

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 091



Number 091 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 01-04-2010**

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

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The **IRON BUTTERFLY** seen leaving the Indira Dock in Mumbai – **Photo : Piet Sinke (c)**

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EVENTS, INCIDENTS & OPERATIONS



The last week launched new Chinese dredger, spotted on the Merwede river, heading to the IHC shipyard in Sliedrecht, the dredger was towed by the river tugs "**Gepke**" and the "**Tyfoon**".

Photo : Peter de Greef ©

Pirates push dhows into Somalia trade ban

Dhow owners are refusing to travel between the UAE and southern Somalia after gun-wielding pirates seized eight of their vessels in four days. Although bigger ships grab the headlines, the wooden dhows that set sail from Dubai Creek, Sharjah and Ajman on the treacherous journey to Somalia, trading everything from televisions to cars, foodstuff and livestock, are also being seized regularly, captains said.

Instead of being hijacked for ransom, the pirates use the dhows as "mother ships" for their skiffs to launch attacks on larger boats. There has been an unprecedented number of attacks on dhows during the past few weeks, according to Emirates-based dhow owners, who held an emergency meeting in Dubai on Monday to discuss hijackings.

They decided to cease trade until the situation improves and hope the embargo will put pressure on Somali businessmen, who they hope will be able to influence the pirates. "We are very worried; it's much worse than it's ever been before," said Jagdip Ayachi, a Dubai resident and owner of the dhow **MSV Sea Queen**, which was hijacked en route from Kismayo, Somalia, to Sharjah on Saturday.

"We've decided not to load any vessels to Mogadishu or the southern ports until the release of these vessels and an arrangement is made over security." Ninety-seven Indian nationals are being held on seven dhows, which are registered in India, according to the Indian Shipping Authority.

They were all hijacked between Friday and Sunday, according to the boat owners. During the emergency meeting the eighth pirate attack on a UAE operated ship was announced. A large merchant vessel, **MV Iceberg 1**, with a crew of 24, had been taken over en route from Aden to Jebel Ali port.

The 4,500-tonne ship is operated by Dubai-based Azal Shipping and Cargo and was carrying generators, transformers and empty fuel tanks. The crew was composed of Yemenis, Ghanaians, Sudanese, Pakistanis and Filipinos.

Even if dhows wanted to sail, they would now face difficulties after the Indian Shipping Authority said yesterday that it had prohibited "mechanised sailing vessels" from trading south-west of the line between Salalah in southern Oman and Male, the capital of the Maldives, an area that includes Somalian and Yemeni waters.

Captain MM Saggi, an official at the Indian Shipping Authority, said the Indian navy might soon get involved after the slew of attacks on Indian-registered dhows operating from the UAE.

"The navy is very much concerned about this situation. An offensive by them is quite possible," he said. But the sailors hoped their embargo might solve things before more drastic action was needed. "We are hoping the message might get through this way," said Mr Khanani, the owner Al Khaderi, a large dhow with a 1,100-tonne capacity which was carrying a crew of 11.

"Our Somali customers say they are helping but how much they are trying to help we don't know. So far the navies aren't doing anything to get our ships released." Dhows generally carry a mixed cargo from the UAE to the ports of Mogadishu and Kismayo, loaded with building materials, cars, tyres, foodstuffs and electronics. On the return journey they bring charcoal to sell in the Gulf.

Mr Khanani has three boats and his other dhows have both been hijacked before – one in July and one in November. He said he has never been asked for a ransom. The ships usually were returned after 10 or 12 days when their fuel and food supplies ran out. "They run around with our boats, using them as a mother ship for their skiffs," he said. "They use them to grab tankers and big ships, they use up all the fuel and diesel, and after that they just take off."

Tabrez Mohammed, a sailor who is currently in Bossaso, said pirates on ships coming from the area where the dhows were being held were heavily armed. "These men have no fear of death and would not mind killing the sailors too; even the slightest move from any of the sailors can upset them and they may shoot," Mr Mohammed said. "They have very good knowledge of how to operate the GPS and information systems on the ships. They are making sure no information is coming out from these vessels."

Both Mr Khanani and Mr Ayachi said they had not been able to contact their crews since the hijack. Experts attributed the rise in attacks to several factors. But with the seas around Somalia patrolled by naval vessels, pirates are being pushed further into the Indian Ocean. "When you have a mother ship you have more range; many of the recent large attacks have been in deep waters and they can only be done with a mother ship," said Riad Kahwaji, the chief executive of the Institute for Near East and Gulf Military Analysis in Dubai. "Pirates are like guerrilla fighters, they adapt to new environments and utilise all opportunities."

Dhows, made of wood, often do not show up on ships' radars, and with so many commercial dhows in the water, provide a useful camouflage, he said.

Pirates could also be ramping up their efforts ahead of monsoon season, said Mr Kahwaji. The south-west monsoon brings high winds and rough seas to the Gulf of Aden and western Arabian Sea for much of June, July and August, making conditions difficult for small boats such as those used by pirates. **Source : The National**

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



The **MAERSK FERROL** seen at Westerscheldt river – Photo : Alain Doods – www.tugspotters.com (c)

Dutch dredger Boskalis could make more acquisitions

Dutch dredging company Royal Boskalis Westminster "has the financial firepower for more acquisitions in the next couple of years," its Chief Executive told Reuters in an interview. "It will be more in the area of maritime, offshore related services, but it could also be to strengthen some of Smit Internationale's divisions, and in particular transport and heavy lift," Peter Berdowski told Reuters.

As Reuters noted, Boskalis recently cleared a major hurdle in its acquisition of maritime services firm Smit when it managed to acquire 90 per cent of its shares following a 1.15 billion Euro (US\$1.55 billion) offer for the group, excluding 250 million Euros in debt.

The move allows Boskalis to enhance its portfolio and win more contracts by tapping into the salvage, harbour towage and transport and heavy lift capabilities of Dutch peer Smit, creating a maritime services giant.

Berdowski declined to give specific numbers on the savings that will be achieved through the merger with Smit but told Reuters he saw synergies in fleet optimisation, purchasing, worldwide distribution networks and corporate departments and offices.

"What I foresee is that through our collaboration with Smit we will have the opportunity to use their commercial organisation to rent equipment out to third parties and that will increase the utilisation of our vessels as well."

While many contractors see the market for offshore oil and gas projects picking up in 2012, Boskalis is already seeing a high level of activity in terms of tenders, Berdowski said.

"Our offshore department is more busy than it has been for years. With a bit of luck, we will see new projects that materialise in 2010 for the next two years. That would be a great way to maneuver through the crisis," Berdowski told Reuters. **Source : Dredging News Online**

Stena prototype tests air cushion concept

Stena Teknik is using a 15m long ship prototype to evaluate the extent to which an air cushion can reduce the friction between a ship's hull and the water. Named **Stena Airmax** in ceremonies held in Gothenburg, Sweden, the 15 m technology demonstrator is a prototype for a 182 m full scale ship.



Stena is investing some SEK 50 million in the air cushion project. The large scale model, which weighs around 25 tons, has been developed following very good results achieved in tests with small ship models. Five years ago, Stena Teknik initiated a development project in order to find a method of reducing a ship's water resistance, thus radically reducing energy utilization and fuel consumption.

"The results of the tests carried out are very promising. Depending on the type of ship and speed, we expect energy savings of 20-30 percent. This will now be verified in tests with the newly built prototype **Stena Airmax**," says Ulf G. Ryder, President and CEO of Stena Bulk.

Stena Teknik has co-operated with Chalmers University of Technology and SSPA in Gothenburg in the development project and the construction of the P-MAXair model. The **Stena Airmax** will be tested in the Gullmars Fjord on the Swedish West Coast, during spring 2010 when extensive - test programs will be run. The model will be powered by electric motors during these simulations.

The concept involves reducing the "wet surface," that part of the hull that is in contact with the water, slowing down the ship. The reduction in wet surface is achieved by means of a cavity filled with air in the bottom of the hull. Thus the water is in contact with air instead of steel plate, reducing friction.

Sounds simple? In fact, several phenomena complicate the picture. These include internal wave formation in the cavity, which reduces the positive effect. A balance must also be struck between optimizing the air pressure to achieve the greatest possible reduction in resistance and, at the same time, minimizing air leakage.

Testing ship models in test basins has a long history and the technique of scaling up the results from a model to an actual ship is well known. However, Stena's project is different in that air is also involved. There is no previous experience of the effect of the air when a model is scaled up to full scale. Building a full-size ship based on normal model tests of a 4 m long model would have been very risky.

Accordingly, Stena decided to build a 1:12 model, i.e. a 15 m long model, to verify that the results achieved also applied on a larger scale. This has never been done before. Testing the air regulation system will also be an important part of a future project.

Stena has applied for a patent for the design's wide and flat bulbous bow, which facilitates a favorable water flow below the hull.

Technical data for the demonstrator model **Stena AirMAX** on a 1:12 scale

Length 15 m
Breadth 3.3 m
Draft fully loaded" 0.9 m

Weight fully loaded 35 tons
Speed 5 knots
Propulsion 2 x 10 kW
Full scale:
Length 182 m
Breadth 40 m
Draft fully loaded 11.3 m
Weight fully loaded 65,000 tons
Speed 14 knots
Propulsion 2 x 8,000 kW

The model consists of a steel box, containing all the equipment, surrounded by a hull made of fiberglass reinforced plastic. The flat bottom has a cavity for an "air cushion" that is almost as wide and half as long as the ship.

The model is powered by two electric engines with electricity provided by a diesel generator. The air cavity is fed with air by fans and the air is controlled so that the bottom of the air cushion is in line with the bottom of the hull.

The model will be manned by one to two persons. Test data is transmitted via a link to a tender boat. Personnel and boats from the Swedish Sea Rescue Society will assist during the tests.



The superyacht **RISING SUN** seen moored in Cape Town – Photo : Ian Shiffman (c)

Pirates release 2 hostages taken off of Cameroon's coast, Nigerian navy says

A Nigerian naval spokesman says two sailors taken hostage by pirates off the coast of West Africa have been released.

Commodore David Nabaida says the two men were let go early Wednesday unharmed. Nabaida said he didn't know whether a ransom had been paid for their release, though he said the pirates did demand a ransom of \$10,000.

The men were kidnapped Saturday morning off the coast of a disputed Cameroonian peninsula, which once nearly sparked a war between Cameroon and neighboring Nigeria. Militant groups want the peninsula to secede from Cameroon and are waging a low-level war against the government.

The kidnappings come as acts of piracy are increasing along the West African coast. Source : KDVR



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The **FUGRO SEARCHER** seen moored along the Tyne – Photo : Kevin Blair ©

Bomb hoax delays cruise ship off Florida

A Carnival cruise ship was held off the Florida coast for several hours on Sunday while authorities searched the vessel and arrested a drunk passenger on bomb hoax charges, the U.S. Coast Guard said.

No explosives or hazardous materials were found and the ship, the Carnival Sensation, was allowed to dock at Port Canaveral on Florida's Atlantic coast Sunday morning, Coast Guard petty Officer 1st Class Christopher Evanson said.

The ship carried 3,470 passengers and crew and was headed back to Port Canaveral after a three-day cruise to the Bahamas when a passenger reported hearing another passenger make a bomb threat, the Coast Guard said.

The man was quoted as saying, "We are jihad. Come to the top deck and watch the bomb. The bomb is going to blow," Evanson said, adding that the Coast Guard was told that the man was "highly intoxicated."

Jihad is the Arabic word for "struggle," though it is sometimes used to describe an Islamic holy war.

Brevard County sheriff's deputies arrested an American passenger, Ibrahim Khalil Zarou, 31, of Leesburg, Virginia, on a state charge of making a false report of a bomb. The felony count carries a maximum penalty of 15 years in prison.

Source : Chinadaily



After 10 years total on board, headskipper/1st mate **Marco Kloet** leaves the Mighty-U. **Marco**, goodluck!!
Crew : csd Ursa & BKM-104, Boskalis

Pirates free two West African sailors

Pirates freed Wednesday two West African sailors seized at the weekend off the coast of Cameroon, a Nigerian navy officer said, adding it was not clear if the demanded ransom was paid. The pirates attacked the Ghanaian captain of the **MV Seagull** and his Cameroonian engineer on Saturday off the restive Bakassi peninsula, Nigerian Navy spokesman commodore David Nabaida told AFP. When the pirates found nothing of value on board, they captured the seamen and demanded a ransom. They were released this morning in Bakassi," Nabaida said.

Nabaida said the pirates had demanded a ransom of 1.5 million Nigerian naira (10,000 dollars, 7,400 euros). On Tuesday he said the demanded amount was in dollars. The spokesman said Wednesday he was not sure any ransom had been paid. "We are not too sure of the identity of the kidnappers but if they made demands in naira, it could suggest they were Nigerians," he said. The two sailors had been held in Abana, a major town in the oil-rich Bakassi peninsula which was part of Nigeria before the territory was ceded to Cameroon a year and a half ago. Seven Chinese fishermen were this month freed by an armed gang in Cameroon's southwest Bakassi region after six days in captivity. The International Maritime Bureau has identified Africa as a piracy hotspot following an increase in attacks from 2008, with Somali and Nigerian waters the most dangerous for seafarers.

Somali pirates hold nearly 100 Indian sailors captive

Somali pirates have hijacked seven Indian cargo vessels with at least 97 sailors off the coast of Somalia, news reports said Wednesday. India's Directorate General of Shipping headquartered in Mumbai said seven vessels were hijacked over the past few days, but the exact dates were not yet confirmed, the English-language Hindustan Times reported. The vessels were bound for the United Arab Emirates via Somalia when they were captured and all the sailors were from the western Indian state of Gujarat.

New Delhi has banned the movement of its vessels between Salalah in Oman and Male in the Maldives, which is on pirate-infested sea route, to prevent further hijackings, the report said. "We had to take this decision in view of the continuing threat of hijacking," K Mohandas, shipping secretary, was quoted as saying by the daily.

Ashok Bhanushali of the Gujarat-based Cargo Vessels Association confirmed to the IANS news agency the hijackings off the Gulf of Aden and Somalia region, but said a total of 140 sailors were abducted. No ransom demand had been made yet. Ahmed Haji Hasan, the owner of one vessel, told IANS that the hijackings occurred on Sunday. "They have kept the vessels in mid-sea near a port in Somalia," he said, adding that the crew members were not allowed to communicate with the owners. A delegation of vessel owners was on its way to Somalia, whose pirates are known to take huge ransoms for the vessels and captured sailors, the report said. The number of attacks by pirates in the Gulf of Aden and further out in the Indian Ocean in 2009 was almost double the 2008 figure, according to the International Maritime Bureau. **Source: DPA**



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Taiwan welcomes gay cruise ship with lion dance

Taiwan on Sunday welcomed the first gay cruise ship to visit the island with a lion dance and a gay guidebook for each tourist. The **Azamara Quest** sailed into Keelung Harbour near Taipei on Sunday morning from Japan carrying 378 gay men, mostly couples from the United States and Europe.

The welcome ceremony included students beating drums and dancers performing a lion dance - in which performers dress as lions and mimic the animal's movements. Each passenger also received a gay guidebook for Taipei.

On Monday, the ship will depart for Hong Kong, the last leg of the 11-day voyage which began March 20 in Shanghai, with stops at Busan in South Korea and Hiroshima in Japan.

Chou Yi-hua, head of the Keelung Harbour's passenger reception centre, said the Keelung Harbour welcomes all kinds of cruise ships, including gay cruise ships.

"We have received all kinds of cruise ships - chartered by enterprises, by religious groups, by cultural groups. Here we have a gay cruise ship visiting Taiwan and it is not discriminated against. This helps promote Taiwan's image," he told reporters.

In Asia, Taiwan has some of the most liberal policies towards homosexuals. But Taiwan gay rights activists continue to fight for equal rights and legalisation of gay marriage. The **Azamara Quest** is chartered by the California-based Atlantis Events Inc, the world's largest travel company specialising in the gay and lesbian market. **Source :** **thesunday**

Plechtige ingebruikname 'Ravelingen'



De '**Ravelingen**' werd gebouwd op de scheepswerf "Chantiers Navals Bernard" uit Frankrijk, die reeds verschillende dergelijke vaartuigen bouwde voor het Franse loodswezen. Het schip is niet alleen zelfrichtend maar dek en reling zijn verwarmd, zodat ook tijdens de wintermaanden ijsvorming vermeden wordt en de veiligheid zodoende verhoogd.



De **Ravelingen**, genoemd naar één van de kleinere zandbanken voor onze kust, is een vaartuig dat gezien haar specifieke vorm op een comfortabele en veilige manier hogere snelheden kan halen, zelfs bij slechte weersomstandigheden, en zodoende tegemoet komt aan de eisen die een moderne dienstverlening ook vraagt. Het vaartuig vervangt de oude redebotten en heeft Oostende als thuishaven gekregen en draagt ondertussen ook dezelfde kleur als de in aanbouw zijnde swath-vaartuigen.

De **Ravelingen** is ook een 'groen' vaartuig. Ze staat niet alleen voor een rationeler brandstofverbruik vergeleken met de oude redebotten, maar vaart, net zoals de volledige vloot van VLOOT, op zwavelarme brandstof. De keuze van VLOOT om, als overheidsreder over te stappen op zwavelarme brandstof, werd een jaar geleden genomen. Ook ECO-varen werd binnen VLOOT, reeds opgestart en de eerste resultaten van een proefproject blijken gunstig. Voor wat de **Ravelingen** betreft werden daarenboven de motoren door Germanischer Lloyd gekeurd, werd het uitstootniveau van stikstofoxides vastgesteld op slechts 8,9 g/kWh, en werd dit alles vastgelegd in een Engine International Air Pollution Prevention Certificate. **Bron : VLOOT**





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Brielle bij Regio TV Rotterdam

Op 3 en 4 april staat deelgemeente Brielle centraal bij Regio TV Rotterdam. Vanuit het clubhuis van de Brielse Tennis Vereniging E'68 zijn deze week de opnames gemaakt voor de Regio Special van Regio TV Rotterdam. De muziek wordt verzorgd door Mickey's Paper Heroes, zij laten het clubhuis trillen op hun grondvesten met populaire (rock)covers.

In de Regio Special komen de inwoners van Brielle aan het woord. Deze week komt onder andere de burgemeester van Brielle, Betty van Viegen, iets vertellen over de nieuwe plannen voor een sportcomplex in Brielle. Daarnaast zal Chantal Kradolfer van stichting Kunst & Cultuur praten over de ontwikkeling en organisatie van culturele en kunstzinnige evenementen in Brielle. Rene van der Polder legt uit wat de Muzikanten Organisatie Brielle doet en Karlijn Verhagen zal hem vergezellen, zij is winnares van Brielle's got talent. Tot slot zal Henk Mol, bestuurslid van tennisvereniging E'68, vertellen over zijn tennisvereniging in de mooie wijk Meeuwenoord.

De Regio Special biedt een ontmoetingsplaats voor iedereen die iets meer wil weten over zijn of haar omgeving. In de uitzending komt informatie over de gemeente aan bod en is daarnaast ruimte voor amusement.

De Regio Special reist de komende maanden nog door de hele regio Rijnmond. De Regio Special is niet alleen te zien op televisie, maar ook te bekijken via de site van Regio TV Rotterdam: <http://www.rtvrotterdam.nl>

Vessel in distress on outer road Cochin, thanks to Harbor Master

Mike Voyrenko received March 31 a letter from the Master of ro-ro **Atlantic Project**, distressed on port Cochin Road due to running out of fuel and strange position of a Harbour Master, rejecting fully paid bunkering either on outer road or in inner waters of the port. Later Master called Mike on the phone and said that vessel is almost totally blackouted, only emergency generator is running, no condition, reefers switched off and so on. He's asking Ukranian Government to do something to solve situation and convince Harbor Master Cochin to let vessel take the fuel.

The master reported this his vessel **Atlantic Project** IMO 88111340, a 17850 dwt ROLO multipurpose ship with LOA 173,5M and Cyprus flag arrived outer roads Cochin on 18:45 /26.03.2010 for bunker operations. Although my owners have arranged and paid thru our brokers for 150ts ifo and 50ts MGO the harbour master, after requesting several additional certificates and declarations to our local agent Ben Line Agencies, denied berth to our vessel due to rumors of possible arrest of my ship at Cochin for cargo dispute between owners and cargo receivers at Sri Lanka. The vessel and cargo do not have any lien attached in India. Please see attached injunction notice from High Court ordering cargo receivers to terminate any arrest procedure at Sri-Lanka and to not start any other arrest procedure elsewhere

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The vessel is anchored at 13NM at OPL Cochin with only 2.0 m/ts of diesel left and unable to proceed to any other port in the absence of supply of bunkers (she burns 3,8m/t of diesel per day).

Ben Line Agencies have requested the Cochin Port Authority permission to call inner roads for bunkering operations only, but harbor master rejected again

The local agent and Owners have found today a coastal tugboat from indian private company with 100tons fuel capacity tank willing to assist, but harbor master denied clearance permission to any tug or barge to assist my vessel at present position without further explanation. Due to unexpected delay we have now provisions for only 2 days and 3 m/t potable water. The limited provision on board will immediate deteriorate without electricity. I have on board 23 crew members for which 3 of them need immediate medical assistance and repatriation. We have been forced today to shutdown some generators and are now without air conditioning and fresh water and by tomorrow, March 31st at 12:00 local time, the ship is to be completely without marine diesel oil and thus all engines and generators will shutdown causing irreversible damage to ships' engine. I am very much afraid about safety of my crew, the ship and its cargo..

Capt.S.Korchynsky

Master of MV.Atlantic Project

Atlantic Project IMO 8811340 Flag Cyprus build 1988 DWT 17850

CASUALTY REPORTING



PASSENGER/CRUISE "OCEAN MAJESTY"



On Tuesday 30th March 2010, we deployed salvage tug "**MEGAS ALEXANDROS**" from her Piraeus salvage station, for the towage of the Passenger/Cruise vessel "**OCEAN MAJESTY**" (GRT 10,417) from Piraeus passenger terminal.

The vessel was safely towed to Chalkis Shipyard - arrived on 31st March 2010.

Source : **ALEXANDER G. TSAVLIRIS & SONS MARITIME CO.**

Spanish rescuers search for missing crew from capsized freighter

Spanish rescue services Wednesday scoured the seas off northwestern Spain for two crewmen who are missing and feared drowned after the freighter they were on sank in bad weather, a spokeswoman said. Spanish and Portuguese maritime services rescued 22 of the 24 crew on the freighter the "**Kea**", most of them Filipinos, late Monday and early Tuesday. The 147-metre (485-foot) Barbados-registered vessel sank Tuesday afternoon in the Atlantic Ocean about 160 nautical miles off Cape Vilano, in the northwestern region of Galicia, the Spanish rescue services said in a statement.

Bad weather, with waves of seven or eight metres (23 to 26 feet), and the distance of the ship from the coast complicated the rescue effort. A search for two other crew members was suspended at nightfall on Tuesday. Rescuer aboard an aircraft resumed the search early Wednesday, a spokeswoman for the maritime rescue service in the Galician city of La Coruna told AFP. Nineteen of the crew were from the Philippines, two were Croatians and the others were from Russia, Ghana and Latvia. It was not immediately clear which of them had been rescued. The **Kea** was en route to Santa Marta in Colombia from St Petersburg in Russia. It was carrying a cargo of ammonium nitrate, but there was no danger of environmental pollution as the substance is very soluble, the statement said

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NAVY NEWS

Shamed Australian navy ship sent home early

The Australian navy has revealed it sent one of its ships home early after three drunk sailors caused \$35,000 worth of damage on a joy-ride in New Plymouth last year. The men smashed a stolen front-end loader into a number of buildings while **HMAS Kanimbla** was docked in at Port Taranaki in March last year, the ABC reported.

The navy made the disclosure on Tuesday amid a continuing row over allegations which surfaced a month after the New Plymouth incident, of sexual assault and intimidation on board another Australian ship, **HMAS Success**.

Women sailors on the warship were told that if they spoke out about bullying and sexual assault incidents "they would never speak again", an inquiry has heard. In the New Zealand case, three sailors, aged 22, 23, and 28, were allowed diversion on charges of unlawfully taking a motor vehicle and interfering with a motor vehicle during a drunken rampage. They agreed to pay full reparation for the damage at New Plymouth's new \$3 million Huatoki Plaza. **Source: ONE News**

Marineschip De Witt naar Somalië

Het Nederlandse marineschip **Hr. Ms. Johan de Witt** vertrekt maandagmiddag vanuit de haven in Den Helder richting Somalië. Het grootste transportschip van de marine neemt daar vanaf half april deel aan de Europese missie tegen piraten, de missie Atalanta. Dat maakte het ministerie van Defensie woensdag bekend.

Het is de zesde keer dat Nederland een marineschip beschikbaar stelt om kwetsbare scheepvaart in de Golf van Aden en de Indische Oceaan te beschermen en piraten af te schrikken. Eerder waren de **Hr. Ms. De Ruyter**, de **Hr. Ms. De Zeven Provinciën** en de **Hr. Ms. Evertsen** (twee keer) er actief. Op dit moment is **Hr. Ms. Tromp** er aanwezig. De **Hr. Ms. Johan de Witt** lost dat fregat half april af.

De **Hr. Ms. Johan de Witt** is een multifunctioneel amfibisch transportschip. Het vaartuig kan een mariniersbataljon met uitrusting, voertuigen, zes helikopters en diverse landingsvaartuigen vervoeren.

Russia pushes for Gulf naval sales

Russia's arms industry is pushing hard for a major breakthrough into the lucrative Gulf market at the **Doha International Maritime Defense Exhibition** in Qatar, the only navy-oriented defense showcase in the Middle East.

Qatar's Peninsula newspaper reported that defense analysts are "saying that market demand for maritime defense in the region is expected to reach more than \$30 billion in the next 20 years."

Saudi Arabia is looking for new frigates but it has been buying them from France for decades and is likely to do so again. Like the United Arab Emirates, it has been building up its naval forces over the last two decades from a coastal defense force to one with blue-water capabilities and reach. Russia's negotiations with France to buy a Mistral-class amphibious assault ship for \$540 million-\$675 million and then possibly use the technology to build another three in Russia in partnership with warship-builder DCNS of Cherbourg may not exactly be a great pitch for Russian naval builders but it doesn't seem to have dampened Moscow's drive to boost its warship sales.

The Soviet Union's Cold War clients in the region -- Syria, Algeria, Libya and Yemen -- operate naval units from Kilo-class SSK diesel-electric submarines, Polnochy landing craft, Nanuchka-class corvettes and Osa-class missile craft.

Some are so out of date that they cannot be considered operational. Syria's three submarines, purchased during the Cold War, haven't been to sea for years. So Russia's naval sales prospects in the Gulf aren't too promising. The United States, Britain, France and Germany remain the leading suppliers of naval vessels, from frigates to mine countermeasures ships.

The Doha showcase, known as DIMDEX, opened Monday and features more than 150 international companies from 35 countries that specialize in maritime defense. That is a priority issue in the Gulf because of the need to protect offshore oil and gas fields and terminals as well as the shipping lanes through the Gulf, the Arabian Sea and the Red Sea that carry around one-fifth of the world supplies.

Russia's state-run arms exporter, Rosoboronexport, noted that "Russian design bureaus have great capabilities for the development of new ship projects on order from foreign partners or for joint design efforts with foreign shipbuilders.

"At present, Russia can offer baseline ship projects of all classes for such cooperation -- from heavy aircraft carriers to small patrol craft and auxiliary vessels." It offered more than 500 projects involving combatant vessels, including 8,000-ton missile destroyers, submarines and patrol boats.

Some time ago, Saudi Arabia talks about possible acquiring attack submarines, particularly after Iran got three Kilo-class attacks boats from Russia in the 1990s. But nothing ever came of that and it's unlikely that any of the Gulf states, with the possible exception of the United Arab Emirates, which has built up naval and air forces that allow the seven-state federation to punch well above its weight, are interested in developing an underwater warfare capability.

Indeed, the centerpiece of the emirates' naval buildup is the Baynunah program, valued at \$776 million and counting, that involved the construction of six multi-role, missile-armed corvettes. Abu Dhabi Ship Building, the flagship of the

federation's mushrooming defense industry, is building these along with Constructions Mecanique de Normandie, the French designer. The emirate navy is seeking two new frigates but these too are likely to be acquired from CMN in partnership with ADSB.

The Saudis have been discussing major arms deals with Moscow lately, mainly to induce Russia not to provide regional rival Iran with advanced S-300PMU air-defense systems to protect its nuclear facilities against U.S. or Israeli attack.

So far as is known, the prospective sales focus primarily on air-defense and armor, and with the United States pledged to provide an array of weapons systems to its Gulf allies worth \$20 billion to its Gulf allies over the next decade there wouldn't seem to be much wiggle room for the Russians.

But with Saudi-U.S. relations dipping ever since Sept. 11, 2001, the Russians might get lucky. This is the their first participation at DIMDEX so they're probably not entertaining expectations of large sales this time around with major defense contractors Raytheon, Lockheed Martin and Boeing of the United States, Europe's Thales and Germany's ThyssenKrupp Marine Systems all displaying their wares. **Source : UPI**

Congressional report cites problems with LCS ships

The U.S. Navy sees the launch and recovery of smaller boats as a "major risk" to both competing designs for its new Littoral Combat Ship program, a congressional watchdog agency said on Tuesday.

The Government Accountability Office (GAO), the research arm of Congress, said the Navy's risk assessment was troubling, given that watercraft launch and recovery are "essential to complete the LCS antisubmarine warfare and mine countermeasures missions" for the new class of warships.

The systems for launching and recovering smaller ships had not been fully demonstrated for either of the rival designs by Lockheed Martin Corp (LMT.N) and General Dynamics Corp (GD.N), the GAO said in its annual report on major weapons systems.

It also cited other problems with both ships designs, including one that will send the General Dynamics ship to dry dock repairs, and noted that neither of the shipyards had met earned value management systems (EVMS) standards set by the Pentagon's Defense Contract Management Agency.

Until they meet those requirements, the companies' cost and schedule data "cannot be considered fully reliable," GAO said. Lockheed won a contract for LCS-3 based on its steel single hull design on March 23, 2009. General Dynamics won a contract for LCS-4, based on an aluminum trimarin design by Austal on May 1, 2009, or 10 months ago.

Austal and General Dynamics have split up for the next competition, with Austal planning to submit a prime bid that includes General Dynamics as a subcontractor for the ship combat system. General Dynamics's shipyards hope to bid separately for follow-on orders in 2012.

TOTAL COST OF PROGRAM TO DATE IS \$5 BLN

The rival teams are due to submit their bids for 10 more ships by April 12, a deal valued at over \$5 billion, with Navy officials eyeing a contract award in July. Over time, the Navy plans to buy 55 of the new smaller, more agile warships. GAO said the total cost of the LCS program so far, including research and development as well as procurement funding, was \$5.1 billion, nearly 300 percent more than the \$1.3 billion cost projected in 2004.

It said the unit cost per ship was \$730 million, up from \$331 million in 2004, but analysts said that included the first ship of each design, which generally cost more to produce.

GAO said the Navy was conducting dynamic load testing of Lockheed's LCS-1 ship, but integration with the Remote Multi-Mission Vehicle was not due to happen before the ship's so-called shakedown cruise, although it is a "physically

stressing system to launch and recover." For LCS 2, testing of the crane used to launch and recover smaller boats "revealed performance and reliability concerns that were not fully addressed prior to installation."

Lockheed spokeswoman Kim Martinez said the company's first LCS ship, the **USS Freedom**, had successfully completed its small boat launch and recovery tests, and had used the capability during Freedom's current deployment to catch drug traffickers.

GAO said the main propulsion diesel engines on the General Dynamics ship had not completed a required endurance test due to corrosion in the engines' intake valves, which had to be replaced so the ship could complete acceptance trials.

The General Dynamics ship had also experienced pitting and corrosion in its waterjet tunnels, an issue that the Navy has temporarily fixed, but which will require welding work during a future dry dock availability, GAO said.

Design changes were also made to the General Dynamics ship to address the corrosion and pitting in its waterjet tunnels by isolating the propulsion shafts from the waterjets, GAO said.

General Dynamics spokesman Rob Doolittle said issues sometimes arose during construction of the first ship of any class, but the company and the Navy had already addressed the concerns raised in the GAO report.

He noted that LCS-2 had passed both builder's and Navy acceptance trials, and was now under way from the shipyard in Mobile, Alabama, headed toward the East Coast. The GAO report also noted previously reported concerns about the stability of Lockheed's ship if critically damaged, but said the Navy had added external tanks to the rear of the ship to allow it to meet the damage stability requirement.


The design for Lockheed's second ship was also modified to lengthen its transom by four meters to improve stability. Martinez said **Freedom** had proven to be very stable, and the tanks were only needed in a severely damaged condition. **Source : Reuters**

Genoa Design wins Iraqi OSV design contract

Genoa Design International Ltd., St. John's, Newfoundland, Canada, has won a contract to provide production design and lofting for the two 60 m Offshore Support Vessels being built for the Iraqi Navy under the Foreign Military Sales program.

Prime contractor for the ships is RiverHawk Fast Sea Frames LLC with Gulf Island Marine Fabricators, L.L.C. as construction sub-contractor.


Genoa Design International Ltd. production lofting and detail design services to marine and offshore industries around the world. A regular participant in the United States' National Shipbuilding Research Program, it is a recognized leader in using LEAN principles to advance standards in the marine industry. **Source : MarineLog**




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Chinese help to build Sri Lanka port no security threat

The Indian Navy today said it did not see any security threat to the country in the Chinese involvement in building Hambantota port in southern Sri Lanka. "We need not be too concerned with Chinese assistance in building the port. What is to be seen is whether the Chinese sit there even after completion of the port," he said.

Media reports say that China is helping build the Hambantota strategic port with an estimated investment of \$1 billion over the next few years. The port is expected to accommodate nearly 33 ships by 2020.

For the time being, the Chinese were providing the technology for building the port and it would be used as a freight hubbing centre, Sushil pointed out. Sushil said after the Mumbai attack, the Centre had come out with a coastal security plan involving the Navy, the Coast Guards, the local police and even fishermen.

"The idea is defence in-depth. This means, formation of several layers of defence so that if one layer misses the enemy, there will be others to intercept him," he said.

He said that involving the fishermen in the coastal security system was yielding results and they were now playing an important role in surveillance. "We have involved the fishermen in such a manner as to make it very difficult for any vessel to pass them unnoticed," he said.

Earlier, speaking at the commissioning of water jet fast attack craft (WJFAC) '**INS Kabra**', '**INS Koswari**,' and '**INS Karuva**,' at the Rajabagan Dockyard of the Garden Reach Shipbuilders and Engineers Ltd, he said these ships would help the Navy counter unconventional threats.

Commissioned by Sushil's wife Letha, the three ships are the last in the series of 10 WJFAC designed by GRSE.

Welcoming the guests, GRSE chairman and managing director Rear Admiral KC Sekhar said the company's ongoing modernisation programme was expected to be completed by mid-2011. **Source : Courtesy of PTI**

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A collage of three images: a bridge, a ferry, and a ship. The top left image shows a bridge over a body of water. The bottom left image shows a ferry with the logo '8CFerries'. The right image shows a ship with the logo 'TALLINK'.

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The **TARKA 3** seen during trials in Rotterdam-area

Photo : Ruud Zegwaard - <http://tugfoto.blogspot.com/> - <http://merchantshipsphoto.blogspot.com/> (c)

DEME completes new port approaches in Durban

After almost three years work, Belgian dredging and hydraulic engineering group DEME has announced that it has completed a major port upgrading programme in Durban, South Africa. No less than four trailing hoppers and a dipper pontoon to carry out the work in Durban.

On 31 March the new port was due to be officially delivered to the client during a ceremony that will be attended by port management and political authorities. Durban is located at the east coast of South Africa, bordering the Indian Ocean. It is the busiest port in sub-Saharan Africa. The port upgrade works were tendered by TRANSNET and executed by a joint-venture which included the local civilian contractor Group Five.

Dredging International was the managing partner of the consortium. The total contract value was €220 million; DEME's share amounts to €90 million. During the project, the existing northern breakwater was demolished and rebuilt, and the existing southern breakwater was strengthened. These preliminary works allowed for the port entrance channel to be widened from 120m to 220m, and to be deepened from 12.8m to 19m in the outer channel and 17m in the inner port.

As a consequence, it will be possible for container vessels of up to 9,400 TEU and vessels of equivalent size to call at Durban port. A total of more than 10 million m³ of material was dredged, part of which was used for the foundation and the reinforcement of the breakwaters.

Apart from the mega dipper **Pinocchio** and two split barges, **DI 68** and **DI 69**, DEME assigned the trailing suction hopper dredgers **Marieke**, **Krankeloon**, **Orwell** and **Pallierter** to the project.

Since the stone dumping vessel **Pompei** was unavailable - having been hijacking by Somali pirates - stone dumping operations were executed by using a split barge, a customized platform (in fact an adapted spud-pontoon), and a cable crane operating from the shore.

"The port upgrading and modernization in Durban was an outstanding example of a multidisciplinary approach: dredging, beach nourishment, reconstruction of the second breakwater, demolition of several quay walls and the removal of ship wrecks in the approach channel (including clearing a huge wreck in the outer channel)," said DEME in a statement, noting that winning the contract for the project led to the company securing several other contracts in the region, including maintenance dredging in all South African ports between 2007 and 2011; maintenance dredging in neighbouring countries such as Mozambique and Namibia; and a beach nourishment project on behalf of the city of Durban.

With the football World Cup due to take place in South Africa later this year, and the promotion of the city of Durban as a tourist destination, Dredging International has also been contracted to carry out an additional beach nourishment project in April 2010.

Dredging International said safety on site was a major concern, and the consortium achieved 1 million hours without a serious incident or Lost Time Injury (LTI).

"Particular challenges in Durban included the absolute need for good planning and co-ordination of the various, complex activities; the execution of the work with a variety of plant in the very busy, narrow entrance channel to the port of Durban; the limited space that could be used for all land-based activities; and the rough weather and frequent storm conditions in the Indian Ocean – especially when working in the outer channel and at the southern breakwater," DEME concluded. **Source : Dredging News Online**



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Acties op komst in Rotterdamse haven

Na jaren van relatieve rust rommelt het weer in de Rotterdamse haven. Vakbond FNV Bondgenoten heeft ECT, het grootste containeroverslagbedrijf in de haven, een ultimatum gesteld in de vastgelopen cao-onderhandelingen. Woensdag om middernacht verstrijkt het ultimatum. Aangezien de partijen sinds het opstellen ervan niet nader tot elkaar zijn gekomen, zijn acties vrijwel niet meer uit te sluiten. „Er gaan zeker werkonderbrekingen komen, maar dat doen we als er schepen voor de kant liggen en de feestdagen voorbij zijn”, zei bestuurder Niek Stam van FNV Bondgenoten woensdag. Evengoed sluit hij niet uit dat er „vannacht wat gebeurt”. „We zullen zien wat er gebeurt”, zegt directeur Jan Westerhoud van ECT. Hij vreest voor grote imagoschade als de boel inderdaad plat gaat. „Als het lang gaat duren, kan het niet zonder schade blijven.” Zeker in deze economisch moeilijke tijden is een staking het laatste waar ECT op zit te wachten.

De cao van de ongeveer 2200 medewerkers van ECT liep in april vorig jaar af. Voor een nieuwe cao zet FNV Bondgenoten in op een sectorale cao, waardoor alle overslagbedrijven in de haven te maken krijgen met gelijke voorwaarden. „Dat is zeker met het oog op de nieuwe bedrijven die straks op de Tweede Maasvlakte komen, van belang voor alle havenwerknemers”, stelt Stam. Een sectorale cao is juist het laatste wat ECT wil. „Wij willen de baas blijven in ons eigen bedrijf”, zegt Westerhoud. De bond, die naar eigen zeggen 1200 leden telt bij ECT, wil behalve een sectorcao onder andere ook een betere pensioenregeling, meer loon en inspraak in zaken als veiligheid en scholing. „We hebben een goed financieel bod gedaan, maar we gaan absoluut niet akkoord met voorwaarden die ons als bedrijf beperkingen opleggen zoals over veiligheid en ons aannamebeleid”, zegt ECT. „Wij zijn groot genoeg om dat allemaal zelf te kunnen regelen en dat doen we ook.”



Above seen the **Sulnorte Servicos Maritmos** fleet's 3 x Robert Allan's 24 m 45 t tugs handling the Capesize **Eternal Power** at Santos, last week.

Photo : Felipe Gouvêa - Sulnorte Serviços Marítimos – Brazil (c)

UOS Discovery to work offshore Australia

GO Marine Group has confirmed that the first of the GO Hartman joint venture's 200 tonne bollard pull, DP 2 anchor handlers, UOS Discovery, is set to work offshore Australia. Said GO: "This highly capable vessel will be one of the newest and most technically advanced anchor handlers in the region. **UOS Discovery** will be managed and operated by GO Marine Group as part of our joint venture with the Hartman Group (GO Hartmann Pty Ltd)."

Garrick Stanley, managing director of GO Marine group, said: "The vessel has been bid for a number of contracts and we are hopeful of securing work for the vessel in the coming weeks." **Source : Offshore News Online**



Above seen the 2010 built offshore tug/supply ship **UOS EXPLORER** offshore Malta on her maiden voyage for a bunkering stop. Ship was delivered on March 15th and she's the sixth of the series of in total 12 AHTS vessels built with Fincantieri's naval vessel division in Italy. Shipping Agents were **Ronasons Shipping Agency Ltd.**
Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

Four split hopper barges for Van Oord christened in China



Four self-propelled split hopper barges named after the famous Dutch engineers **Jan Blanken, Jan Leeghwater, Pieter Caland** and **Cornelis Lely** were christened on 27 March last in Dalian, China.

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The ceremonies were performed by Mrs M G Kloet, wife of area director J Kloet, Mrs M W Schaart, wife of staff director J Schaart, Mrs H B Krekt, wife of area manager for China L J Krekt and Mrs J M Smidt, partner of project manager T J M de Boer.

The barges, each with a hopper capacity of 2,850 cubic metres, were built under IHC management. Together with the backhoe **Goliath**, **Jan Blanken** and **Jan Leeghwater** will be deployed on the harbour deepening project in Rio de Janeiro, Brazil in the summer of 2010.

When completed, **Pieter Caland** and **Cornelis Lely** will be operational by mid-2010. The ships form part of Van Oord's Euros 1 billion investment programme for 2007-2011. **Source : Dredging News Online**



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The Passenger/cargo/Car ferry "**La Suprema**" seen out bound from Malta harbour on 15/3/10.

Photo : Anthony Vella (c)

PPA: We will not allow port workers to slow down modernization of N. Harbor

The Philippine Ports Authority (PPA) said it will not allow erring port workers to slow down its modernization efforts, adding that such an event may compel them to use police or military force to allow the new operator to take over.

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PPA General Manager Oscar Sevilla said PPA and the Manila North Harbour Port, Inc. (MNHPI), entered into a contract and that contract needs to be honored. "MNHPI already offered port workers the money to pay for their past services. They also honor the collective bargaining agreement (CBA) and they are willing to absorb the workers. It seems that (the workers) just don't want Harbour Centre to come in. They are trying to hostage the project and we won't allow it because we need to respect the contract," he said.

He said that PPA will exert all efforts with the help of the police to force the erring cargo-handlers to honor the new operator of the port. He said MNHPI has offered P140 million to pay past services of the port workers, but they are demanding for more.

He said MNHPI offer the said amount to resolve the issue, thinking that they can recover such expense when they operate the port. He explained that it's good that MNHPI made the offer, when it's the cargo handlers that should be paying the workers.

Cargo handlers claimed that they don't have the money to spend. Sevilla claimed from the start, the bidding was made open to public. They went through some court battle and the bidding was suspended, until finally the project was awarded to MNHPI. He added that there have been consultations with port workers in the past, and they also got the copy of the bid documents. MNHPI has discussed with other stakeholders the operational processes once turnover is completed. When asked about the supposed to be take over on March 31, Sevilla quickly denied saying "we don't know yet when they will take over and that the suspension was made indefinite."

MNHPI still has to resolve issues on minimum cargo handling equipments, as stated in the contract before it takes over the port. **Source : Malaya**



Above seen offshore Vung Tau, Vietnam. The 2009 built, AHTS 10.760 BHP, 140 BP "**Sea Cherokee**" The **Sea Cherokee** is planned to tow the **Offshore Resolute** from Vung Tau anchorage to the CNV location
Photo : Richard Qualm ©

.... PHOTO OF THE DAY



Above seen the 1977 built offshore tug/supply ship **MED FOS** offshore Malta towing the 1983 built bulker **THEODORE JR** loaded with Phosphate on her voyage to Piraeus after the bulker was salvaged off the Straits of Gibraltar during an engine room explosion on Friday 19th March 2010.

Shipping Agents were Ronasons Shipping Agency Ltd.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

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