe" in the subject line to [newsclippings@gmail.com](mailto:newsclippings@gmail.com), after receipt of this e-mail I will remove you from the distribution list soon as possible**

## **EVENTS, INCIDENTS & OPERATIONS**



The 315 mtr Meyerwerft Papenburg built **Celebrity Eclipse** seen in Leer (Germany) enroute the Eemshaven  
Photo : Johannes Zuidema (c)

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

## **Fog halts Galveston Bay ship traffic**

A dense fog bank that shrouded the island Thursday snarled vessel traffic into Galveston Bay and stranded cruise ship passengers dreaming of clearer climes in Mexico.

With visibility at a quarter-mile, channel pilots declined to guide ships to port, including the **Carnival Ecstasy**.

Norman S. Wright and his wife, Jill Wright, arrived from Albuquerque, N.M., on Thursday to learn their departure to Cozumel, Mexico, was delayed by fog. "We were with a group of 50 people and, luckily, we got a hotel room," Wright said. Wright was under the impression the delay meant the newly renovated **Ecstasy**, which offers four-day cruises from Galveston, wouldn't dock in Mexico. "We're going on a cruise to nowhere," Wright said. "And we paid \$50

for a snorkeling shore excursion." Cruise passengers returned to the Port of Galveston terminal to reclaim their baggage.

Linda Crow, of Leander, rode with friend Mary Holley, of Georgetown, more than 200 miles for their first cruise adventure. Crow asked Wright if the cruise line was offering lodging and whether he could recommend a nice hotel.

"I'm told we're departing at 12:30 p.m. (Friday)," Wright said. A message left with a Carnival spokeswoman wasn't immediately returned Thursday night. The fog that blanked Galveston was expected to lift possibly as early as 10 p.m. Thursday, meteorologist Charles Roeseler said. **Source : Daily News - Galveston County**



The **BUGSIER 21** seen during the rig move of the **Noble Ronald Hoope**  
**Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)**

## **Spanish tuna boat repels pirate attack**

Private security guards aboard a Spanish tuna fishing vessel repelled Sunday an attack from pirates in the Indian Ocean, the boat's captain said. Captain Santi Gamboa described on Spanish national radio how the crew of the boat, the **Txori Argi**, had seen several skiffs heading towards them from a mother ship.

"We fired several warning shots and they turned around," he said. The boat had four private security guards onboard, he said. "We are fine," he said of the crew of 30.

The incident was about 80 nautical miles off the coast of the Seychelles, part of an area of the Indian Ocean that has seen dozens of attacks on passing ships, several of which have been seized for ransom. Last year another Spanish tuna fishing vessel, the **Alakrana**, and its crew of 36 was taken hostage for more than a month off the coast of Somalia, where pirates have bases.

They were freed after paying a ransom of four million dollars, according to the Somali pirates who had captured them. Spanish boats do not carry soldiers when they travel through the dangerous area, unlike French vessels who are protected by French Marines.

But Madrid allows private security guards to carry weapons on the vessels to protect the boats.

## Nato Extends Operation Ocean Shield

Operation Ocean Shield, Nato's anti-piracy mission off the Horn of Africa, has been extended until the end of 2012, according to Nato spokesman James Appathurai.

Appathurai said the new mandate, launched in mid-2009, was based on the assessment of the anti-piracy mission, a demonstrable contribution to the anti-piracy fight in the Gulf of Aden, according to terradaily.com.

A new fleet of warships from the UK, Greece, Italy, Turkey and the US will be deployed for a six month period, ensuring a continuous presence in the fight against piracy in the region.

Operation Ocean Shield, which began on 17 August 2009, endeavours to fight the threat based on the broad strength of the alliance by adopting a more comprehensive approach to counter-piracy efforts.

Source : [naval-technology](#)

## NSRI official drowns at Ramsgate



An official from the National Sea Rescue Institute has drowned after the boat he was travelling in capsized in waters off the south coast.

It is believed the man, who was based at the Shelley Beach NSRI, was conducting private practical exercises for his skipper's license at the Ramsgate Beach shortly after 06h00 today. While it is still unclear what caused the boat to capsize, it is believed the vessel was hit by a wave. NSRI spokesperson, Craig Lambinon says two other people who were on the boat managed to swim to shore but the off-duty officer sadly drowned.

"The training officer managed to bring the off-duty NSRI crewman ashore where paramedics conducted extensive CPR efforts. After all efforts to resuscitate the NSRI member were exhausted on scene, he has been declared dead. At present the NSRI are with his family and in contact with his family abroad and in other parts of South Africa."

Source : [ecr.co.za](#)

Simply reliable



**AVRA**  
TOWAGE BV

Avra Towage BV  
Scheepmakershaven 32b  
3011 VB Rotterdam  
[chartering@avra.nl](mailto:chartering@avra.nl)  
0031 10 281 0886

[www.avra.nl](http://www.avra.nl)

## Negotiations 'only option' for hijacked Saudi vessel

The owner of the hijacked Saudi ship for which Somali pirates are demanding a ransom of \$20 million has said that it was the vessel's insurance company that received the ransom demand and that he himself had engaged in no direct contact with the pirates.



"All contact has gone through the Saudi insurance company via its head office in Jeddah, and the negotiation process is continuing for want of any other solution," said Kamal Muhammed Al-Urri, owner of the **Al-Nisr Al-Saudi** vessel.

"The priority at the moment is the safety of the crew of 13 Sri Lankans and their Greek captain. The hijackers have allowed them to speak to their families by satellite phone, and they assured them that they were in good health despite the distressing situation," Al-Urri said.

Al-Urri said he hoped to see international action to confront piracy on the high seas which, he said, was raising insurance premiums. **Al-Nisr Al-Saudi** is a relatively small fuel oil carrier and was empty of cargo when it was hijacked in the Gulf of Aden in the first days of March. Officials said it was not registered with maritime authorities and was outside the designated route patrolled by naval warships at the time.

In 2008, Somali pirates had hijacked the Saudi-owned **Sirius Star** supertanker, the largest ship known to have been seized by pirates, with a full two million barrels of oil. The pirates held the tanker off the coast of Somalia for two months and released it in January 2009 for a ransom of \$3million.

Somali pirates are currently holding six hijacked ships and 132 sailors, including the crew of the **Al-Nisr Al-Saudi**.

Source : **zawya**



Master Divers Pushy Cat **PUFFIN** seen off Colombo with in the background the **PUFFIN V** - Photo : **Piet Sinke** ©

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

## One tonne of illegal fish seized

Two men are facing jail terms and up to \$200,000 in fines after more than a tonne of undersized fish was seized during a raid at the Sydney Fish Markets. NSW Fisheries officers received a tip-off in February about a consignment of snapper, silver trevally and rubberlip morwong, Minister for Primary Industries Steve Whan said in a statement.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 075

Nearly 90 per cent of the haul was deemed to be under the minimum length of 30cm each. The investigation led Fisheries officers to a commercial fishing boat in Ulladulla, on the NSW south coast, where a number of documents and an illegal net were seized.

The boat's 42-year-old owner and another man, 39, are expected to face court on charges of catching and selling prohibited-sized fish, possessing prohibited gear and abusing or threatening a Fisheries officer.

"Size limits are in place for all fishers in NSW to comply with, to protect the sustainability of the industry," Mr Whan said in a statement. "This is especially true for those fishers who are given the privilege of selling the fish they catch."

The seized fish were donated to Oz Harvest, which has distributed the 1000kg to various charities within the Sydney area including the Exodus Foundation, Aboriginal Housing and Newtown Mission.

"The large quantity of undersize fish seized was unable to be resold, and as such the decision was made to donate the fish to charity," Mr Whan said. **Source : [ninemsn.com.au](http://ninemsn.com.au)**



The tug **CANOPUS** seen in Luanda – **Photo : Fop Leder ©**

## Mind the gap: Ocean liner squeezes through lock with just two feet on either side of her



Measuring 1,040 feet in length and weighing 122,000 tonnes, the **Celebrity Eclipse** was always going to make an impact with her mammoth size. So the ship was forced to make an undignified squeeze through the lock as she left the Meyer Werft shipyard in Papenberg, Germany, on her maiden voyage today.

At one point it was such a narrow fit the 121-foot wide ocean liner had as few as two feet on either side of her as she eased through, during a rite of passage known as the conveyance. What's more the depth of the river and the draft of the ship allowed for mere inches – or even less – beneath her.

With such a narrow margin for error the makers of the ship and the shipyard owners had to carefully monitor the position of the moon and tidal conditions to identify the precise time when the depth of the river would be sufficient for the ship to pass through.

Captain Panagiotis Skylogiannis said: 'Although I am accustomed to docking in tight ports, I prefer to be chasing sunshine in the open sea. '**Celebrity Eclipse** is only a few feet slimmer than the narrowest lock we have to navigate, which isn't much room.

'But we've done this twice before and I am entirely confident of another smooth and successful

passage.' The ship is the third of five from Celebrity Cruises' \$3.7billion Solstice Class fleet and features a ten restaurants and even a glass blowing studio. The company's fleet sail in Alaska, California, Canada/ New England, the Pacific Coast, Panama Canal, South America and the Caribbean. **Source : [dailymail.co.uk](http://dailymail.co.uk)**

## Ship breaking industry in a tight spot'

The country's ship breaking industry is likely to face a tough time ahead as the average prices of ships have started climbing up in international market and the expected imposition of Value Added Tax on the industry may have worst effect on the industry too, officials told Daily Times.

They said the industry has been witnessing quite encouraging activities since October 2008, and in the first eight months of the current fiscal year July-February 2009-10, some 61 small and medium size ships (including cargo ships and oil transporters) anchored at the Gadani shipyard. The industry produced 462,900 tonnes of scrap during the said period. The prices of old vessel have gone up to \$420-430 per tonne as compared to \$220-230 in 2008, Dewan Rizwan Farooqui, chairman Pakistan Ship Breakers Association said. "Ship breakers are in a tight spot to place orders for more old ships as the prices are climbing up, and raising concerns regarding imposition of VAT is also disturbing activity at beach", he said.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 075

Ship breakers are paying tax in a special tax procedure suggested by the government and earning almost Rs 16 billion per annum in revenue for the country as compared to Rs 4 billion before this special tax procedure till 2007, he said adding, if this VAT is imposed on the steel producing industry, 'we would not be able to run our business smoothly'.

Another ship breaker said prices of vessels are not likely to decrease in the near term as buying from competitors like India and Bangladesh have increased and deals for the new vessels have been reported from these countries, which may create demand-supply panic. He said the recent increase in prices and tax system by the government has discouraged the industry players to predict higher scrap production by the end of 2009-2010.

He said lack of necessary infrastructure facilities including roads, utilities like electricity, drinking water or any arrangement for providing first aid or medical help to the workers are the major issues of the industry's labour. Hundreds of steel re-rolling mills in Pakistan either owe their very existence or depend heavily on the ship-breaking industry for the supply of ship plates. The smaller re-rolling mills are worst hit by non-availability of ship scrap as they entirely depend on ship plates as compared to the bigger ones that can afford to use a comparatively more expensive iron billet of the Pakistan Steel. Ali Ahmed, vice chairman Pakistan Re-Rolling Mills Association said.

He said the steel re-rolling industry of the country is in deep crisis, as the re-rolling mills, because of not having sufficient raw material are running on as low as 40 percent production capacity against the normal 80-90 percent.

It is pertinent to mention the prices of "sirya" in the local market is hovering at Rs 54,000-55,000 per tonne as compared to lowest price of Rs 40,000 per tonne last year when the vessels were easily available at \$250-280 per tonne. Gadani, situated about 50 kilometers northwest of Karachi in Lasbela district, has been known for its ship-breaking yards since late 1970s. In the 1980s, Gadani was described as one of the largest ship-breaking yards in the world, with more than 30,000 direct employees, however, competition from newer facilities in India and Bangladesh lessened its output, and in later years, it shrunk to producing less than a fifth of the scrap it used to produce two decades ago. **Source : [dailytimes.com.pk](http://dailytimes.com.pk)**



The ROTOR tugs **RT BOB** and **RT INNOVATION** seen moored in Bremerhaven  
**Photo : Steffen Urbschat (c)**





The **AS POSEIDON** seen arriving in Colombo – Photo : Piet Sinke (c)

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?  
PLEASE VISIT THE WEBSITE :  
[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)  
AND REGISTER FOR FREE !**

## POISONING PUZZLE

The French maritime authorities in Le Havre have announced that three crew members have died on board an oil tanker, probably from food poisoning. The **Arionas** was passing through the English Channel, en route from Cyprus to Rotterdam, when the sailors died. They have not been identified and it is also unclear what may have caused the poisoning. The tanker was sailing under the flag of the Marshall Islands. Source : ShipTalk

## CASUALTY REPORTING

### Two boxships collided in Gulf of Finland off S-Petersburg port

MRCC S-Petersburg reported collision in 60.01.0N 029.32.9E Gulf of Finland, on March 13. Boxship **Amrum Trader** allided with boxship **Alexander B**, proceeding in ice channel, in a position of pilots' disembarking. m/v **Amrum Trader** got a hole in a bow above waterline, m/v **Alexander B** damaged aft, no spill or injures, both vessels were

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 075

directed by Master of S-Petersburg Port to anchor at No4 anchorage for inspection and repairs, Masters of both vessels didn't ask for any assistance. Weather – strong NE wind, heavy ice. **Source : Mike Voytenko**



Above seen last week the **Cramond** outbound from Rosyth back to her mooring at **Houndpoint Oil Terminal**, River Forth, Scotland.

**Photo : Iain Forsyth (c)**

## NAVY NEWS



The German frigate **F 220 HAMBURG** seen moored in Wilhelmshaven - Photo : Wouter van der Veen (c)

## Ministry of Defence sinks Royal navy's cocktail parties

COCKTAIL parties hosted by Royal Navy commanders visiting foreign ports, a mainstay of British naval tradition since the time of Lord Nelson, are to be scrapped in an effort to save money. Navy chiefs are said to be furious over the demise of the tradition, which helps cement good relations for the UK across the globe. The relatively small cost of each cocktail party — estimated to be around £1,000 as alcohol served on board a navy vessel is exempt from tax — is minor compared with the £36 billion military budget that the Ministry of Defence is struggling to bring under control.

It is estimated that scrapping the much-loved "Cockers P", as the parties are known in navy jargon, could save the MoD between £50,000 and £70,000. An MoD spokesman said: "Royal Navy warships organize official receptions in order to build and maintain relationships and international relationships while on official port visits. We are asking commanding officers not to hold these receptions when on routine business to make savings in the financially difficult times." One senior commander said: "It's a damn shame that this important tool in British diplomacy is being discarded. We call these receptions "soft power" because we are taking a bit of British foreign policy to an official reception in a foreign territory. It does wonders for international relations and trade." A party due to be held on the destroyer **HMS York** when it docked in the Falkland Islands two weeks ago was reportedly cancelled at the last minute as part of the cuts. Another cocktail party on board a warship at Simon's Town, South Africa, was cancelled after the MoD refused funding.

In future, expenditure on cocktail parties will be officially sanctioned only for visits from high-ranking VIPs such as the Queen and senior navy officers, including the first sea lord. In one notorious, but less formal, incident Ronnie Biggs, the Great Train Robber, was invited on board the frigate **HMS Danae** as it docked in Rio de Janeiro in Brazil in the late 1970s. The fugitive enjoyed a tipple with a number of drunken sailors only to walk off the ship with impunity even though he was a wanted man in the UK. Source : Sunday Times

## HMAS Kinky: inquiry told of culture of sleaze



The commander of the navy vessel at the centre of sleazy sex allegations says he was made aware of a catalogue of kinky misdemeanors and a culture of booze-fuelled coercion by sailors on his ship. Two able seamen performed a sex act on a Chinese bar's pool table while on Anzac Day shore leave from **HMAS Success**, as other sailors watched and cheered, Commanding Officer Simon Brown alleges.

A video of the incident was also made, he said. Cmdr Brown also alleges a junior female sailor and a senior male officer had sex on the ship's mess deck about the same time in 2009, during a two-month tour of duty.

Both those involved in the mess deck romp were disciplined while those involved in the pool table allegations had not faced any disciplinary action, he said. On another occasion during the same tour, his sailors were accused of smashing up a bar in Manila. Speaking at an independent inquiry into the conduct, Cmdr Brown said he was made aware shortly after the incidents of allegations a "predatory culture" had existed on the ship for some time.

The alleged pool table incident, said to have taken place on or about April 26, and the mess deck sex were investigated by the ship's onboard police officer, he said. More broad allegations were then made by several senior female officers during an onboard meeting with him. "When we got down to the specifics, I was told about alleged bullying, told about bounties being placed on female officers - who could have sex with them first," Cmdr Brown told the inquiry hearing in Sydney today.

"I was told about a predatory culture within the ship, particularly in the engineering department. "I was told about drinking games and female officers being got drunk so they would be compliant. "I asked how long this had been going and whether this had been happening while we were in Hawaii the previous year, and I was told it was, but the situation had got worse."

Describing the specifics of the sex incidents, he told the inquiry: "There was a couple of incidents I became aware of. "The first one involved a female junior sailor and a male sailor who were alleged to have been involved in sex onboard, in one of the mess decks. "There was another that two able seamen had been involved in a sex act in a public house.

"It was reported to me as being on a pool table and then a seat." All the incidents are said to have taken place during a tour of duty from late March 2009 until early June. During the tour, **HMAS Success** called at Darwin, Manila, China, Hong Kong, Singapore, and waters east of Malaysia.

The inquiry, led by retired judge Roger Gyles, comes after an earlier investigation in an alleged sex ring on the vessel was found to be biased. The alleged ring, known as The Ledger, involved sailors plotting to have sex with as many female crew mates as possible. Three sailors were sent home after the alleged activities were discovered while **HMAS Success** was visiting Singapore in May 2009.

The Ledger allegedly involved dollar values being placed on each woman's head, with larger amounts offered if the sailors could sleep with a female officer or a lesbian. The Defence Department had launched a formal inquiry, but Defence Force head Air Chief Marshal Angus Houston ordered a new inquiry last month following legal advice that the initial investigation was biased. The inquiry is continuing. **Source : smh.com.au**

## **Navy patrols strained by ageing gear, fewer sailors**

About 800 Canadian sailors are patrolling the politically turbulent waters near Iran and Pakistan. But mustering crews to man warships near global flashpoints has increasingly become a nightmare for navy planners in Nova Scotia, British Columbia and Ottawa. They have 8,000 sailors on their books and jobs for 8,600.

"We are understaffed. There is no doubt about that," said Commodore Bob Davidson, the Canadian commander of Task Force 150 -- a multi-national flotilla in the Indian Ocean that includes the Halifax-based **Iroquois** as well as **HMCS Calgary** and **HMCS Protecteur**, both of which are based in Esquimalt, B. C.



"We are looking at being short by about 300 people per coast and that is not insubstantial."

To put warships to sea the navy must routinely "borrow" sailors from other ships. For example, 108 of the *Protecteur's* current company of 260 sailors were not normally assigned to the supply and refuelling ship, but had been attached for the current 196-day around-the world mission. "The quiet ships are going light," said Captain Brendan Ryan of the *Iroquois*. "We ask ships in the yard how many people with specific skills they have on hand. That is how we manage this."

The navy's other critical shortcoming is that its destroyers and supply ships are older than most of the sailors on board. The Sea King helicopters on their flight decks are even older and often unavailable because of chronic maintenance issues. Since being commissioned 36 years ago, the *Iroquois* has sailed more than one million kilometres, which is the equivalent of circling the globe 27 times.



Given their age, Canada's three destroyers should be replaced about now. But as they still have world-class missile defence systems that allow them to sail into harm's way, it is probable the destroyers won't be retired for another seven or eight years. However, because it takes so long after funding is approved to build warships, it will likely be several more years after that before the destroyers are finally replaced.

"We are at the beginning of a period of enormous challenge as we try to implement the retooling of the Canadian navy," Commodore Davidson said, referring to the frigate-life-extension program and plans to purchase Arctic patrol vessels, three Joint Support Ships (JSS) to replace two supply ships and replacements for the destroyers.

Because they must have highly sophisticated weapons systems and are never built in large numbers, warships can cost as much as \$1-billion. The consortia bidding to build the JSS has told Ottawa the government has not set aside enough money to pay for everything it wants put into them.

"People get sticker shock when they look at the navy," Commodore Davidson acknowledged. "It is like when the dealer tells you the price of a car. You gulp. "We have the same problem every time we go to government to buy new ships."

The navy costs are mostly at the front end. Conversely, the army has much lower equipment costs but spends much more than the navy to deploy to distant lands. One of the principal components of the government's new Canada First defence strategy has been about having a predictable funding plan. The navy would like to see a continuous shipbuilding program to avoid huge startup and shutdown costs. To save money, future destroyers and frigates may be built with identical hulls and use technologies shared among friendly navies. Still, the navy's most pressing need at the moment is finding enough sailors to carry out its most important missions.

Part of the navy's recruiting difficulties undoubtedly has stemmed from the public perception that the army is doing more vital work in Afghanistan. An even bigger problem has been Canada's buoyant economy. "The West is booming. Alberta is looking pretty good," said Lieutenant-Commander Robert Patterson, the *Iroquois's* executive officer. "We have critical manning requests, and human resources sometimes says that nobody is available." Petty Officer First Class Alex Simpson, who works as a marine engineer on the *Protecteur*, planned to leave the navy next summer unless it could promise him a desk job in Ontario.

"In a bad economy, guys fight to get in. In a good economy, we fight to fill our billets," the 19-year veteran said. "Because of this, there is more work for fewer guys. At same time, as ships age, they become harder to work. There is a rising tide of maintenance .... "My seagoing days are coming to an end. I want to see my daughter. It is time for me

to go." The navy has to shoulder much of the responsibility for its manpower woes, Commodore Davidson said. "Most undermanning stems from a lack of effective recruiting," the long-time submariner said. "The reason we do not get them is because we are not advertising well enough. Source : Canwest News Service

## SHIPYARD NEWS

 Transport & Offshore Services	<b>GLOBAL SHIP DELIVERY</b>	<ul style="list-style-type: none"><li>• ISM Protocol</li><li>• Flag State Service</li><li>• Certification</li><li>• Daily Reports</li><li>• Vessel Tracking</li><li>• Passage Planning</li><li>• Technical Services</li><li>• Maintenance</li><li>• Crew Training</li></ul>		
				
<a href="http://www.tos.nl">www.tos.nl</a> TOS Rotterdam (+31)10 – 436 62 93 E-Mail <a href="mailto:info@tos.nl">info@tos.nl</a>				



Left seen at **Van Brink Rotterdam** location Pernis mt "**Attilio Ievoli**" length over all 115 mtrs from managers " V Ships " France alongside berth Number Four for small maintenance repairs in gasfree condition.

Photo : Joop Bartels ©

## ROUTE, PORTS & SERVICES



The **CAP FINISTERE** seen in Dunkirk last Thursday in her new Brittany Ferries colours

Photo : Philippe Pierre BREBANT - [philippe.p.brebant@sfr.fr](mailto:philippe.p.brebant@sfr.fr) (c)

## GBT tekent rotorbladontwerp contract met Sinomatech Wind Power Co. Blade

Global Blade Technology (GBT) heeft op 24 februari jl. een opdracht getekend voor het ontwerp van een 3,0 MW rotorblad voor Sinomatech Wind Power Co (Sinoma), te China. Zowel Sinoma als GBT hebben de gemeenschappelijke wens om high-tech, hoge kwaliteit rotorbladen op de markt te brengen. In een commentaar, zegt CEO van GBT, Jan Willem van der Werff: "GBT is vereerd en enthousiast om deze belangrijke order te krijgen van een dergelijk wereldklasse bedrijf zoals Sinoma. Door onze gemeenschappelijke filosofie over kwaliteit en toewijding, zijn wij ervan overtuigd dat dit het begin van een lange termijn relatie zal zijn tussen onze bedrijven. Met deze overeenkomst staat GBT definitief op de kaart in windenergie land. Als een van de weinige bedrijven, opereert GBT als een zogenaamde "one-stop-shop" voor de levering van custom design rotorblad technologie. Het geïntegreerde ontwerp en fabricageproces zorgen voor optimalisatie van kwaliteit en productiviteit".

Sinoma is een van de topfabrikanten van rotorbladen in China, met een wetenschappelijke ervaring van 50 jaar. De oorsprong van Sinoma ligt in het toonaangevende FRP Research and Design Institute van China. In de afgelopen jaren heeft het bedrijf haar productiecapaciteit uitgebreid. Er zijn nu 3 rotorblad fabrieken in China. Sinoma heeft momenteel veel succes met haar Sinoma 40,2 blad.

GBT is een rotorblad technologie leverancier aan de windenergie-industrie. GBT maakt bladontwerpen, draagt zorg voor certificering, helpt bij de juiste materiaalkeuze, het ontwerpen en implementeren van productieprocessen alsmede consultancy. Vanuit de fabriek in Wieringerwerf, levert GBT matrijs- en tooling ontwerpen, en produceert matrijzen en fabricage rotorblad prototypen. Het bedrijf wil in de nabije toekomst een volledige rotorblad productie gaan realiseren. Met kantoren in Nederland, de VS en India, worden alle klanten wereldwijd bediend.



**Seamanship**  
Whatever the ship. Wherever delivered.

**Redwise**  
GLOBAL SHIP DELIVERY & CREWING  
[info@redwise.nl](mailto:info@redwise.nl)  
[www.redwise.com](http://www.redwise.com)

The world's ship delivery pioneer,  
Redwise, provides a top quality  
take-over, sailover, hand-over  
service for every type of vessel,  
wherever you need it delivered

**Newsclippings lezer Boodt houdt opruiming in zijn boekenkast en heeft de Permanent International Association of Navigation Congresses (PIANC) Bulletins vanaf nummer 42 (1982), de werkgroeprapporten en de proceedings van de congressen 26 tot en met 29 beschikbaar voor belangstellenden. Als u interesse heeft kunt u contact opnemen via [boodt@boodt.com](mailto:boodt@boodt.com) om een afspraak te maken voor het ophalen van de verzameling (het is 1 meter lengte met A4 formaat).**



## Rock laying marks start of offshore wind farm work

A massive rock installation ship has begun positioning rocks on the sea bed off the Norfolk coast, marking the first phase of the construction work on the 88-turbine Sheringham Shoal offshore wind farm. The 164 metre long **Nordnes** vessel arrived last week Tuesday to position two to nine-inch 'filter' rocks at selected foundation locations in preparation for the start of the installation of the giant monopile structures.

With a loading capacity of 24,000 tons the vessel is the biggest rock installation vessel on the market. Using precision techniques, the **Nordnes** will place the small rocks in a doughnut shape around the site of 77 of the foundation locations to reduce the likelihood of scour and protect the cables when they are installed.

Scour protection is needed for wind turbine foundations, as well as other types of marine structures, due to changes in water flow patterns that may cause a lowering of the seabed immediately surrounding them.

Dutch company **Van Oord** has been contracted to carry out the filter rock work. In a second phase, larger rocks will be placed in the same pattern as 'armour' after all the foundations and cables have been installed. The contractor for this phase has not yet been decided. Project director Rune Rønvik said the arrival of the **Nordnes** meant construction work had officially started on site.

"This work will prepare the site for the arrival of the first foundation for installation at the end of next month. "Each foundation is made to individual specifications and will be between 50 and 55 metres long, weighing from 400 to 600 tonnes." The ship will be on site, between 10 and 14 miles off the coast, until March 18 when it will return to Norway to collect its second load of rocks.

It will arrive back on March 22, working until March 30. The final filter rock placement work will be completed around early June. The wind farm is owned equally by Statoil and Statkraft through the joint venture company Scira Offshore Energy Limited. It is due to be operational by the end of 2011. **Source : Northnorfolknews**



Tidewater's **BOSS** is sold and renamed **ZHANNA** and will operate for GAC in the Caspian Sea, above seen the vessel leaving from ST Marine in Singapore bound for the Caspian Sea

**Photo : GAC (c)**



## Who creates inflation, shippers or shipping lines?

World wide shipping lines have been blamed for price volatilities in commodities. Very soon, shipping companies may effect a 15-30% hike in container freight rates because of rising crude oil prices, according to Times of India. On the other hand shipping companies allege that it is their customers or shippers who are causing price volatilities. Gianluigi

Aponte, Chief Executive of Mediterranean Shipping Company was quoted in Financial Times as saying that shippers had abused current industry over-capacity to stir up price competition that has led to fall in container rates below operating costs.

Left the **SCI MUMBAI** seen in the Antwerp Locks – **Photo : Jas Louwen (c)**

He has blamed the aboliton of conference system in 2008 which enabled shipping lines to discuss future capacity and demnad, to smooth out price swings for the present crisis in the industry. Here again it was the shippers who lobbied with the European commission to abolish the system from October,17, 2008, FT report said.

Back home, with truckers threatening an

indefinite strike from April 5, commodity inflation is set to zoom with the situation made worse by 2% increase in excise duty announced in the 2010-11 India Budget. 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), Times of India report added.

Maersk Line has effected a general rate hike since February in the south Asia/West Asia to Europe route. The cost of moving a 20ft container from Asia to Europe had oscillated from \$350 in January 2009 to about \$1,500 now. Container shipping plays a vital role in facilitating movements of manufactured goods, particularly from Asia, FT report adds. Aponte was quoted as saying that no major container lines would be hurt by the crisis of 2009 and would emerge out stronger in 2010-11. **Source: Commodity Online**

## Crowds see off Queen Mary 2 in Fremantle

Tens of thousands of people have lined the sides of Fremantle Harbour to farewell the **Queen Mary 2** after the giant ocean liner's first visit to the West Australian port. The ship, painted in red, white and blue, arrived on Saturday morning for a daylong visit.

The liner attracted huge crowds to see her cast off about 5.30pm (WST) on Sunday and steam out of the harbour blasting her horn and led by a tugboat spraying jets of water. The ship was surrounded by a flotilla of local boats and many onlookers waved Australian flags as hundreds of passengers crowded the ship's decks.

Trains out of Perth were packed with people heading to Fremantle during Saturday afternoon to see the famous ship. The mammoth liner, which is 62 metres high and 345 metres long, is carrying around 2500 guests and 1300 crew, with her visit expected to inject more than \$500,000 into the Western Australian economy. Owner Cunard says the

Queen Mary 2 is one of the most spacious ships at sea, boasting 10 restaurants, five pools, the largest ballroom and largest library at sea, and the world's first floating planetarium.

**Queen Mary 2** is midway through her third world voyage - a 101-day journey that now heads to Mauritius before returning to New York via Africa and the Americas. **Source : Bigpondnews**

## Costa Cruises lays off 80 in South Florida

**Costa Cruises laid off 80 employees in South Florida last week as part of a shift in strategy.**



The **COSTA CLASSICA** seen moored in Hong Kong – **Photo : Richard van der Werf (c)**

The Genoa, Italy-based cruise operator said its dominance in Europe enables it to fetch higher prices for its Caribbean cruises by selling them to Europeans instead of Americans, who aren't as familiar with the brand. As a result, the company is shifting certain finance, accounting, revenue management and sales and marketing tasks from Hollywood to Italy and cutting some field jobs. ``We analyzed our Caribbean market and realized we would draw higher yields [the revenue generated per berth per day] if we focused on marketing the Caribbean to Europeans," said Maurice Zarmati, president and CEO of Costa's North American operations.

The cruise line, a unit of Carnival Corp., had previously decided to reduce its capacity in the Caribbean, operating just one ship, the **Costa Atlantica**, there instead of two. It plans to sail that ship out of the Port of Miami beginning in January 2011 rather than Port Everglades, because Miami International Airport has more flights from Europe.

**Photo : MiamiHerald.com**





Above seen the Deep Sea Trawler **EDDY 1** registered at Conakry, Equatorial Guinea offshore Marsaxlokk Harbour, Malta on Wednesday 10th March 2010 without permission of the authorities. Any info re her former name; building year etc is welcome.

Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)

## Brazil's Transpetro invites bids for new tug and barge fleet

Petrobras subsidiary Transpetro has initiated Promef Waterway, the waterways version of its Fleet Modernization and Expansion Program (Promef),

On March 10 it sent out letters of invitation to shipyards to bid for contracts to build 20 "trains" (80 barges and 20 tugboats), that will sail the Tiete-Parana Waterway, transporting ethanol to domestic and foreign markets.

Invitations went to 25 shipyards and Transpetro expects to receive proposals until the end of the first half of the year. Each train will be able to transport 7,200 cubic meters, or 7,2 million liters. The annual transport capacity will reach 4 billion gallons, about 20% of the current market.

The operation of the new waterway trains is part of a Petrobras program that also includes the construction of new ethanol pipelines, collection centers and terminals.

It is expected that the barge and tugboat building program will generate two thousand jobs -- 400 direct and 1,600 indirect. However the new project is also being billed as the beginning of a necessary change in the Brazil's available transportation options, expanding the use of waterways transport which emits a third of the carbon dioxide of road for the same transported load and consumes almost 75 percent less fuel. The Brazilian Federal Government is planning to increase waterborne transportation's share of loads carried in the country by 13 percent to 29 percent in twelve years. Incentives to waterways and coastal shipping will be the main means of achieving the increase.

Construction of the new Transpetro waterway fleet of Transpetro will follow the basic premises of Promef: manufacturing in Brazil, domestic content of 70% and shipyards to be internationally competitive after a learning



curve. The bidding will be open to shipyards already in operation and also to units to be constructed to compete for the program. The new fleet of 20 trains will start to be delivered from 2011. **Source : MarineLog**

## SECOND DELIVERY

Turkey-based Kaptanoglu Shipping Group received on Wednesday the second Aframax oil tanker that Hanjin Heavy Industries Corp. Philippines Inc. (HHIC-Philippines) has built in this free port. Kaptanoglu officials, led by company president Engin Kaptanoglu, named the 114,000-deadweight ton (DWT) crude oil tanker M/T **Eser K**, after the shipping tycoon's youngest daughter Eser.

The vessel, reportedly priced at \$68 million, was the 12th vessel to be built by Hanjin in this free port after establishing its Redondo Peninsula shipyard in 2006. Hanjin has also delivered to the Kaptanoglu group in January the first Aframax it built here, the MT **Leyla K**. Like its older twin, **Eser K** is 250 meters long, 44 meters wide, 21.35 meters deep, and weighs 63,304 tons. Powered by a Man-B&W 6S60MC-C main engine, it has a top speed of 15 knots.

According to HHIC-Philippines senior executive vice president Hyun Soo Bong, the two vessels it delivered to Kaptanoglu were the biggest ships ever built in the Philippines. With a capacity of 114,000 DWT, the two oil tankers are classified as Aframax types—bigger than Panamax vessels (60,000-80,000 DWT), although smaller than Suezmax ships (120,000-200,000 DWT).

"**Eser K** is the last tanker we built for Kaptanoglu," Hanjin's Hyun said. "But I would like to emphasize that this is another beginning for us as we develop sincere relationships and strengthen this partnership between Kaptanoglu and Hanjin-Philippines," he added.

Hyun also said that with the Aframax projects, Hanjin was "able to prove that we have one of the finest shipyards that is capable of meeting all kinds of customer demands, not only in shape and size, but also in terms of quality and knowledge." In the same occasion, lawyer Ramon Agregado, who represented the Subic Bay Metropolitan Authority (SBMA), said the unveiling of **Eser K** "represents the culmination of a lot of hard work, ingenuity and the application of modern-day technology."

Agregado added that the series of ship-naming ceremonies undertaken recently at the Hanjin shipyard has made the Subic Bay Free Port community proud for hosting one of the finest shipbuilding facilities in the world.

For his part, Engin Kaptanoglu expressed gratitude to officials of HHIC-Philippines and SBMA for their support.

"I wanted to thank SBMA and Hanjin-Philippines for helping make my dream come true with the birthday of our company's babies, MT **Leyla K** and MT **Eser K**," the shipping executive said. "And I hope that our friendship will continue with new projects." Hanjin has recently shifted to full-scale operation at its Subic shipyard after completing its facility expansion program in mid-2009. Hanjin started the **Eser K** project with a steel-cutting ceremony on Dec. 12, 2008, followed by keel-laying on Aug. 3, 2009, and launching on Dec. 30 last year.

The South Korean shipbuilder also said it has bagged contracts for the construction of 36 more vessels that are scheduled for delivery by 2012. These include two 180,000-DWT Capesize bulk carriers for Taiwan – **Source : ShipTalk**





The **NOORDHOEK CONSTRUCTOR** arrived in Dutch waters from Japan – Photo : Gilles Bronke (c)

## Shipping firm files for IPO to buy vessels

**Maritime's plan for initial public offerings came after Baltic Trading raised \$228m in a March 10 IPO**

Alma Maritime, an Athens-based shipping company partly owned by the former chief of Excel Maritime Carriers, plans to sell shares in New York to fund the purchase of at least seven ships.

The company will offer 11.25 million shares at a price expected to be between \$19 and \$21 apiece, it said in a statement to the Securities and Exchange Commission Friday. It estimated net proceeds of \$207.9 million from the offering, after deducting underwriting discounts and commissions and assuming an IPO price of \$20 a share.

Alma Maritime's plan for initial public offerings came after Baltic Trading, a New York-based shipping company, raised \$228 million in a March 10 IPO. Crude Carriers, a Piraeus, Greece-based ship owner, priced its IPO of 13.5 million shares at \$19 a share Friday. Shipping rates have rebounded this year after last year's slump.

Alma Maritime, incorporated in the Marshall Islands in May 2009, said it has agreed to buy four new Suezmax tankers for \$369.8 million, two 2008-built Suezmax tankers for \$136.6 million, and one 2005-built Capesize drybulk ship for \$54 million.

The company will use about \$170 million from the offering to pay for the seven vessels. The remaining proceeds will be used to purchase more tankers and drybulk carriers, which it didn't identify.

Alma Maritime is also in talks with potential lenders to raise credit facilities of as much as \$375 million to buy ships.

**Source : Gulfnews**

**SVITZER**  
OCEAN TOWAGE



**PARTNERS IN POWER**

**SVITZER OCEAN TOWAGE**

Jupiterstraat 33  
2132 HC Hoofddorp  
The Netherlands

Telephone : + 31 2555 627 11  
Telefax : + 31 2355 718 96  
E-mail: [ocean towage.sales@svitzer.com](mailto:ocean towage.sales@svitzer.com)  
www : [www.svitzer-coess.com](http://www.svitzer-coess.com)

## YEAR OF THE SEAFARER LAUNCHED

The Australian Minister for Infrastructure, Transport, Regional Development and Local Government, Anthony Albanese yesterday officially launched the International Year of the Seafarer. Organised by the Australian Shipowners Association, the official launch coincided with the Shipping Industry Awareness Day.

The Minister said that it was an occasion to reflect on the unique but often overlooked contribution merchant seafarers make to the wellbeing of communities and the prosperity of the global economy.

The world's 1.5 million merchant seafarers are responsible for transporting more than 90 per cent of the products and produce traded globally, a job that involves long periods of separation from family and friends as well as the risks posed by pirates and the weather.

"As an island continent, Australia is particularly reliant on the global maritime industry, with virtually all our exports and imports needing to be transported by sea. In fact, we have the fifth largest shipping task in the world," said Mr Albanese.

"As well as paying tribute to the dedication of seafarers and educating the community about the challenges they confront every day, the International Year of the Seafarer also gives the industry a good opportunity to step up its recruitment efforts and encourage more young people to consider a career at sea."

With more than 4,000 ships navigating Australian waters every year, many near environmental icons such as the Great Barrier Reef and Ningaloo Reef, Mr Albanese added that Australia has a strong interest in making sure these vessels continue to be manned by highly trained and dedicated seafarers.

The International Year of the Seafarer is an initiative of the International Maritime Organisation (IMO), the UN agency responsible for safety, security and environmental standards within the international maritime industry. **Source :**  
**ShipTalk**



The **HAVILA BORG** seen in Great Yarmouth – Photo : Paul Gowen ©

## Visit Asia Pacific Maritime 24 - 26 March 2010

**Asia's Premier Maritime Exhibition and Conference - Buy, Sell and Network**

Hailed as Singapore's foremost International Maritime Event, Asia Pacific Maritime (APM) 2010 returns for its 11th staging offering a holistic business experience by combining exhibition, conferences and seminars, and a host of networking sessions that connect quality Asia Pacific buyers to international maritime suppliers. This event presents a 3-day effective platform for industry players to interact, network and explore collaborative opportunities while getting updated with the latest emerging trends in the maritime trade.

## Japan's Mitsui Lines wins chemical transportation contract

Mitsui O.S.K. Lines Ltd. has signed long-term contracts with Methanol Holdings (Trinidad) Ltd. to operate three ships dedicated to the transport of urea ammonium nitrate solution. Two of the ships can each hold 47,000 tons of UAN solution, while the third can hold 36,000 tons. \* All three were built by South Korean firm Hyundai Heavy Industries CO. and are the world's first ships dedicated to the transport of UAN solution.

\* The contracts last for 15-20 years and will give Mitsui O.S.K. a stable source of shipping revenue to the tune of two billion yen (US\$22 million). **Source: Trading Markets**



The **KATHERINE BORCHARD** seen the Antwerp locks – Photo : Graham Prosser ©

## **OLDIE – FROM THE SHOEBOX**



The **PRINS WILLEM IV** - Photo : coll Arjen Klein



# DISA

DISA MARITIME BVBA  
Ketelaarstraat 5c  
B2340 Beerse  
Belgium  
T: +32(0)14 62 04 11  
F: +32(0)14 61 16 88

VCA\*\* ISO 9001  
BUREAU VERITAS  
Certification

[www.disamaritime.com](http://www.disamaritime.com)

## SUBSEA



## CIVIL CONSTRUCTION



## ENGINEERING



Providing worldwide underwater solutions

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



The **SEAFRANCE MOLIERE** seen heading to Calais  
Photo : **Philippe Pierre BREBANT** - [philippe.p.brebant@sfr.fr](mailto:philippe.p.brebant@sfr.fr) (c)

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you don't like to receive this bulletin anymore kindly send an e-mail with the word "unsubscribe" in the subject line to

[newsclippings@gmail.com](mailto:newsclippings@gmail.com)

after receipt of this e-mail I will remove you from the distribution list soon as possible