

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 094



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**The CG 69 USS VICKSBURG seen arriving in Brest (France)
Photo : Jacques Carney (c)**

EVENTS, INCIDENTS & OPERATIONS



The **HELLESPONT DIONE** seen moored in Cape Town – Photo : Aad Noorland (c)

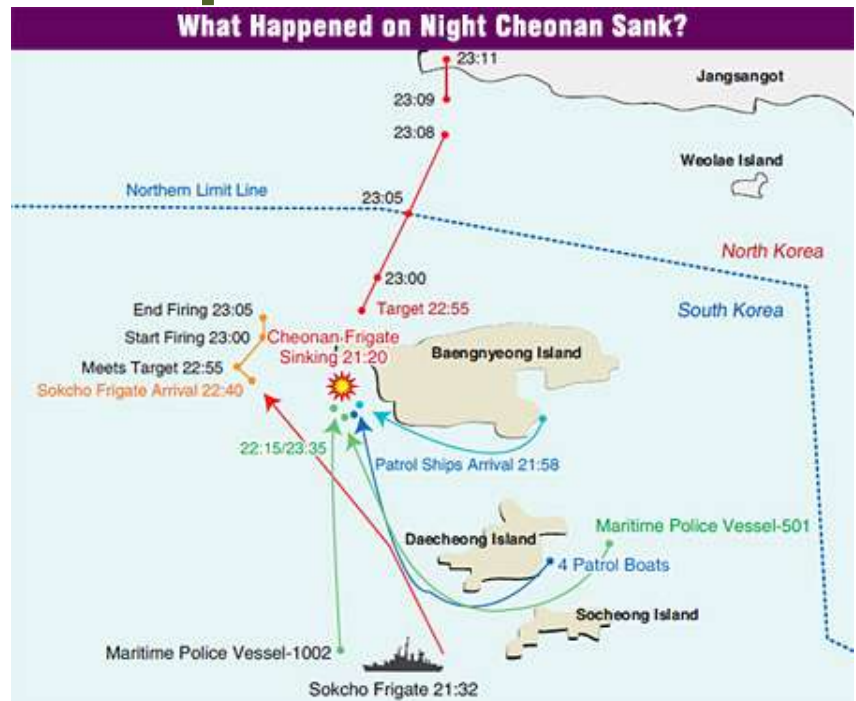
S.Korea resumes search of sunken warship

Divers on Friday resumed their search of a South Korean warship that sank near the tense North Korean border after two days of bad weather halted the operation, as the cause of last week's sinking remained a mystery.

High waves and strong currents had put a stop on the search for the 46 crewmen, who have been missing since their ship broke in two after an explosion, causing anguish among families still hoping for a miracle. The 1,200-tonne corvette went down on the night of March 26. Fifty-eight crewmen were saved at the scene. Most of the rest were thought trapped in the stern section, but divers as of Friday morning had been unable to get into all the cabins or other rooms.

It is very hard to say when we will be able to find the missing," military spokesman Lee Ki-Shik told a briefing. "Our rescuers are still trying to get in despite the bad weather, so please be patient." No one has officially declared them to be dead,

even though the air in any watertight compartments would long since have been used up. Authorities are also desperate for clues to the cause of the disaster although these may not emerge until the hull sections are lifted from the Yellow Sea. A private salvage ship is at the scene. The disputed border was the scene of deadly naval clashes between North and South Korea in 1999 and 2002 and of a firefight last November. Seoul has ordered its military on alert but not cited any evidence the North was involved. The defence minister has said a North Korean mine -- either drifting or deliberately placed -- might have caused the disaster. However, his ministry has said it was very unlikely



that the North's submarines had penetrated close to the **Cheonan** warship at the time. A 60-member investigation team of military and civilian experts is being formed. President Lee Myung-Bak has ordered the military and civil service on heightened alert but appealed Friday for people not to overreact. "North Korea and the international community are watching. We should look into the case in a calm manner and use it as a chance to elevate national capability," he said.

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The **Celebrity MILLENNIUM** seen moored on the Mega Pier in Willemstad – Curacao
Photo : Kees Bustraan - community.webshots.com/user/cornelis224 (c)

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

End of monsoon season sparks piracy threat

The US Maritime Administration, Marad, yesterday issued advisories to US ships in the waters off the Horn of Africa and in the Indian Ocean. The warnings advise that pirate activity could increase between now and May, due to the end of the Northeast monsoon season and increased range of recent pirate attacks. With the end of the monsoon season, calmer weather and seas create a greater opportunity for pirates to operate their skiffs further away from shore and larger base ships. This area of activity has expanded to more than 1,000 nautical miles off the Horn of Africa into the Indian Ocean. These warnings must be taken seriously, as pirates continue to put our ships and crews at risk, even

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one year after the **Maersk Alabama** incident, said David T Matsuda, Acting Maritime Administrator. Mariners must be vigilant and prepare for potential attacks when in the region.

The **Maersk Alabama** hit the headlines in April last year, when the vessel was hijacked by Somali pirates. It came to a struggle with the crew and the pirates took the Maersk Alabama's captain Richard Phillips with them. He was freed a couple of days later in an action coordinated by the US Marine Corp. **Source : ShipGaz**

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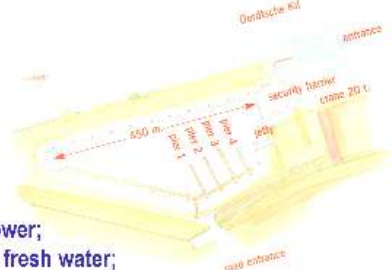
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Big Orange XVIII feeling blue entering Montrose Harbour Scotland 31st March 2010

Photo : Bison (c)

Militants Now Provide Security for Dredging

Armed militants and prominent youths from some communities in the Niger Delta are now giving security cover to officials of Fung Tai Company handling the dredging of Lot one that covers Bifurcation to Warri in the war tone region.

This was made known in Abuja yesterday at a press conference addressed by the Chairman and Chief Executive officer of Fung Tai, Sir Isaac Chuks. He said with the security arrangement now being made by the militants and the Ijaw Youths Council (IYC) to protect the company's properties and secure the dredging workers, his company has started working for 24 hours daily in the zone which hastens their operation.

Sir Chuks said since the contract for the dredging of the Lot was awarded to the company in December 2008, his workers have not been able to work for more than nine hours a day until recently when the youth's group and the militants in the area undertook to provide security for the dredgers.

He said he had to request the Joint Taskforce (JTF) to withdraw its Soldiers to pave way for the militants and the youth's group to take over the security of his men and equipment. He admitted paying the militants salaries for their services. He said his company also had to construct roads, provide water and employed 80 percent of his staff from among the youths of the area. "When the contract was to be awarded, none of the three other contractors agreed to collect Lot one because they all envisage that there will be problem dredging the Niger Delta end of the river Niger. But when I first made attempt to penetrate the place to go and arrange a place for my staff, I was seized by armed youths.

But when Bio went to the area as the then Transport Minister and visited the community leaders and the youths, they all accepted him and since then we started having considerations and favours from the communities. This is why we are saying that the Federal Government should reassign Bio to the Transport ministry to make it easy for us to enjoy the cooperation of the youths till we complete the dredging.

"We have now recorded about 70 percent level of completion and with the approval we got from the youths and the militants to work in the area for 24 hours daily like other dredging companies working outside the Niger Delta area, we hope to meet the dateline for the completion of the capital dredging fixed for June. Similarly, we have also mobilized 3 additional dredgers making it six just for the work to go on successfully and in time. We are also set to commence the maintenance shortly afterward," he said.

Contract for the dredging of that Lot was awarded to the company at the sum of N4,836,943,125.00 on the expectation that the 150 kilometer length covering Bifurcation in Bayelsa to Warri in Delta states will be dredged by excavating 2,400,000 cubic meters of sand. The company received a cumulative payment of N1.002 billion. While the capital dredging of the river is expected to be completed in June, maintenance dredging for two years is also to be carried out by the company. **Source : AllAfrica**



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Boskalis TSHD **Seaway** seen approaching Port of Ushuaia Argentina. Photo : Marco Kroon ©

Prices for oil tankers and container ships on rise

Data from Clarkson Research Services Limited showed that prices for oil tankers and dry bulk commodity and container carriers have been on the rise. Some analysts said that the rise indicates the global shipbuilding industry may have hit the bottom.

According to the Clarkson data, the average price for a 157,000 DWT oil tanker was set at USD 62.5 million as of Friday, up by USD 500,000 from a week ago. Average prices for 57,000 DWT and 35,000 DWT dry bulk carriers also gained by USD 300,000 each. The average price for a 3,500 TEU container carrier rose to USD 37 million, up by USD 200,000. And that of a 1,100 TEU carrier also rose by USD 200,000 to USD 19.5 million. TEU is short for 20 TEU. Source: Yonhap

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The **NAMAI** seen at the Noordzeekanaal – Photo : Frans van Orden ©

Fire at Alang ship-breaking yard kills 6

A major fire broke out at Plot No. 27 at Alang beach in Gujarat on Thursday killing as many as 6 people, it is reported.

Reports say that a huge oil spill caught fire, engulfing the ship that was being dismantled by the workers. There were many workers engaged at the ship-breaking yard at Alang when the mishap occurred. Efforts are on to control the blaze, but rescue workers and authorities fear more casualties.

The plot where the fire occurred is owned by Budha Patel of Shantamani Enterprise. This plot is one of 130-odd plots in use today. Environmentalists blame the Directorate General of Shipping for the hazardous situation that exists at the Alang ship-breaking yard. A central technical team, constituted by the ministry of environment and forests, had in late 2009 assessed the hazardous materials/wastes contained in this particular ship, and had disallowed the beaching and recycling of the ship at Alang.

However, despite this, environmentalists allege that the Directorate General of Shipping did not send the ship back. Currently, the ship-breaking plots at Alang have about 166 ships to dismantle. Observers say that such dereliction of duty on the part of the officials has turned Alang into not only the graveyard of ships but also of workers.

In March too, four persons died in a similar fire at Alang. Source : business.rediff.com

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The **SMIT ONEIDA** seen operating in the Bahama's – Photo : Hans Dörr (c)

NAVY NEWS



The Dutch frigate **F 828 VAN SPEIJK** seen arriving in Willemstad – Curacao
Photo : Kees Bustraan - community.webshots.com/user/cornelis224 (c)

INDIA - Armed forces bracing for a 'hot summer', says Antony

Defence Minister A.K. Antony said here Thursday that in view of increased cross-border infiltration, the Indian armed forces were bracing for a 'hot summer' this year.

'We are expecting that this summer we shall see enhanced activity from forces inimical to us from across the borders. We are ready for the challenge,' Antony said, speaking to mediapersons after the launch of India's third missile destroyer **INS Chennai**.

Antony said the government felt the need to modernise all the three wings of the country's armed forces and was prepared to quicken the process to secure them with the latest equipment and weapons keeping pace with the technological advancements.

He said the November 26, 2008, Mumbai terror attacks have proved that the country's 7,500-km long coastline was not secure. The threat perceptions, until now confined only to the land borders, were emanating even from the sea routes.

Antony stressed the need to initiate measures on 'a war footing' to provide adequate security to the vast coastline which was significant for the country even economically as 95 percent of international trade is carried out through the sea.

India's third missile destroyer **INS Chennai** being built at the Mazagaon Dock Limited for the Indian Navy, was launched at a function here Thursday afternoon. The ship, fitted with the indigenously designed BrahMos surface-to-surface missiles system - part of the Project-15 Alpha class - was launched by Elizabeth Antony, wife of the defence minister.

Addressing the gathering, Antony said the launch of **INS Chennai** marks 'a major revolution in technology' and it was heartening to note that the MDL has taken the lead in harnessing cutting edge technology in fortifying the maritime capabilities of India. When commissioned into the Indian Navy by 2013, '**Chennai**' will be the most potent vessel with state-of-the-art weapons and sensors along with its predecessors '**Kolkata**' and '**Kochi**', Antony observed.

Indigenously designed, the 163 metres long '**Chennai**' is propelled by four gas turbines and designed to achieve speeds of over 30 knots an hour. The BrahMos missiles system enables the ship to engage shore-based and naval surface targets at long ranges, making it a lethal platform for strike against enemy targets.

The ship's air defence capability, designed to counter the threat of enemy aircraft and anti-ship cruise missiles will revolve around the vertical launch, long range surface to air missile system which is being co-developed by DRDO.

Besides this, four AK-630 rapid-fire guns will provide '**Chennai**' with close-in-defence capability while an MR gun will enable her to provide effective naval gunfire support. Indigenously developed twin-tube launchers and anti-submarine rocket launchers will add punch to the ship's capability. Indeed, these ships integrate many new features and involve design changes that ensure a far more advanced weapons platform compared to the earlier Project-15 ships.

Besides the weapons and sensors, **INS Chennai** will incorporate stealth features, an advanced action information system, a comprehensive auxiliary control system, world class modular living spaces, sophisticated power distribution system and many other advanced features. **Source : sify.com**

<p>MEET TOS  AT</p> <p> from 18th until 20th May</p>	<ul style="list-style-type: none">• Global Ship Delivery• Crewing Solutions <p>www.tos.nl</p>
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SHIPYARD NEWS

Scandlines builds new ferries at German yard

Scandlines A/G has signed an agreement with Volkswerft Stralsund in Mecklenburg-Vorpommern to build two new ferries for the Gedser-Rostock service. The vessels, which have been in the pipeline for several years, will be the first newbuildings of the Scandlines fleet for 13 years. The duo will be ready for service in the summer of 2012. The ferries will be larger than the present units, the **Prins Joachim** and the **Kronprins Frederik**, and have a capacity of 460 cars or 90 lorries (1,600 lane metres) and 1,500 passengers. The vessel has a length of 69 metres and a breadth of 24.8 metres. The draught is 5.5 metres. The vessels will be powered by diesel engines that can be converted to burn LNG in a later stage. The service speed will be 20.5 knots.

The total investment for Scandlines is around DKK 1.7 billion, including rebuilding of both port facilities to accommodate the larger ferries. **Source : ShipGaz**

MHI to cooperate with BW Offshore LNG FPSO in combined know-how to increase marketing efforts

Mitsubishi Heavy Industries, Ltd. (MHI), has reached a basic agreement with BW Offshore Limited, one of the world's leading FPSO (floating production, storage and offloading) contractors, to collaborate in the marketing of FPSO for liquefied natural gas (LNG). The two companies plan to sign a memorandum of understanding (MOU). The collaboration of the two companies aims to improve the position from which to propose LNG-FPSO to potential customers throughout the world by combining their expertise – MHI's knowhow, garnered through the experience of constructing numerous LNG carriers and offshore structures, and BW Offshore's significant experience with FPSO projects. Through the effective sharing of roles, the two companies will accelerate its marketing activities and are well positioned to execute their first LNG-FPSO project.

The agreement outlines the joint development of design and joint marketing activities, mainly targeting LNG-FPSO projects, with around two million tons per annum (MTPA) production capacity. Specifically, MHI will take charge of the vessel's hull and LNG storage tank portion and BW Offshore among others will be responsible for the pretreatment and liquefaction facilities and production and mooring solutions. By combining the strengths of the two companies, an LNG-FPSO that scrupulously responds to customer needs becomes possible to propose as a package. For LNG storage tanks, MHI will propose MOSS type spherical tanks, in which the company has proven experience through the delivery of numerous LNG carriers and whose reliability and economical efficiency have already been confirmed.

The origin of BW Offshore goes back to the early 1980s, when it started business as a department of Bergesen d.y., a world leading shipping company. The company was the first to operate a LPG (liquefied petroleum gas)-FPSO with the unit "**Berge Sisar**" in Angola, receiving first gas in 1982. BW Offshore's main shareholder is BW Group, one of the

world's leading maritime groups in the tanker, gas and offshore segments. BW Offshore has completed 14 FPSO projects and delivered more than 50 turrets and offshore terminals to date.

While demand for LNG is increasingly being appreciated as an energy source that emits less carbon dioxide (CO₂), one of greenhouse-effect gases, compared with other fossil fuels, its production and development is moving to offshore gas fields, either large scale or small and medium "stranded" fields, which have been discovered, but remain untapped. As a result, LNG-FPSO, which can eliminate long pipeline and offers facility moving capability, is drawing much attention. At present, gas development projects using LNG-FPSO are either planned or being discussed on offshore sites in many countries, including Australia, Indonesia and Brazil.

In tandem with the aforementioned plans, submission of proposals and bidding by shipbuilding and plant engineering companies with strong LNG production facilities have become brisk. Spurred by the collaboration agreement with BW Offshore, MHI will further strengthen its LNG-FPSO marketing activities, leveraging the expertise of the two companies. **Source: Mitsubishi Heavy Industries, Ltd.**

Dormac Marine takes top BEE awards



Dormac's Durban shipyard.
Photo : Gary Pulford

Durban-based ship repair and engineering company Dormac, which has offices and repair yards at Durban, Richards Bay, Cape Town, Saldanha and Walvis Bay, was honoured this week with two awards acknowledging transformation.

The company received the Top Empowered Corporate Award for companies with a revenue of between R35m and R500m), and also Top Empowered Company in General Industrials.

Dormac was created from a merger

between Dorbyl Marine and IMAC. The Metropolitan Oliver Empowerment Awards are aimed at acknowledging, congratulating and celebrating the efforts made by local companies towards the development of BEE (Black Economic Empowerment) and transformation. There is an intense three month research process which is critical in ensuring that all of the finalists are championing empowerment in business today. **Source : ports.co.za**

Norwegian minister positive to more shipyard subsidies

Trond Giske, Minister of Trade & Industry has told Dagens Næringsliv that the Norwegian government is readying an increase in subsidies to the Norwegian shipping industry. A concrete proposal will be included in the budget in May, and Mr. Giske says increasing existing subsidies is most likely. Today's subsidies are granted via Innovation Norway, which grants subsidies for research and development, and The Norwegian Guarantee Institute for Export Credit, GIEK. So far this year, Norwegian shipyards have only secured nine new orders totalling NOK 4.2 billion. This figure includes Fjord Line's order for two new ferries, which account for about NOK 1.7 billion of the total order value.

Source : ShipGaz



The **RWS 75** was launched at the De Haas Shipyard in Maassluis - **Photo : Jan Oosterboer ©**

Shipyard Crunch May Close Avondale

For more than a decade, six major shipyards have met most of the shipbuilding needs of the U.S. Navy. But those needs are declining, even as the service builds up to its 313-ship fleet.

A question beginning to loom large in shipyard planning is whether the planned number of ships will be enough to keep those six shipyards in business, and a growing consensus is that the answer may well be "no." Among the first victims could be a key employer in the already hard-hit New Orleans area.

"The most challenging aspect of the plan is volume," David Heebner, head of General Dynamics' shipbuilding division, told Congress on March 3. The new plan, he pointed out, builds 13 fewer surface ships in the near term compared with last year's plan. "This volume challenge," Heebner said, "will likely trigger shipyard work-force resizing."

Mike Petters, Heebner's counterpart at Northrop Grumman, buttressed those remarks at the same hearing. The new plan, he said, "presumes that there will be a smaller industrial base required to support the plan, and it presumes that that base will be healthy."

"I think these are very bold presumptions," Petters continued. "Our industrial base today has been established to support a 600-ship Navy, and yet this plan presumes even greater adjustments are to come." A "rationalization would also be challenging in terms of our facilities," each of which, Petters added, is "tailored for specific applications in support of particular missions."

Of the six yards - three each owned by Northrop Grumman and General Dynamics - four seem to have solid order books. Northrop's Newport News yard in Virginia builds all the nation's aircraft carriers and half its submarines. The company's Ingalls yard in Mississippi constructs destroyers and all amphibious assault ships, along with large Coast Guard cutters.

GD's Electric Boat yards in Connecticut and Rhode Island supply the other half of Navy submarines, and Bath Iron Works in Maine builds major surface combatants.

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GD's weak link is the National Steel and Shipbuilding Co. yard in San Diego. While the yard is held in high regard for its workmanship and management, its order book is dwindling, with only five T-AKE dry cargo ships left to build and deliver. The yard has no further orders after the last ship is delivered in 2012. However, NASSCO is expected to compete for three new Mobile Landing Platform ships, the first of which is included in the current budget request. In weaker shape is Northrop's Avondale yard at New Orleans, which specializes in building LPD 17-class amphibious ships. While four more LPDs are under construction or planned, the new shipbuilding plan canceled or delayed two programs that were expected to provide work for the yard, and as of now, Avondale has no further ships to build after the last of the LPDs is delivered in 2016.

Both companies, to some extent, seem to be holding out hope for building at least a few Littoral Combat Ships (LCS) at its shipyards. Neither company owns the small shipyards bidding for the current 10-ship LCS contract, expected to be awarded this summer, but both GD and Northrop could bid on another five-ship contract that will be competed in 2012.

Compounding the questions about Avondale's future is Northrop's need to get its sprawling Ingalls facility back to delivering the kind of quality the Navy wants from the yard that builds two out of every three of its major surface ships. Hurricane Katrina hit Ingalls hard in 2005, and Northrop since has struggled to repair and rebuild the yard's infrastructure while getting its extensive building schedule back on track.

Quality assurance has been an issue with some of the yard's ships as well - perhaps not surprising, since a considerable portion of the work force never came back after Katrina.

"Our demographics have shifted to a work force of employees with less than five years" of experience, Petters said, "coupled with a large population of shipbuilders with more than 25 years' experience nearing their retirement eligibility. And that experience is not easily replaced."

Petters, who already led the Newport News yard, added the Gulf Coast shipyards to his portfolio in 2008. Navy officials heartily supported the move, and Petters continues to have the support of his top customer. But some in the Navy say the challenge of improving the Gulf Coast yards while maintaining sufficient quality at the Virginia yard may be too much, and, privately, are urging Northrop to close the Avondale yard and concentrate on fixing Ingalls.

Such a move, some industry analysts said, might fit in well with the style and desires of new Northrop CEO and President Wes Bush. Soon after taking over in January, Bush declared the company would move its Los Angeles headquarters to the Washington area, and shortly after that announcement, he pulled Northrop out of the Air Force aerial tanker competition, charging the competition was unfairly weighted to favor competitor Boeing.

"Bush is very focused on operating margins and free cash flow," said defense industry analyst Jim McAleese. The Navy is concentrating construction at its major shipyards on nuclear-powered and surface combatants, he said. "I would expect that Northrop is aggressively re-examining certainly its non-nuclear shipyards right now."

"I don't believe that shipbuilding fits clearly into the future with Northrop's leadership," McAleese said. "A betting man would bet that Northrop would do something in the next year to rationalize at least one of its yards. The grim reality is that something dramatic is going to have to happen to Avondale."

Another Wall Street analyst agreed. "It's a continually underperforming business," said the analyst, who asked not to be named. "The financial community would likely applaud it." If Northrop decides to divest itself of Avondale, it could try to find a buyer or simply close down the facility.

Avondale, established in 1938, sits on 268 acres in a unique location on the Mississippi River. The yard is split by the levee - a large earthen dike built to contain the river in times of high water. During Katrina, the levee successfully held off the rising river, but ironically the barrier also is an impediment to development.

Shipyards now build ships in ever-bigger blocks, rolling them into place for final assembly. But Avondale's fabrication shops are all inside the levee, and blocks need to be driven up a relatively narrow ramp or hoisted over the dike for

assembly alongside the river. Northrop has made a number of investments in the yard's infrastructure, but a lot more money would be needed to keep pace with construction methods at Ingalls and elsewhere.

"They could sell Avondale to anybody," observed one Capitol Hill source. Although improvements are needed, "it's a good piece of property other than the levee," the source said. BAE Systems, which has garnered a large chunk of Navy ship repair work in Norfolk and San Diego, reportedly expressed interest at one time in buying Northrop's shipyards, but it is not clear how the company would view an Avondale acquisition.

The Gulf Coast also teems with commercial shipyards, many supporting the offshore oil industry. "If Avondale gets sold, it's not going to be in the Navy business," the Capitol Hill source said. "I could see smaller vessels, there, but it won't be battle-force ships in my opinion." Northrop has not signaled any specific intention to close the yard.

"Avondale shipyard has not approached me. They have not conveyed that to me at all," said the region's congressman, Rep. Joseph Cao, R-La. "That would be a terrible economic impact to the region were Avondale to close down. It would be of great concern to me."

Asked to comment on future plans for Avondale and its 4,600 employees, Northrop Grumman issued a simple statement: "The combination of excellent facilities and wide ranging work force experience at several locations gives Northrop Grumman Shipbuilding the flexibility to continuously move both employees and work to best serve the needs of our customers." **Source : DefenseNews**



Sovcomflot's "**Kazan**" approaching Europort, Rotterdam to discharge her cargo of crude oil from Sullom Voe.

Photo : Hans Hoffmann ©

Q1 figures from Korea suggest worst is over for the yards

The combined value of orders received by South Korea's four major shipbuilders in the first quarter of this year jumped more than five-fold from a year ago, the shipbuilders said on Thursday. The value of orders won by the four – Hyundai, Samsung, Daewoo and STX -- stood at US\$5.49 billion in the January-March period, compared with \$962

million for the same period last year, when the global shipbuilding industry was pounded by the global economic slump. The sharp rise in the value of orders indicated the nation's shipbuilding industry may have hit bottom, some analysts here say.

Hyundai Heavy received orders worth a total of \$2.74 billion in the first quarter. Daewoo Shipbuilding won orders worth \$1.45 billion for the same period. Smaller yards on the peninsula have also noted a rise in orders of late, especially for handies. Dae Sun Shipbuilding & Engineering reported this week that it has bagged an order for two 34-type ships from Ivory Shipmanagement, an owner based in the Marshall Islands. The newbuildings are scheduled to be completed in the latter half of 2011 and were priced at \$24.23 million apiece. Aside from the above, the Kaiji Press in Japan reported that STX Dalian, Hyundai Mipo Dockyard (HMD), SPP Shipbuilding and other South Korean-affiliated builders have also been winning orders for handysize bulkers. **Source : Seatrade Asia**

India Will Expand Government Shipyard

India's state-owned Garden Reach Shipbuilders & Engineers (GRSE), Kolkata, is to double its capacity in the next 12 months at a cost of \$87 million. The funds for the expansion have been sanctioned by the Indian Finance Ministry.

The expansion will mainly focus on increasing the capacity of the Raja Bagan Dockyard acquired by GRSE in 2006 from the Central Inland Water Transport Corporation. GRSE built the Indian Navy's Godavari-class frigates; missile corvette, which is equipped with surface-to-surface and surface-to-air missiles and anti-aircraft guns; and a variety of patrol boats.

GRSE's order book includes Landing Ship Tanks that the Indian Navy will use for littoral warfare and a modern oceanographic research-cum-hydrographic survey vessel, a shipyard official said.

On March 29, GRSE launched three Water Jet Fast Attack Crafts built for the Indian Navy - **INS Kabra**, **INS Koswari** and **INS Karuva**. These ships can cut through the sea at a high speed of 35 knots (65 kilometers per hour), powered by three water jets absorbing 8,100 horsepower, a GRSE official said. The ships are also fitted with advanced main engine controls, electronics, and communication and navigation systems. **Source : defensenews**

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The **CSC Amethyst** making her first visit to Dunedin to discharge petroleum products.

Photo : Ross Walker (c)

Maritime workers are threatening to shut down ports

Workers under the aegis of Maritime Workers Union of Nigeria (MWUN) threatened to shut down all the seaports across the country if management of Nigeria Ports Authority (NPA) fails to meet their demand on improved welfare package.

The union has given the Federal Government and NPA a 14-day ultimatum to address the issues raised by the union, just as it called for the intervention of the National Assembly.

Anthony Nted, MWUN president-general, in a chat with newsmen in Abuja explained that the union had written the NPA board and management, and permanent secretary of Ministry of Transport over its decision. He explained that the union is also seeking the intervention of the National Assembly in order to address the situation before embarking on the strike action. Nted, who accused NPA management of playing hide and seek game over issues raised by the workers, urged Nigerians to hold NPA responsible for the disruption of business activities at the ports. "At the union leadership level, we have done everything to maintain peace in the industry. There are lots of expectations from our members and we discovered that there are few demands that need urgent attention in the area of payment of our tally clerks and on board security men who have not been paid their minimum standard for the past two years.

"We also talked about end of the year bonus, up till now, the NPA workers are yet to get their end of the year bonus. This has never happened before and the workers are agitated, they want to take laws into their hands. We don't know why NPA did not want to pay this money; it can't be because they don't have money. The union leadership has been the one placating the workers, but it's like we can no longer tolerate the indifference of the NPA management to the legitimate demands of the people.

"The information we gathered is that board has not met since last year November, I don't know why. We also talked about new conditions of service for NPA workers and gratuity for retired workers and severance package for disengaged dockworkers. We thought that those who left the service since would have been paid by now, some of them have so many things to do with their entitlements.

"We have therefore given 14-day ultimatum to enable NPA to act or else we will shut down the ports. What we are doing today is to call the attention of the government to this. The problem lies in the hands of the NPA, let them implement all the agreements. The attitude of NPA is worrisome, we can't understand them, they keep saying the

board has not met; why should our welfare be subjected to the vagaries of NPA management, what if the board won't sit till next year, what happens?" **Source: Business Day Online**

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ITC's **BOULDER** seen moored in Den Helder – **Photo : Wout van Houwelingen**

AfDB and DP World sign loan agreement for 47.5 million Dakar Container Terminal

The African Development Bank (AfDB) Group and the Dubai Port World Dakar (DPWD) on Wednesday, 31 March 2010 in Dubai signed an agreement for a €47.5 million senior loan to finance the upgrading of the container terminal at the Dakar sea port in Senegal.

The agreement was signed by the AfDB Private Sector Department Director, Tim Turner, and the DPWD Business Development Manager, Manuel V. Pascua.

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The Dakar Port is one the busiest in West Africa, handling 90% of the total value of Senegal's foreign trade. Its geographical location is at crossroads between Europe, North America, South America, and Sub-Saharan Africa.

The project comprises equipment upgrades, operation, management, and maintenance of the existing container terminal in the Northern Zone of the port: upgrading the stacking areas pavement and improving other infrastructure such as rail installations, electricity, road and buildings in the port.

Speaking at the ceremony, Mr. Turner underscored the importance of the project. "We see a bright future for Dakar as a major trading center, serving the surrounding region as well as Senegal's own development needs. We look forward to a long and mutually beneficial relationship with DP World and we welcome them as partner to create a modern Senegal nation, connected with the rest of the region and the world through trade and other business links," he said.

Port infrastructure is among the basic facilities that allow a country to unlock its potential and gain access into the global supply chain. On completion, the Dakar port will improve efficiency and lower the delivery cost of both imported and exported goods as well as stimulate new export activities, thereby benefiting shippers, shipping lines, consumers and the government.

The project will also support knowledge transfer, build local capacity, create jobs for the people and make a positive contribution to the economy.

The project is well aligned with Senegal's development strategy, and Bank support to public-private partnerships (PPPs), which helps to reduce pressure on stretched public finances. It also helps to ensure that projects are managed according to the highest good governance and environmental sustainability standards . The project is in line with the Bank Group's private sector operations priorities, which encourage infrastructure development and regional integration through PPPs. **Source: African Development Bank (AfDB) Group**



Highland Drummer seen at KSB, Malaysia. - **Photo : Capt Jelle de Vries (c)**

The S&P Market week 12

Bulkers

DURA: 105,496 dwt blt 81 Mitsui Chiba, 9 hoha. Sold region USD 7,400,000 to Chinese buyer.

BAHIA / BELO HORIZONTE / BETIS: 76,801 dwt blt 04 Sasebo, 7 hoha. Sold region USD 33,000,000 each to Chinese buyer. Sale incl tc until 3/2011 at USD 9,000 per day.

6 X YANGZHOU DAYANG NB RESALE: 58,000 dwt blt 11 Yangzhou Dayang, Crs 4x35t. Sold region USD 195,000,000 en bloc to Spar.

YANGZHOU DAYANG NB RESALE: 58,000 dwt blt 11 Yangzhou Dayang, Crs 4x35t. Sold region USD 32,500,000 to Norwegian buyer Western Bulk Carriers.

2 X QINGSHAN NB RESALE: 57,000 dwt blt 10 Qingsham, Crs 4x30t. Sold region USD 31,900,000 to Chinese buyer.

MATHIOS: 46,678 dwt blt 96 Mitsui, 5 hoha, Crs 4x30.5t. Sold region USD 20,300,000 to undisclosed buyer.

ZSQ STAR: 45,470 dwt blt 86 Verolme, 6 hoha, Crs 3x25t. Sold region USD 7,500,000 to Middle East buyer.

SJN INTREPID: 43,648 dwt blt 94 Tsuneishi, 5 hoha, Crs 4x30t. Sold region 18,000,000 to Chinese buyer.

TOLMI: 27,476 dwt blt 80 Hitachi, 5 hoha, Crs 5x25t. Sold region USD 2,900,000 to Chinese buyer.

VITAFATH: 23,258 dwt blt 84 HHI, 4 hoha, Crs 3x25t. Sold region USD 5,050,000 to Turkish buyer.

ADAMASTOS: 17,792 dwt blt 86 Shikoku, 4 hoha, Crs 3x30t. Sold region USD 4,700,000 to Greek buyer.

Containerships

CMA CGM DEBUSSY / CMA CGM BIZET / CMA CGM RAVEL: 80,000 dwt blt 01 Hanjin, 8 ho/16 ha, 6,627 teu, Gless. Sold region USD 105,000,000 en bloc to Embiricos. Sale incl 3+2 year tc at GBP 25,000 per day.

LAUSANNE: 39,384 dwt blt 03 Hyundai Mipo, 6 ho/8 ha, 2,826 teu, Gless. Sold region USD 24,400,000 to KMTC.

ASIAN STAR: 13,823 dwt blt 05 Jiangdong, 1,118 teu, Crs 2x45t. Sold region USD 13,000,000 to undisclosed buyer.

Tweendecker

THOR SEA: 16,226 dwt blt 86 Asstilleros, 5 hoha, 519 teu, Crs 4x12.5t. Sold region USD 2,600,000 to Syrian buyer.

Roro/Ropax/Ferry/Cruise/PCTC/High-speed

SCANIA: 800 pax, 216 lm, 14 kn, blt 1972 Aalborg. Sold for EUR 300,000 to clients of Medmar.

RANINE: 1.148 lm, 15 kn, blt 1978 Rickmers,

TAURINE: 1.148 lm, 15 kn, blt 1978 Rickmers. Sold enbloc for USD 2,174,000 to Turkey.

Tankers

CRYSTAL ACE: 285,365 dwt blt 94 Daewoo. Sold region USD 17,000,000 to undisclosed buyer.

SUVA: 279,984 dwt blt 93 Daewoo. Sold region USD 15,000,000 to undisclosed buyer.

TITAN SCORPIO: 265,551 dwt blt 86 Kawasaki. Sold region USD 14,500,000 to undisclosed buyer.

AROSO: 107,500 dwt blt 10 Tsuneishi. Sold region USD 52,500,000 to Brightoil.

SEA SAPPHIRE: 96,173 dwt blt 94 Stocznia. Sold region USD 12,500,000 to Middle East buyer.

Demolition

Bangladesh

MT Hida Maru: 254,344 dwt blt 76, 37,216 ldt, USD 420 as is Singapore.

MT Hesnes: 68,157 dwt blt 90, 16,092 ldt, USD 465 as is Singapore.

MT Al farabi: 43,851 dwt blt 86, 12,568 ldt, USD 470 as is Spore (150 tns stainless).

MT Kriti Akti: 41,470 dwt blt 86, 8,597 ldt, USD 440 as is Fujairah.

MT Opal: 41,245 dwt blt 83, 9,756 ldt, USD 439 dwt blt ldt.

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MV Holy Light: 37,680 dwt blt 77, 7,450 ldt, USD 418/ldt.

MT Theresa II: 12,985 dwt blt 82, 5,268 ldt, USD 395/ldt.

India

MSC Toba (cont): 53,765 dwt blt 82, 18,558 ldt, USD 425/ldt.

MV Anak: 27,039 dwt blt 72, 7,421 ldt, USD 365/ldt.

MT Pisces 8: 29,999 dwt blt /82, 7,210 ldt, USD 428/ldt.

MV Kaliopé: 6,930 dwt blt 94, 4,326 ldt, USD 357/ldt.

MT Kefre: 6,525 dwt blt 84, 2,160 ldt, USD 515/ldt (stainless steel tanks).

MT Sarinaz: 3,488 dwt blt 74, 1,370 ldt, USD 675 (250 tns stainless steel).

Siren (Ro/Ro): 2,150 dwt blt 76, 7,829 ldt, USD 385/ldt.

Niki (ex. MSC Nikita): 36,417 dwt blt 80, 17,286 ldt USD 240 as is Holland (damaged).



The **NIKI (ex MSC Nikita)** seen departing in tow of the **SALVAGE LEADER** from Vlissingen

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

Global Progress (Ro/Ro): 19,669 dwt blt 77, 10,713 ldt, USD 425 as is Karachi.

Global Prosperity (Ro/Ro): 19,669 dwt blt 77, 10,713 ldt, USD 420 as is Kandla .

(Final destination of above 3 vessels currently unknown)

Pakistan

MT Evan I: 29,810 dwt blt 84, 8,880 ldt, USD 390/ldt.

All details believed to be correct but not guaranteed.

Source: Aquamarine Shipping Consultants, www.aquamarine.org



TICTS (Tanzania International Container Terminal Services) is progressing in setting Dar es Salaam in a more efficient and effective container handling port. Berthing window concept is introduced in concert with Maersk Line in order to set more reliable service. Berthing window concept was never used before in Dar es Salaam, above seen moored the

E.R. ELSFLETH

Photo : Anton Klaassen (c)

No selloff plans for SCI, DCI

The ministry has no plans to divest stakes in Shipping Corporation (SCI), and dredging firm Dredging Corporation (DCI), Shipping Secretary K Mohandas said last week.

"As of now, there is no immediate (divestment) proposal that we are working on. We will have to look at these corporations' own needs and the government's fiscal requirement. They (SCI and DCI) will manage on their own," Mohandas told reporters on the sidelines of the 47th National Maritime Day celebrations here.

Last July, the shipping ministry had announced plans to offload stake in many public sector units under its command, including SCI and DCI. The government holds over 80 per cent stake in SCI and 78.56 per cent in DCI.

"We feel this is the time for SCI to acquire more vessels and expand its fleet, because there is some advantage in the current market conditions for acquisition of vessels," Mohandas said. Also, since the country is weak in the area of dredging of ports, DCI needs to enhance its capacity by collaborating with international companies.

"Dredging capacity as of now is not adequate, so both DCI and the private dredging industry have to definitely grow more. We have to create more terminals to increase dredging capacity," he said, adding DCI plans to place orders for three new dredgers before the end of this fiscal.

"We would also like to build dredger-building capacity in the country. Cochin Shipyard has a proposal to tie up with one of the major dredger builders in the world. It is still being discussed," Mohandas said **Source : Business Standard**



The **PORT LOUIS** seen outward bound from Rotterdam – Photo : Kees Torn (c)

Kakinada port awaits nod for three more berths

The Kakinada deep water port, being operated by the Kakinada Seaports Ltd, handled 10.45 million tonnes of cargo during 2009-10 and is aiming at 13 million tonnes during 2010-11, according to Mr K.V. Rao, Chairman and Managing Director. At a press meet on Wednesday, Mr Rao said the Andhra Pradesh Government had given permission to the KSPL in 1999 to operate the port and, since then, the infrastructure had been strengthened in the port. "The State Government gave us the port with three berths and we added one more berth. We are planning to invest Rs 800 crore more in the port in phases. We are planning to construct six more berths and in a few months, work on three more berths will begin.

"The public hearing for the additional three berths has been completed and once we get the environmental clearance, work will begin on the three berths," he explained. He said the target was to reach 20 million tonnes by 2013. "We have also taken up a joint venture project with Singapore's Sembawang to set up a marine repair facility for merchant vessels, offshore vessels and rigs at a cost of \$375 million.

"It will be a one-stop repair facility for the rigs and vessels taking up oil and gas exploration in the Krishna-Godavari basin. At present, they are being taken to Singapore for repairs. A lot of time and cost can be saved," he added. In response to a question, he said 1,500 persons would get employment in the marine repair facility. He denied that any cargo was being diverted to the deep water port from the old Kakinada anchorage port and the new port was not adversely affecting the interests of workers dependent on the old port. He said the new port was well within its rights to handle cargo generated on its own and the controversy was not necessary on the issue.

In response to another question, he said he had not read the Comptroller and Auditor-General report and the comments made by the CAG on the issue of land given to the KSPL. "I do not want to make any comment but I want to offer a clarification. The State Government has given the KSPL only 61 acres and the rest of the land reclaimed from the sea. We have reclaimed as much as 200 acres so far and we propose to reclaim 200 more for the construction of new berths and other facilities. Even for the reclaimed land, we are taking permission from the State Government and we are paying rentals," he explained. He said the KSPL was paying all amounts due to the State Government in accordance with the agreement and there were no arrears.

Mr Y.S. Prasad, Chief Executive Officer, also participated in the press meet. **Source: The Hindu Business Line**



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Shell in the North Sea Forties Crude Load on a VLCC-Trade

Royal Dutch Shell PLC (RDSA) will load light, sweet North Sea Forties crude oil onto a very large crude carrier in coming days, traders and shipbrokers said Thursday. The VLCC **Onoba** arrived April 3 at Hound Point, Scotland, Hi Piet



Above seen the **ONOBA** arriving at 3/4/10 at 13.30 at the River Forth assisted by **Dalmeny** and **Hopetoun**. The tugs are just about to swing the tanker onto Houndpoint Oil Terminal, River Forth.

Photo : Iain Forsyth (c)

The supertanker is under long-term time charter to Shell, they said. It remains unclear whether Shell will move the supertanker to other regions or float it in the North Sea, traders said.

Should the loading happen, this will be the first VLCC to load Forties crude oil since early January when Morgan Stanley loaded Forties onto the **VLCC Ashna**, according to Dow Jones Newswires' record. Two weeks ago, Shell bought a total of four cargoes of Forties for April 1-5 loading from Vitol Holding in the physical market at discounts of \$0.95-\$1.15 to May BFOE. Traders said some of these cargoes will be loaded on the **Onoba**.

Supertankers used for floating storage of Forties dropped to zero in late February, partly due to narrowing time spreads in crude oil futures, and high freight rates. **Source: Dow Jones**



The **MAERSK ASSISTER** seen moored at Loyang Supply base in Singapore - Photo : Sam Newington (c)

Singapore: review of Wharfage charges

1 Wharfage charges are payable on all cargo handled at any privately-operated wharves. This notice brings to the attention of the shipping community the amendments to the wharfage charges set out in the Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2010, which will come into force on 1 Apr 2010.

2 The revision to wharfage charges includes the following:

a. Removal of the \$0.10 wharfage charge on bunkers loaded from oil refineries;

and

b. A \$0.20 wharfage charge for per tonne or part thereof of any oil or bulk liquid (including refined products, bunkers and manufactured products) discharged from vessel into an oil / bulk liquid storage facility.

3 Details of the revised wharfage charges can be found in the attached copy of the Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2010.

4 Please contact our officers at 6375 1674 or 6325 2399 for any queries.

MARITIME AND PORT AUTHORITY OF SINGAPORE ACT

In exercise of the powers conferred by section 27(1) and (8) of the Maritime and Port Authority of Singapore Act, the Maritime and Port Authority of Singapore, with the approval of the Minister for Transport, hereby makes the following Notification:

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Citation and commencement

1. This Notification may be cited as the Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2010 and shall come into operation on 1st April 2010.

Amendment of paragraph 2

2. Paragraph 2 of the Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) Notification (N 2) is amended by deleting the definition of "JTC". **Source: MPA**



The newbuilding tug **TARKA 3** seen during trials – **Photo : Michiel Bos (c)**

RBW 1910 2010 jubilee collection

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As well as professional sailing clothes, **RBW 1910** now also provides a wide-ranging collection of leisure clothes and a number of fun accessories like a watertight bag for water sports, a chronometer watch and a sailing cap. The leading colors for the new collection are cobalt blue, bright yellow, navy and white. Contemporary but always surprising. The RBW 1910 clothing line exudes a rich sense of history: the history of 100 years of **Boskalis**. Under our name '**Royal Boskalis Westminster**' we are a global provider of maritime services. **Boskalis** is a household name wherever land and water meet. We are the ultimate embodiment of the Dutch maritime tradition. RBW 1910 was inspired by the world of **Boskalis**. A world that has been authentic for 100 years now.

You can look at the RBW 1910 collection and select your purchases in the webshop at www.rbw1910.nl & www.rbw1910.com



The **SVITZER SURREY** – Photo : Paul Gowen (c)

OLDIE – FROM THE SHOEBOX



Above seen the former Scheveningse Logger **SCH-46** of the company **Frank Vrolijk** from Scheveningen. The fishing vessel is named also **FRANK**, the photo is made in front of the New Fish Auction in Scheveningen during January 1969, over 41 years ago !!

Photo : Capt. Frank Haalmeijer (c)

.... PHOTO OF THE DAY



Above seen the semi-submersible oil rig **GSF ARCTIC 3** that left Augusta, Sicily on Wednesday 31st March 2010 towed by the 2009 built offshore tug/supply ship **MAERSK LIFTER** proceeding to Rotterdam, Netherlands with her eta on the 20th April 2010.

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

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