

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 089



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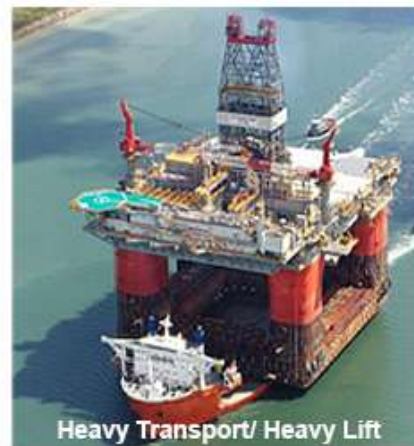
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Iskes tugs latest fleet addition, former Kotug's TUMAK arrived in Ijmuiden where the vessel will be repainted in the Iskes colours and renamed, and join the Iskes fleet

Photo : Rick Folkerts (c)

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The **SMIT LOIRE** seen operating in Port Qasim – Photo : Peter Alberda (c)

Malaysian Merchant Marine bankrupt

Malaysian Merchant Marine has admitted the company is insolvent after it defaulted on debt repayments. MMM said it was insolvent as a result of failing to pay RM40.3m in debt owed to Prima Uno Bhd and Malaysian Trustees Bhd after the banks demanded repayment within 14 days.

"The company's existing credit facilities are insufficient to even meet the negative cashflow situation presently. As such, MMM now does not have the funds to continue to operate its business under the present capital and debt structure," the company said. Last week MMM laid-off all its staff after the collapse of a deal to acquire a 19,980 dwt double-hulled chemical tanker for \$38m from Singapore's Uniships. The deal failed after MMM's existing debt was downgraded by Malaysian Rating Corp causing new credit facilities for the purchased of the chemical tanker to be withdrawn. **Source: SeaTradeAsia-Online**

South Korea Widens Effort to Seek Survivors of Sunken Navy Ship

South Korea's navy widened efforts to locate 46 missing crew members of a patrol boat that sank off the west coast near the nation's disputed border with North Korea and determine what caused the incident.

The U.S. Navy will today join rescue efforts that South Korean officials said have been hampered by choppy waters. The 1,200-ton **Cheonan** sank within hours after an explosion late March 26 split the vessel in two. No survivors have been recovered for the past two days, Park Sung Woo, spokesman of the Joint Chiefs of Staff, said yesterday.



Pohang class corvette

South Korean President Lee Myung Bak ordered a "thorough" investigation into the blast, although U.S. and South Korean officials have said there were no indications of North Korea's involvement. U.S. stocks pared gains on March 26 on concern North Korean military action might have caused the ship to sink.

"It is unlikely for North Korea to have attempted such a huge provocation when it desperately needs South Korea's economic support," said Paik Hak Soon, director of inter-Korean relations at the Seongnam, South Korea-based Sejong Institute. The U.S. military said it has detected "no special movements" by North Korea, echoing comments by Lee's office. North Korea's state-run Korean Central News Agency issued no statement on the incident.

"We continue to monitor the situation and remain prepared for any contingency," General Walter Sharp, the senior U.S. commander in South Korea, said yesterday in a statement on the military's Web site.

The navy recovered 23 life vests, 15 helmets and a bullet-proof jacket, while military divers' four attempts to approach the wreckage failed because of strong currents and low visibility, Park said. A U.S. navy ship was to arrive later today

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at waters surrounding Baengnyeong Island, about 210 kilometers (130 miles) northwest of Seoul, to assist with the search, he said. Missing crew members may be trapped inside the sunken ship, Commodore Lee Ki Sik of the Joint Chiefs of Staff told lawmakers on March 27. The **Cheonan** split in two and started sinking shortly after an explosion at the stern around 9 p.m. on March 26, according to the ship's captain, Choi Won Il, who was among 58 survivors.

"With a loud bang and the sound of an explosion, the ship listed 90 degrees to starboard," Choi said. He reported the incident using his cell phone after the blast cut all power and communications, he said. The parted stern sank immediately, and the other half floated four miles away from the explosion site before it sank around 1 a.m. March 27, said the Joint Chiefs of Staff in Seoul. The Seoul-based YTN news channel said the ship may have struck a mine, citing an unidentified official at the South Korean president's office. The western sea border is at the center of a dispute between South Korea and North Korea that caused skirmishes in 1999 and 2002. North Korea doesn't recognize the maritime border demarcated by the United Nations and argues it needs to be drawn further south.

In January, North Korea fired artillery in the area during military exercises, prompting warning shots by South Korea. In November, the two exchanged fire after a North Korean vessel ventured across the border. Kim Jong Il's regime is under pressure to return to international talks on its nuclear weapons ambitions. Shortages in the nation worsened after a botched currency revaluation late last year and tougher UN sanctions banning arms trading following North Korea's second nuclear test in May 2009.

U.S. stocks trimmed gains on March 26 and Treasuries rose as concern that tensions between North and South Korea were escalating triggered a flight from risky assets. The Standard & Poor's 500 Index fell as much as 0.4 percent, then closed little changed. June futures on South Korea's Kospi 200 Index and the iShares MSCI South Korea Index Fund slid 0.6 percent. **Source : BusinessWeek**



The **KARIN SCHEPERS** seen outward bound from Rotterdam – **Photo : Marijn van Hoorn (c)**

Nation in Deep Shock Over Navy Ship Sinking

From sheer concern to conspiracy theories, the sinking of a Navy patrol ship, the Cheonan, Friday night, sent the nation into a state of shock over the weekend. The 1,200-ton patrol ship **Cheonan** sank Friday night, with 104 sailors on board, after an inexplicable explosion. Fifty-eight were rescued with the remaining 46 still missing. Many citizens were above all worried about the safety of the missing sailors.

An office worker Lee, 27, said, "Though I served in the Army service several years ago, I can feel how desperate the families of the missing sailors are," Lee said. An online community of former crews of the Cheonan also wished for the rescue of the missing sailors. "I served on board the same boat 10 years ago and all crews must be thinking the same thing now — a safe return of the missing," a former crew said.

Others were discontent with delays in the rescue process. "I feel bad that most of the missing sailors are enlisted personnel," Hong Jung-eun, 23, university student, said. "I hope all the remaining sailors are rescued as soon as possible and the injured will receive proper treatment."

Some showed anxiety over national defense as the **Cheonan** foundered near Baeknyeong Island, some 12 kilometers south of the Northern Limit Line. "When I first heard the news, I immediately thought of Yeonpyeong naval battles," a 52-year-old housewife Park said. There were two skirmishes between naval boats of the two opposing Koreans in the West Sea but they proved to be fatal to both sides. The latest of the two that took place in 2002 is remembered as ROK Navy's decisive victory.

The Navy's slow measures were criticized as well. Some people even raised concerns that it could be a conspiracy as the government's elucidation was delayed.

"It is unbelievable that some 40 experienced sailors, who must be good swimmers, are missing for two days. The government should do their best to find and rescue them as soon as possible," Kim Young-ho, 33, said. "I wonder if there could be any other reasons for the ship sinking or the missing crew members."

The families of missing sailors are deeply worried, but the Navy is giving them little information, a person nicknamed "cannavis" said over the Internet. "They might be adjusting the testimonies of survivors in an advantageous way to fabricate the cause of the accident."

There was confusion on Sunday afternoon when an online newspaper reported that the mother of a missing sailor called up his mother, telling her that he, together with some sailors, were trapped inside the frigate alive. The report turned out to be false. **Source : Koreatimes**

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

Divers reach part of S.Korea warship, no signs of life

Divers Monday reached part of a South Korean warship that was torn in half by a mystery blast but have heard no sounds of life so far from inside the hull, the military said. Forty-six sailors are missing after the 1,200-tonne corvette the **Cheonan** sank in the Yellow Sea Friday night near the tense disputed border with North Korea, in one of the country's worst sea disasters. Divers are trying to establish their fate and gather clues about the cause of the blast. Seoul officials say there is no evidence so far Pyongyang was involved. The defence ministry told parliament's defence committee that navy divers reached the bow section Monday morning and knocked on the hull with hammers.

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There was no response from inside the hull, but minister Kim Tae-Young said this did not necessarily indicate there are no survivors. On Monday afternoon divers also reached the stern, where most of the missing are thought to be located, but there was no immediate information on what they found. The ship went down off Baengyeong island near the disputed border, scene of deadly naval clashes in 1999 and 2002 and of a firefight last November. The front portion was located over the weekend. But divers had been unable to reach it due to strong currents, poor visibility and high waves, stirring anger among families of the missing who demanded swifter salvage efforts.

The stern section was located by sonar late Sunday, the military said. "The rapid currents and poor visibility under the sea are the biggest stumbling block," Lee Ki-Shik, spokesman for the Joint Chiefs of Staff, told a briefing earlier in the day. "We plan to do the rescue work in the belief that there could be still survivors both in the stern and the bow," Lee said, adding underwater cameras would soon be lowered. The stern section is 40 metres (132 feet) underwater.

President Lee Myung-Bak has called four emergency security meetings since the sinking but cautioned against jumping to conclusions about the cause. "Do not give up hope that there could be survivors," he told searchers Monday in a statement. "Look into the causes of the incident thoroughly and leave no single piece of doubt behind." A total of 58 crewmen were saved soon after the ship went down in near-freezing waters. No one has been rescued since then despite a major air and sea search. Fourteen navy craft and six coastguard ships backed up by aircraft were involved Monday, plus a 3,200-tonne US salvage ship with 15 divers. Theories about the cause range from an explosion inside the corvette, which was reportedly carrying torpedoes, depth charges, missiles and other weaponry; a drifting mine possibly dating back to the 1950-53 war; or a torpedo attack from the North. Defence ministry spokesman Won Tae-Jae said a mine could be "one possibility" behind the disaster, although Defence Minister Kim told the legislators the South does not deploy mines in the Yellow Sea in peacetime. US and South Korean military officials say no unusual movements have been detected by the North, which has said nothing about the incident. Newspapers called for calm until the cause is established. Anything could have caused the explosion, but we should not jump to conclusions without any hard evidence," the best-selling Chosun Ilbo said. Dong-A Ilbo called for patience until final facts were revealed but added: "If North Korea is behind this, we will need a firm and strong payback



The **ROFJORD** seen in Fosnavag – Norway Photo : Svetozar Catovic RRM (c)

Malta-flagged ship MV Saveh escapes hijacking

Pirates attacked a Malta-flagged Kuwait-bound merchant ship **MV Saveh** 300 km off Seychelles, press office of Navfor Somalia EU Atalanta operation said. The attack was continuing for almost two hours. Pirates were shooting at the ship trying to stop it. The shipmaster managed to maneuver and escaped the seizure. No one was reportedly injured.

Just the other day a pirate was shot dead, others detained by Navfor in an attack on **MV Almezaan** vessel. **MV Frigia** and **MV Talca** ships were hijacked by the pirates.

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The **MSC REBECCA** seen passing Vlissingen outward bound

Photo : Ronald Ribbe – <http://communities.zeelandnet.nl/data/rorifocus/> (c)

Bunker costs stability could lead tanker earnings to higher levels

In a sign of things to come, the cost of bunker fuels could yet again become a major reason for shipowner headaches, despite the recent “quietness” of trade, which has seen prices behaving in a rather stable manner, the exact opposite of what’s been happening with the dry bulk market, i.e. the ship owners’ source of income. Things haven’t been that stable in the recent past, as a result of the growing instability of oil prices. This volatility, which could have been a sign

of things to come, saw oil prices moving up from \$51/bbl at the start of 2007 to \$146/bbl (for Brent) by July 2008, the latest peak. As a result, bunker prices exploded from \$250/ton for the average 380 cst to just above \$700/ton. Of course, during that time, most owners could afford such prices to operate their moneymaking vessels, with the cost of hiring a vessel following a similar rising pattern. This trend was supported by a strength of economic growth, which pushed oil demand higher and subsequently oil prices.

Since that erratic period, things have moved about differently. The mid 2008 crisis reversed those fundamentals, leading both demand and prices lower. With Brent crude falling to only \$38/bbl, bunkers retreated close to \$200/ton, their lowest levels in four years. It was a much needed breather for ship owners, who were looking the "shipping miracle" collapse into ruins. But, it was a short lived breather, as OPEC quickly reacted, lowering its production, while at the same time, expectations of a rebound in economic activity, which would then lead to higher oil demand, pushed futures prices higher, almost from the beginning of 2009.

In its latest weekly report London-based shipbroker Gibson said that bunker prices over the past six months have been more stable than at anytime in the previous four years, close to \$450/ton, hand in hand with oil prices, which have been trading in the \$70-80/bbl range. "This extreme price volatility over 4 years has not only impacted on bunker costs; there has been a huge impact on the Worldscale flat rates. Flat rates are based on historical bunker prices over the period October to September (e.g. 2010 flat rates are based on prices from Oct 2008 to Sep 2009, as shown by the blue dashed lines on the graph). As a result of the 2007/08 price hike, 2009 Worldscale flat rates for long haul voyages increased by a massive 40%. The 2008/09 price fall then led to the sharp drop in Worldscale flat rates for this year, which were down 25% for long haul voyages. Now, the rebound and stability in prices since last October will result in another major revision to flat rates next year. We have had 6 months of data that will go into the 2011 Worldscale calculations. This, coupled with the stable price outlook for the next 6 months, implies Worldscale flat rates for long haul voyages will rise by 25% next year. Hence, we will face another big change in Worldscale spot rates at the start of 2011" said Gibson. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The TSHD **GEOPOTES 15** seen operating in Rio de Janeiro, Brazil, 28/03/2010

Photo: Celso Marino - Rio de Janeiro (c)

Russian Pacific Fleet ships to join multinational forces, to combat Somalia pirates

Pacific Fleet ships will take part in an international operation to combat pirates. Large anti-submarine ship **Marshal Shaposhnikov**, the tanker **Pechenga** and **MB-37** tugboat will be part of the multinational forces to ensure the safety of navigation in the region, Rossiyskaya Gazeta reports. The ships will have marines units and Ka-32 helicopters on board.

The Russian military ships had escorted more than 100 merchant ships from 26 countries through the dangerous waters and repulsed more than 20 pirates' attacks **Source : PortNews**



The US Coast Station in Miami is one of the busiest Station in the organisation in US. Besides counter-drug and emigration control even the escorts of cruise ships belongs to her tasks. Above you can see two Defender-Boats together with the bow of **CELEBRITY CENTURY** when the ship sailed out of Miami last week Monday.

Photo : Frank Behling (c)

Kiwi faces manslaughter charge over ferry sinking

A New Zealand businessman faces a fine and time in jail if found guilty of manslaughter by negligence, over the sinking of the Tonga ferry **Ashika** last August. Seventy-four people died when the vessel sank during an overnight voyage from Tonga's capital, Nuku'alofa, to an outlying island.

The former managing director of the Shipping Corporation of Polynesia, John Jonesse, a New Zealander is due in court on Monday, along with the ferry's captain and first mate. The charge against Mr Jonesse relates to the death of a 21-year-old woman, whose body was the only Tongan corpse found following the disaster.

The three men are also accused of sending an unseaworthy vessel to sea, and a charge of manslaughter has been brought against the Shipping Corporation itself. Mr Jonesse is currently on bail, after being charged with forgery and knowingly dealing with forged documents. Tonga's police have a task force of 10 officers on the case, and the investigation is continuing. The report from a Royal Commission of Inquiry into the sinking is to be presented to Tonga's king next week. The commission heard that the badly rusted ferry was unseaworthy and not properly checked before it was bought.

New Zealand is to help pay for an interim ferry service to connect Tonga's islands. The Government says the interim replacement ship, the Malaysian ferry **Ajang Subuh**, (see article below) has been independently checked by marine surveyors.

Foreign Affairs Minister Murray McCully says the survey company **London Offshore Consultants** found it seaworthy and fit for purpose. New Zealand and Australia will each pay \$NZ2.5 million towards the year-long charter. Tonga will cover the ferry's fuel and maintenance costs. A permanent vessel under construction in Japan and funded by the Japanese government is due in Tonga late this year. Supermarket owner Ofa Semiki says she will be able to reopen her shop on one of the outer islands, which she had to close because there has been no ferry to take supplies there.

Source : Radio New Zealand

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Rising Tide climate protesters take to Newcastle Harbour in battle with coal ships

PROTESTERS who blocked Newcastle Harbour yesterday claimed success in stopping coal ship movements for an entire day while the Newcastle Port Authority said ship movements occurred as scheduled. Hundreds of protesters from across the state gathered at Horseshoe Beach while scores more took to the water to block the harbour's entrance from 11am until 5pm.

Six police vessels, including the Nemesis from Sydney, watched on as protesters in boats, canoes and other vessels drifted on the water. There were no arrests and police said they were happy with the protesters' attitudes. Rising Tide Newcastle spokeswoman Naomi Hodgson said the protest was against the rapid expansion of the Australian coal industry. "Today was scheduled to be a busy day in the world's busiest coal port," Ms Hodgson said.

"Ordinarily there would have been at least four or five coal ships move in or out of Newcastle Harbour today, but instead there were none." A port authority spokesman said ship movements were not disrupted by the protest. He said two ships entered the port and two left yesterday before the blockade. One ship was scheduled to leave at 5pm when the protest ended and two inbound ships were due at 6pm and 8pm. The spokesman said a range of factors such as tides and loading times dictated ship movements. "It's a normal shipping schedule for us," the spokesman said. Source : Garry Luxton



The **BOURBON SURF** seen moored in Fosnavag – Photo : Svetozar Catovic RRM (c)

Tosa master found innocent

Capt Glen Patrick Aroza, the master of the Japanese very large crude carrier (VLCC) M T **Tosa**, who was facing charges of alleged 'involuntary manslaughter' was exonerated of all charges by a three-judge bench, in Taiwan. The prosecution has been given 10 days time to appeal. Till then Capt. Aroza cannot leave Taiwan. Captain Aroza was under investigation for allegedly failing to come to the aid of a capsized fishing vessel, **Hsin Tung Chuan 86**, which was involved in an alleged incident with a crude carrier owned by Nippon Yusen Kaisha (NYK) of Japan. Two Taiwanese fishermen died in the incident on April 18, 2009. Source: **SeatradeAsia Online**

Somali pirates capture Spanish fishing ship

Somali pirates has seized a Spanish fishing ship in the Indian Ocean, media reported on Sunday. The details about crew members were unclear so far. The development came after a regional maritime official confirmed on Wednesday that a private security guards aboard a Spanish fishing boat off the coast of Somalia killed a Somali pirate after pirates attacked their vessel.

East Africa's Coordinator of Seafarers Assistance Program Andrew Mwangura said the incident took place on the Indian Ocean waters on Tuesday. "The private security guards killed one Somali pirates along the Indian Ocean waters. I have not established the name of the Spanish fishing boat which was under attack by Somali pirates," Mwangura told Xinhua by telephone from Mombasa. Piracy involving small boats and cargo vessels has been a major problem in the sea of Somalia, growing each year over the past decade and targeting at ships traveling through pirate-infested waters in the Gulf of Aden and Indian Ocean. The Horn of Africa nation's coastline is considered one of the world's most dangerous stretches of water because of piracy. Somalia has been plagued by factional fighting and has not had a functioning central administration since 1991. Source : **Xinhua**

ICG chief is vindicated by harsh reality of ferry trade

WHEN Irish Continental Group chief executive Eamonn Rothwell announced that he was replacing the company's Irish mariners with cheaper east European crew in September 2005 he was roundly criticised by all of the usual suspects.

Three-and-a-half years later the latest set of annual results from the ferry company demonstrate that the drastic action he took then was fully justified.

On Tuesday ICG published its 2009 results. These showed a 24 per cent decline in sales to 260m and 36 per cent decline in operating (pre-interest) profits to 26.5m last year. ICG has been hit hard by the economic downturn. While passenger numbers fell by less than 3 per cent to 1.42 million and the number of cars carried was virtually unchanged at 376,000, ICG's core freight business, on which it relies to pull it through the thin winter months, collapsed.

In 2009 ICG's roll-on/roll-off traffic fell by 18.7 per cent, container freight was down by 25.7 per cent and port lifts were down by 23.3 per cent. With its freight volumes having gone over a cliff, only a reduction in ICG's fuel bill from 51m in 2008 to 31.5m last year kept the results looking even half-way respectable. That and the massive reduction in ICG's wage bill that the bitter 2005 dispute made possible. Last year ICG's staff costs were 25.3m. This compares with a wage bill of 67.7m in 2004, the last full year before ICG replaced its Irish crews. Without these lower wage costs, ICG would have lost money last year.

ICG has continued to make major inroads into its borrowings with net debt down to 21.7m at the end of 2009, down from 48.7m at the end of 2008 and 84.5m at the end of 2007. This has been helped by a massive reduction in capital expenditure, which fell by a further 55 per cent to just 4.8m in 2009.

At the current 15.80 share price, ICG is capitalised at 389m. Throw in the borrowings and that brings its total enterprise value to over 400m. With the Irish economy still on the floor, this year's operating profits are unlikely to increase on the 2009 outturn. While ICG is paying out a 1 dividend, representing a chunky 6.3 per cent yield, the shares, which have risen by over 50 per cent in value in the past eight months, now look dear in the absence of any bid speculation. **Source : Sunday Independent**

CASUALTY REPORTING



Liberia-flagged ship runs aground in the Suez Canal

The 1994 built Liberia-flagged tanker **MIRE** ran aground while passing the Suez Canal. The incident did not trouble anyhow traffic there, Russian Vesti TV channel reports, quoting the official representative of the Suez Canal Authority, Mahmoud Abdel Wahab. According to him, the accident was caused due to a "failure of steering of the tanker."

The 51.000-displacement-ton ship was en route from Greece to Singapore. There was no leakage of petroleum products reported. Despite the incident, Mahmoud Abdel Wahab said, today in both directions 46 transit vessels of total 2m tonnage have passed via the Suez Canal. Around 8% of global freight shipments are carried out through the Suez Canal.

Fire destroys Zanzibar ferry

Fifteen crew members on a passenger ferry in Zanzibar were rescued on Saturday after a fire broke on board, emergency services said. No one was harmed in the blaze, but the **MV Serengeti**, which at the time was moored off Zanzibar Town, capital of the Tanzanian archipelago, was completely destroyed.

The Zanzibar shipping registrar Abdallah Mohamed and local police said the fire broke out as workers were welding in the engine room. An investigation has been opened. Passengers had recently complained about the poor state of the ship, which runs a regular link between Zanzibar's two main islands, Unguja and Pemba. Three ships have been ravaged by fire in the Indian Ocean archipelago over the past year while in May a ferry capsized leaving six people dead. **Source : News24**

NAVY NEWS

New Navy ship named after Fall River, Mass.

A new U.S. Navy ship is being named for the seafaring Massachusetts city of Fall River. Navy Secretary Ray Mabus joined Gov. Deval Patrick for the ceremony Thursday honoring the **Fall River**, which will be the Navy's fourth Joint High Speed Vessel for transporting troops, equipment and supplies.

Mabus said the ship embodies the patriotic spirit of Fall River and the thousands of its residents who have served in the armed services. It's not the first time a ship has been named after the city. The first, the **USS Fall River**, was a cruiser commissioned in 1945 and used largely on training missions. The tip of the bow of that now decommissioned ship is on display at Battleship Cove in Fall River. **Source : Boston.com**

Modernizing spy-sub "Sarov"

Less than two years after it entered service in the Fleet, the top-secret spy-sub **B-90 "Sarov"** is at the White Sea Navy Base in Severodvinsk for modernization, Russian media reports. According to newspaper Rossiiskaya Gazeta, a representative of the Zvezdochka yard in Severodvinsk confirms that the vessel is in the area for upcoming upgrades.

The upgrades are made less than two years after the vessel entered service in the Northern Fleet, the newspaper informs. As BarentsObserver has reported, one of the unique features of the spy-sub is its ultra-small nuclear reactor aimed to charge the subs batteries, so it can stay much longer underwater, totally silent, than normal diesel-electric submarines. This is most important for a submarine aimed for spy-voyages not to be detected by foreign vessels, submarines, or detection systems on the seabed.

As also reported by BarentsObserver, it is expected that the "**Sarov**" is operating in northern waters from bases in the Kola Peninsula. According to RG.ru, the vessel has since it was included in the fleet on 7 August 2008 conducted a number of specialized operations. After each operation, the vessel has undergone technical improvements. None of the newspaper's sources want to reveal the essence of the latest upgrades. They could however be connected with sub's new type of reactor, the newspaper writes.

The **B-90 "Sarov"** was built in Nizhny Novgorod, and transported via Russia's inner waterways to the Sevmash yard in Severodvinsk where it was equipped with its engines and nuclear reactor. The vessel was originally to be completed in 1993, but construction was halted due to money draught and the need for technical improvements. **Source : BarentsObserver**

Malaysian Submarine completes first sea trials

Royal Malaysian Navy Scorpene-type submarine **Tunku Abdul Rahman** has completed its first sea trials off the Malaysian coast, a media report said. The trials confirmed the submarine's capability for underwater service.

'These trials demonstrate that the Royal Malaysian Navy has successfully established the country's first ever submarine force,' Pierre Quinchon, head of DCNS's Submarine division was quoted as saying by Defense World website. 'We are proud indeed of our contribution to this success and the close ties built up with Malaysia,' he said. With a displacement of 1,550 tonnes for a length overall of 67.5 meters, each boat requires a crew of just 31 and offers 45 days' endurance, the report said. The Scorpene was designed by DCNS and developed jointly by DCNS and Spanish naval shipbuilder Navantia. **KD Tun Razak**, the second Scorpene for the Royal Malaysian Navy, currently in Toulon, will sail from France to Malaysia in a few months. A contract between Malaysian government and DCNS for two Scorpene submarines and associated logistics and training was signed in June 2002. **Source : Brahmand**

SHIPYARD NEWS

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The **SUN VENUS** arrived at Keppel yard (Gul road) (Singapore) last weekend

Photo's : Bart Klos ©

STX's Global Ambitions Go Beyond Shipbuilding

It took the STX Group just 10 years to cement its status among South Korea's export juggernauts, becoming a major engine driving the country's world-beating shipbuilding industry. But company officials are hoping that the next decade will be even bigger for the globally ambitious conglomerate, which appears to have developed an appetite stretching far beyond the waters that brought its glory.

Not many industry watchers can claim they predicted such a level of success back in 1998, when Kang Duk-soo, the now-60-year-old STX chairman, decided to spend his fortune on a down and out Ssangyong Heavy Industries in the midst of the Asian financial crisis.

Since re-launching the company under its new name in 2001, Kang now leads a mega business group that has 10 subsidiaries in shipbuilding, engine development, heavy industries, marine transport and energy. The group's revenue of 28 trillion won (about \$24.6 billion) in 2008 was the 12th largest among Korean private companies.

Kang has no intentions of resting on his laurels. In his New Year's message, the chairman revealed the group's ambitions to earn \$100 billion in sales by 2020. Much of the growth will come from the group's key markets, Kang said, which could be aligned in the order of shipping, shipbuilding, machinery, plant construction and energy-related businesses by then.

“STX is a business group that decided to bet its future on the immense global market rather than the limited domestic market,” Kang said in an e-mailed statement to The Korea Times. “This will be the year when we concentrate our efforts to secure new growth engines that will drive us for the next 10 years, securing stable growth in our key markets of marine transport, shipbuilding and machinery, while also finding ways to leverage these strengths to improve our core competitiveness in plant construction, energy-related businesses and resources development.” STX is looking to gain visible results for its efforts to find new markets for construction and industrial plant building this year, with the Middle East and African regions targeted as the main growth areas. The group is targeting 25 trillion won in revenue and 1 trillion won in operating profit for this year, with its shipbuilding and machinery business accounting for more than half the targeted amount in sales. Marine transport, led by STX Pan Ocean, is expected to account for about 9 trillion won of the revenue.

Unlike some other companies that talk about diversifying their business lineups, STX doesn't appear to be losing its edge in its core markets. Despite the recent turmoil in the global shipbuilding industry, the group continues to win lucrative deals, securing orders for nine ships in March alone that are worth a combined \$260 million.

STX Offshore and Shipbuilding, the group's shipbuilding unit, inked orders for two 58,000-ton bulk carriers from Turkish shipping company, Densa, in January, and the company said Monday it received options for two more ships. The company expects to deliver the vessels, which will be built at its shipyard in Jinhae, South Gyeongsang Province, to its Turkish client by 2012. STX Offshore and Shipbuilding had landed orders for three 58,000-ton bulk carriers from Korean ship-owner, Dusung, earlier this month, while STX's shipyard in Dalian, China, also received orders for four 37,000-ton bulk carriers from Korean shipping fund, Global Marine Finance. STX has received orders for 17 ships in deals worth over \$1.3 billion since the start of the year, according to group officials. STX Offshore and Shipbuilding is currently the world's fourth-largest shipbuilder, joining the Korean trio of Hyundai Heavy Industries, Samsung Heavy Industries, and Daewoo Shipbuilding and Marine Engineering. “STX Offshore and Shipbuilding has been getting consistent orders for bulk carriers and tankers from the start of the year. We are expecting particular growth from bulk carriers, as marine transport begins to regain its vibe,” said an STX official.

Thriving in the waters, STX is also beginning to prove its capabilities on the driest of surfaces, involving itself in lucrative construction and industrial plant projects in Middle Eastern and African nations. STX has found itself a part in the rebuilding efforts of war-torn Iraq, securing projects to build chemical plants, steel manufacturing facilities and power plants in deals worth a combined \$6.2 billion. STX Heavy Industries signed a memorandum of understanding (MOU) with the Iraqi government in February to build a chemical plant and related infrastructure in the state of Basrah. The industrial complex, representing a \$3.2 billion project for STX, is expected to contribute in meeting the growing domestic demands for petrochemical products in Iraq. The plant will be capable of annually producing 60 tons of ethylene, 20 tons of propylene, 20 tons of polypropylene, 20 tons of low-density polyethylene, 20 tons of high-

density polyethylene and 40 tons of polyvinyl chloride (PVC), company officials said. And Kang needed a trip to Baghdad to meet with Iraqi Prime Minister Nuri Al Maliki in January to finalize the deals to build a steel plant, with a capacity of 3 million tons per year, and a 500-megawatt gas-fired power plant, which will combine to bring STX another \$3 billion. STX is also finding new growth opportunities in Africa. The group signed a \$10 billion contract last year with the government of Ghana to conduct a massive construction project involving more than 200,000 housing units in the African nation. The deal appears to be opening further opportunities for STX. Earlier this month, Kang joined Ghanaian Vice President John Dramani Mahama at the STX Offshore and Shipbuilding's Marine Center in Jinhae where they inked an MOU promising the Koreans further involvement in Ghana's infrastructure projects, which may eventually include plant building, energy-related businesses, shipbuilding and marine transport.

STX will also be involved in the establishment of the tentatively named ``Korea-Ghana Job Training Center," which will provide a platform for both countries to train industrial talent in the areas of construction, machinery, electrical engineering and civil engineering. STX also landed a \$180 million deal to become involved in a housing project in Abu Dhabi, United Arab Emirates, and also has a part in the Nuri Island Development Project. **Source: Korea Times**

General Dynamics NASSCO Lays Keel of the USNS William McLean

General Dynamics NASSCO, a wholly owned subsidiary of General Dynamics, March 29th laid the keel for USNS **William McLean**, the twelfth ship of the Lewis and Clark class of dry cargo-ammunition ships (T-AKE). The ship is named in honor of the U.S. Navy physicist who in the 1950s pioneered the technology behind the Sidewinder missile, the first effective U.S. air-to-air missile.

Construction of the **William McLean** began in September 2009. NASSCO is scheduled to deliver the ship to the Navy in the third quarter of 2011. When it joins the fleet, the **William McLean** will be used primarily to stage U.S. Marine Corps equipment abroad by the Navy's Military Sealift Command. **Source: PR Newswire**

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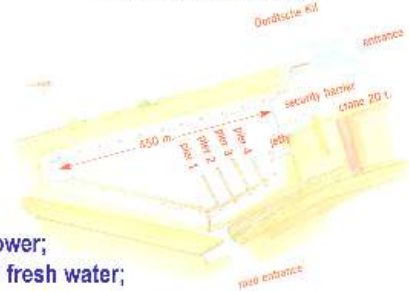
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DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 089

Yesterday (Monday) at Monfalcone there was the presentation of the “**Azura**”, the new flagship for P&O Cruises (Carnival Group), which, at 116,000 gross tonnes, is the twenty seventh passenger vessel built by Monfalcone shipyard out of a total of 53 built by Fincantieri.

Present at the ceremony were the President of the Senate, the Right Honourable Renato Schifani, while Carnival UK was represented by the CEO David Dingle, P&O Cruises by the Managing Director Carol Marlow and Fincantieri by the CEO Giuseppe Bono and the Chairman Corrado Antonini.

Incorporating the highest technological standards and providing maximum passenger comfort, the “**Azura**” is 290 metres long with a maximum passenger capacity of 4,300 (approximately 3,100 guests and 1,200 crew) accommodated in 1,557 cabins.

The new ship provides passengers with every comfort and a wide range of entertainment, including swimming pools, shops, wellness centres and libraries. On board there will also be the highly innovative “Seascreen”: an open-air cinema by the side of the main pool.

The delivery of the “**Azura**” further strengthens the relationship between Fincantieri and P&O Cruises, a prestige brand which serves discriminating customers from the highly dynamic British market. Cooperation between the two companies started out five years ago when Fincantieri built the 82,000-ton “**Arcadia**” at Marghera shipyard and thereafter the “**Ventura**” – until today the fleet’s flagship - at Monfalcone.

With the “**Azura**”, since 1990 Fincantieri, world leader in the sector, has built 53 cruise ships, of which 49 for various brands in the Carnival Group. A further 10 vessels will be built at the group’s shipyards within 2012. These 63 ships guaranteed to the company revenues for more than 26 billion dollars. **Source: Fincantieri**

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The **TERNEUZEN** VTS tower along the Westerscheldt River - Photo : Günther Spruit (c)

Charter vessel offers interim ferry service for Tonga

A CHARTER vessel, the '**Ajang Subuh**' will offer an interim inter-islands ferry service for Tonga, starting in April when the vessel arrives in Nuku'alofa from Malaysia, according to simultaneous statements from the Hon Stephen Smith, the Minister for Foreign Affairs of Australia, the Hon. Murray McCully, the Minister for Foreign Affairs of New Zealand, and the Tongan Prime Minister, Hon. Dr Feleti Sevele.

The interim service is jointly funded by Australia, New Zealand and Tonga. Australia and New Zealand provided A\$1.9 million each, and the Tongan Government will cover local costs such as fuel and vessel maintenance and will be responsible for on-shore management arrangements.

"The interim ferry service will provide the essential transportation link between Nuku'alofa and the outer islands until the new Olovaha that is under construction in Japan arrives later in the year," Dr Sevele stated.

The project of identifying a vessel to offer a temporary inter-island ferry service for Tonga was announced in Cairns, Australia during the 2009 Pacific Islands Forum annual conference, which was in progress when the **MV Princess Ashika** sank on 5 August, 2009.

"Finding a vessel that can safely operate in Tonga's challenging marine environment has been our priority. The **Ajang Subuh** meets the requirements set down by the Tongan Government, and complies with rigorous international maritime safety standards," Hon Murray McCully stated. "The Ajang Subuh has undergone an independent survey in Malaysia by internationally- recognised surveyors London Off-shore Consultants, which found it seaworthy and fit for purpose."

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 089

The **Ashika** disaster, in which 74 people were lost including all the women and children on board, was a wake-up call for Tonga to take a closer look at the status of its shipping services.

The Marine Division of the Ministry of Transport began to be very strict in the issuing of certificate of seaworthiness to vessels offering inter-islands service. By the end of January 2010 the only ferry that was still running, the privately owned **MV Pulupaki** was declared unseaworthy and stopped from sailing. For nearly three months since then the northern groups of the Tonga islands, Ha'apai, Vava'u and the two Niuas have been without an inter-island ferry service. There is a direct fuel tanker service to Vava'u and a regular container ship to Vava'u. An overseas cargo ship also calls at Ha'apai regularly.

However, Ha'apai relied on the inter-island ferry service for the supply of diesel from Vava'u for its diesel generator s. The Niuas are now relying entirely on emergency services offered by the TDS patrol boats and foreign navy ships.

The only means of going from one island group to another in Tonga is by the domestic air service which is offered by the Chatham Pacific. unfortunately the airfares is beyond the mean of most Tongans, for example, one may find a one way air fare to New Zealand cheaper than to fly to one way to Vava'u.

The arrival of the '**Ajang Subuh**' will serve as an interim service until the arrival of the new **MV Olovaha** in November. The '**Ajang Subuh**', according to a statement from the Tongan Prime Minister, Dr Feleti Sevele has been classed by the American Bureau of Shipping to be suitable for passenger and cargo operations in Tongan waters.

The vessel was built in 2008 and it is 41 meters long, and it can carry 50 passengers and 200 tonnes of deck cargo. . The vessel has a top speed of 15.5 knots (28.7 kilometres per hour). It also has been confirmed that it can enter and berth safely at all Tongan ports without any "significant modifications to ports and wharves. It has undergone an independent survey in Malaysia by internationally- recognised surveyors, London Off-shore Consultants, which found it seaworthy and fit for purpose," he stated. **Source : Matangi Tonga**



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The **SD EILEEN** seen during trials in the Rotterdam area - Photo : Frits Janse (c)

M/V "MARGIT GORTHON"



On the 22nd February 2010, Tsavlis dispatched the salvage tug "**TSVLIRIS HELLAS**" from her Ponta Delgada (Azores Islands) salvage station, to the assistance of the pallet carrier/side loader cargo vessel M/V "**MARGIT GORTHON**" (GT 12,750, DWT 14,240) laden with about 10,000 metric tonnes of wood pulp / brown "KRAFT",

immobilized about 900 nautical miles North West of Azores, due to ingress of water in engine room, resulting in black out.

During the voyage from Ponta Delgada to the casualty's position "**TSVLIRIS HELLAS**" encountered adverse weather conditions with gale force winds, high seas and heavy swell of up to 6 metres. "**TSVLIRIS HELLAS**" arrived at the scene of the casualty on the 28th February 2010. Emergency towing lights were installed on board and the vessel was supplied with provisions. On the same day the towage began towards El Ferrol, North West Spain.

From the 2nd until the 6th March, the convoy encountered gale force winds, very high seas and heavy swells, resulting in heavy rolling and pitching of the tug and tow. On the morning of 8th March, the steel wire pennant parted, and attempts to reconnect commenced immediately. However, due to prevailing long swells, attempts were aborted. On the 9th March, swell eased and tow connection was re-established. Towage to El-Ferrol resumed and the convoy arrived safely on the 17th March.

All necessary arrangements were made by the salvors, for the casualty to proceed, with the assistance of port tug, to Navantia repair yard for repairs. The same day, our dispatched salvage team commenced the dewatering of the engine room and the pollutants were transferred into MARPOL trucks for disposal. The dewatering was completed on the morning of the 17th March, and the vessel was safely delivered to owners. **Source : Tsavliris Salvage (International) Ltd.**

Cruise ship season to open on April 26

Zaandam will lead off 228 vessels calling at Ogden Point until Oct. 3

Starting April 26 with the 1,440-passenger **Zaandam**, Ogden Point will welcome 23 different ships from 10 cruise lines this year. That's 228 visits in total through to Oct. 3 -- a record for scheduled calls, but the same number of visits as last year after some of the big vessels were re-routed to the Alaska run from the Caribbean after swine flu fears in Mexico.



HAL's **ZAANDAM** – Photo : Capt Fred Eversen (c)

"We're very happy with the numbers this year," said Paul Servos, chief executive of the Greater Victoria Harbour Authority. "The Alaska market has improved and we are benefiting."

After losing market share to the Mediterranean and Caribbean markets over the last several years, the State of Alaska has offered incentives and lower fees to cruise lines to entice them back on the northern run. Servos also pointed out

an announcement yesterday by Transport Canada to adopt the North America Emission Control Area with the United States and France.

It requires cruise lines to significantly reduce nitrogen and sulphur oxide emissions inside the 200-mile limit, which Servos said protects the environment and helps to attract more passengers who increasingly want to reduce their own environmental footprints. James Bay residents have long complained about emissions from the ships.

Holland America Line's **Zaandam** and **Oosterdam** and the Norwegian Cruise Line's **Norwegian Pearl** will lead the way this year with 20 visits apiece to Ogden Point. The **Spirit of Endeavour**, a pocket cruise ship, will also make 10 calls this year, including eight at Ship Point in the Inner Harbour.

The harbour authority said 428,438 passengers and more than 150,000 crew generated \$70 million in direct spending in Victoria, with the money being spread around to restaurants, attractions, transportation companies, souvenir shops and various services.

Some of the cruise ships also order provisions and the shipbuilding industry benefits from small to full-scale refits

A typical visit costs a cruise line about \$50,000. The harbour authority expects to complete the new mooring dolphin designed to accommodate larger vessels in time for the first cruise ship. The \$3.3 million project, about 70 metres off Pier B, allows Ogden Point to tie off the newer generation of ships that measure up to 335 metres.

Source : Times Colonist.



Above seen the **Teign C** which keeps the entrance clear of the build up of sand the river Teign into Teignmouth (S.Devon England), It also doubles sometime as Pilotboat if the official boat is busy

Photo : Johan Snijder ©

Alaska sues fast ferry contractor

The state of Alaska has filed a lawsuit against the contractor responsible for the design and construction of the fast ferries **Fairweather** and **Chenega**. The lawsuit also names the companies responsible for the propulsion system on the ferries.

Transportation officials say the propulsion systems have had recurring problems since the state took delivery in 2004 and 2005. The **Fairweather** underwent a massive overhaul in 2006. The state says all four diesel engines had hairline cracks in their steel sleeves, among other problems.

The lawsuit was filed against Robert E. Derecktor Inc., the contractor. Also named are MTU Friedrichshafen, GmbH and MTU Detroit Diesel Inc., companies responsible for the propulsion systems. Attempts to reach the companies for comment Friday were not immediately successful. **Source : KTUU**



De Ikea-norm voor een flat vol Polen



'Honderd tot honderdvijftig man per gebouw is het maximum. En geen nationaliteiten door elkaar. Daar heb ik slechte ervaringen mee', zegt **Willem Hoogendijk**

Wat vorige eeuw begon met de verhuur van vakantiebungalows, is uitgegroeid tot het vijftien werknemers tellend bedrijf United Homes in Spijkenisse, dat verblijfplaatsen regelt voor tijdelijk personeel. Hoogendijk (49) is met 10 jaar een veteraan in het vak en landelijk marktleider bovendien. De 'ras-Vlaardinger' heeft de afgelopen jaren al verschillende klussen voorbij zien komen. 'De HSL, de Betuwelijn, Lyondell', somt hij op. Maar wat er nu aan zit te komen is van een hele andere orde. In de Rotterdamse haven worden miljarden geïnvesteerd. Het grootste deel daarvan zal gaan naar de **Maasvlakte** en daar komt de aanleg en ontwikkeling van de **Maasvlakte Twee** nog boven op. 'Ik weet niet of de beleidsbepalers het door hebben zegt

Hoogendijk, 'maar ook de raffinaderijen gaan straks dicht voor onderhoud.'

Dat leidt er toe dat er de komende jaren duizenden extra mensen in het uitgestrekte havengebied zullen werken. Het zwaartepunt zal naar verwachting in de jaren 2012 en 2013 liggen. Dan werken er 8000 man tijdelijk aan de voltooiën van de megaprojecten. Die arbeiders onder wie veel Duits technisch personeel, zullen wel ergens moeten slapen. Hoogendijk wil met zijn bedrijf een kleine vijfduizend voor zijn rekening nemen. Dat is voor een bedrijf dat gewend is jaarlijks twee- tot drieduizend man onder te brengen een krachttoer. De ambitie om ook vervoer en catering aan te bieden, maakt de klus groter. Al was het maar omdat nog dit jaar werkzaamheden aan de A15 starten, de weg tussen Rotterdam Zuid en de Maasvlakte. Om alles in goede banen te leiden heeft Hoogendijk een pact gesloten met Randstad (tijdelijke werk), Vipre (bedrijfsvervoer) en Aqualiner van rederij Doeksen, dat voor personenvervoer over het water zorgt. Hoofdtak van Hoogendijk is het vinden van appartementen. Daarmee onderscheidt hij zich van concurrent hotel@work, die op de Maasvlakte is neergestreken. Hoogendijk is al vele maanden in gesprek met corporaties en gemeentes.



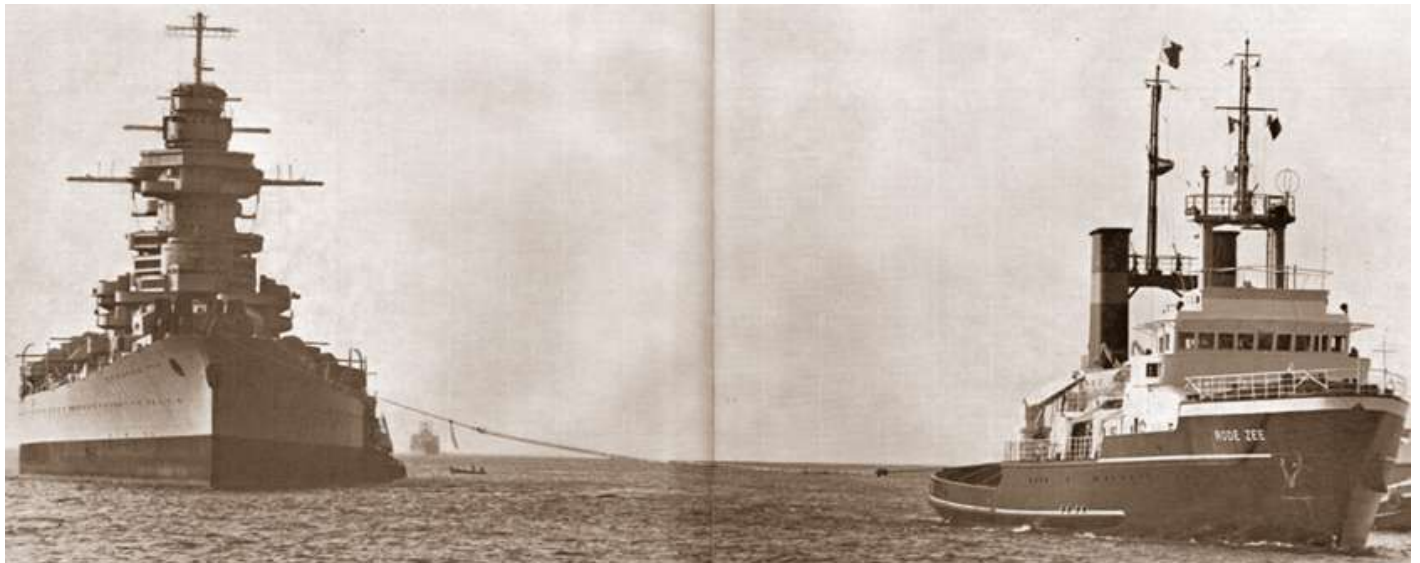
Photo : Rik van Marle (c)

'Ik wil bij voorkeur plaatsen aan het water', zegt Hoogendijk. 'En de reistijd tussen woon- en werkplek mag maximaal 45 minuten bedragen. Je moet dan denken aan een flat die op de nominatie staat om gesloopt te worden. Wij knappen die op en richten de appartementen opnieuw in volgens de Ikea-norm. Internet erbij en buitenlandse zenders op de tv. Die mannen willen niet in een afgelegen hotel. Ze willen naast hun werk iets van een sociaal leven hebben, met een winkel in de buurt voor de boodschappen.' Toch zijn gemeentes huiverig om een flat aan te wijzen voor Duitsers, Polen of Portugezen. 'Dat is te wijten aan huisjesmelker in vooral Rotterdam', zegt Hoogendijk. 'Daar zaten ze soms met elf man in een appartement. Ik wil niet meer dan één of twee man op een slaapkamer hebben liggen.' Nu de vorst het land uit is, gaan de projecten weer van start. Met 2012 voor de boeg is het tijd spijkers met koppen te slaan. Hoogendijk verwacht komende maand het eerste contract voor 1000 werknemers te sluiten. **Bron : FD**



A tight fit for **Chembulk Westport** at Rotterdam Botlek - Photo : Hans Hoffmann (c)

OLDIE – FROM THE SHOEBOX



Op 1 augustus 1968 kwam de nieuwe **Rode Zee** in de vaart. Ondergetekende en newscippings lezer **Ton Nahuijsen** was als asp. stuurman aan boord onder kapitein **Willem Verschuur** op haar eerste sleepreis. We brachten het Franse slagschip **Richelieu** van Brest naar La Spezia. Voor haar was het de laatste reis naar de sloop om van het 35000 ton metende schip spoorrails te maken voor de Italiaanse spoorwegen. Ze werd tijdens de tweede wereldoorlog enkele malen, eerst door de Duitsers en later door de Engelsen gebombardeerd. Tot het einde van de oorlog voer het onder Amerikaanse vlag en nam deel aan verschillende grote zeeslagen in de Grote Oceaan tegen de Japanners. Na een drastische verbouwing werd het slagschip gestationeerd in Toulon waar het nog slechts dienst deed als opleidingsschip. Later ging ze naar Brest waar de **Rode Zee**, één van de drie toenmalige supersleepboten haar aan de tros nam voor haar laatste reis van 1800 mijl. **Bron : Ton Nahuijsen**

.... PHOTO OF THE DAY



Iskes **SATURNUS** seen off Ijmuiden – Photo : Rick Folkerts (c)

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