

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 096



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SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
E-mail: oceantowage.sales@svitzer.com
www : www.svitzer-coess.com



Multratug's 2009 built 499 grt MULTRATUG18 [IMO 9492880] seen alongside Cable laying barge UR101 [IMO 8938461] at Forth Rail Bridge having handed over the tow from Ramsgate to Forth Estuary Towage's Beamer and Seal Carr for the final leg into Rosyth. 4th April 2010. Photo : Iain McGeachy (c)

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EVENTS, INCIDENTS & OPERATIONS

S.Korean ship hijacked by Somali pirates

A South Korean oil tanker has been hijacked by Somali pirates in the Indian Ocean on Sunday, Seoul's Ministry of Foreign Affairs and Trade said. There are a total of 24 crew members on board, including five South Koreans and 19 Filipinos.

The Marshall Islands-registered "**Samho Dream**", owned by South Korea's Samho Shipping, was seized by Somali pirates in waters some 1,500 km south-east of the Gulf of Aden at around 16:10 Seoul time (0710 GMT), the ministry said. The 300,000-ton tanker was on its way from Iraq to Louisiana of the United States, it added. The ministry said it held an emergency meeting to discuss related measures, and decided to set up a task force for rescue mission.

Source : Ecoterra



The **UBC Stavanger** seen arriving from Dunkirk for Riverside Quay, South Shields on April 4th 2010

Photo : Kevin Blair (c)

SKorea starts works to salvage sunken navy ship

South Korea started work Sunday to salvage a navy ship that sank following a mysterious explosion near the sea border with North Korea, hours after ending its underwater hunt for dozens of sailors on board, officials said.



Family members of missing sailors of South Korean naval ship Cheonan on board South Korean navy's rescue vessel Gwangyang visit a site of the sunken ship off Baengnyeong Island Saturday, April 3, 2010. South Korea's military says it has found the body of one of 46 sailors missing after their navy ship sank last month

Families of the sailors asked the military to suspend the operation for fear of additional casualties among divers as chances of finding survivors grew increasingly unlikely

after Saturday's discovery of one of the 46 sailors' bodies. Officials said they stopped the underwater search out of respect for the families' request and will work to recover the 1,200-ton Cheonan.

Civilian ship-recovery companies were commissioned to be in charge of the salvage work while military ships will continue searching the surface of the ocean to find any floating debris and bodies, according to the Joint Chiefs of Staff.

A large civilian recovery crane has already been near the site of sinking while another crane was on its way to the area, a navy officer said on condition of anonymity citing department policy. A team of civilian divers planned to plunge underwater Sunday and Monday to study how to tie the wreckage with chains, he added.

The official said it was expected to take at least 15 days to lift up the wreckage of the ship, which exploded March 26 and sank a few hours later during a routine patrol. Fifty-eight crew members, including the captain, were rescued soon after. No cause has been determined for the blast and, despite some speculation, there has been no confirmation of North Korean involvement in the sinking, which occurred near the countries' disputed western sea border with North Korea — a scene of three bloody inter-Korean naval battles.

Defense Minister Kim Tae-young has said a floating mine dispatched from North Korea was one possible explanation. A mine left over from the 1950-53 Korean War may also have struck the ship, he said. Other officials say the cause can only be determined after the ship is recovered. On Saturday, divers discovered the body of a senior chief petty officer in the ship's rear area, the first of the missing sailors to be found.

One military diver died last week after falling into unconsciousness during a rescue operation. A South Korean fishing boat that participated in the search operation went into missing Friday, killing two people and leaving seven others missing. The sinking was one of South Korea's worst naval disasters. In 1974, a ship sank off the southeast coast in stormy weather, killing 159 sailors and coast **Source : Google News**

THREE DHOWS FREED BY SOMALI PIRATES

Three cargo dhows out of nine were released by Somali pirates after they run out of fuel in one case, looted another one and failed in an attempt to hijack a chemical tanker. The first of three traditional cargo vessels released over the last 48 h was **MSV KRISHNA JYOT**, an India-flagged launch (Official Reg. No. VRL 10614 from Veraval / Gujarat), which had been seized on March 28, 2010, at 1630 hrs at position S 00-53 E 57-38 near Kismaayo. The white-green-yellow 500 ton ship had sailed out with 15 Indian crew from Sharjah (UAE) on 13th March 2010 loaded with general cargo (sugar, rice, cotton etc) and was expected to arrive in Mogadishu on 24th March 2010. With her maximum speed of 7-8 Knots she was taken to the north and when it became clear that the vessel soon would run out of fuel the captors sea-jacked an Iranian fishing vessel and just changed taxi.

The released dhow is now near Socotra Island off Somalia for re-fuelling and soon will be on her way to India, the president of the Kutch Vahanvati Association (KVA), Mr. Kasam Ali Bholim, confirmed. "Sailors of the boat informed the Association when they came to Socotra island off the coast of Somalia after they were released," Bholim said. Even if she would now not go to Dubai - due to the new directive by the Indian Government - the captain, vessel and crew should be arrested for illegally exporting charcoal from Somalia and endangering the crew.

Indian flagged **MSV AL KADRI** was then the second to be released with her 11 men crew from Mandvi Taluka in Kutch district, after the pirates had stripped the white-green vessel and crew of equipment. The Indian flagged 500 ton launch (Official Reg No.: MNV 2096) was seized March 28, 2010, at 1530 hrs in approx position S 03-38 E 51-31. With a max speed of only 6-7 knots the vessel is also slowly on her way to India, official sources stated, though its next harbour was supposed to be in the UAE. The vessel **Al-Kadri** was now near the Omani coast and on her way to Dubai, the secretary of the shipping association said. "We came to know about the release of the vessel after captain of **Al-Kadri**, which was hijacked by Somalian pirates on March 28, contacted his family members in Mandvi (Kutch)," Bholim told PTI. "All the 11 sailors are from Mandvi Taluka in Kutch, while the boat owner is from Mundra Taluka," he added. Bholim said that the pirates looted all the navigation equipment of the vessel and other valuables before releasing it early today. "They were near the Omani coast and would be reaching Dubai soon," he added. Expressing concerns over hijacking of Indian vessels by Somali pirates, Gujarat Chief Minister Narendra Modi had recently written a letter to Prime Minister Manmohan Singh, requesting him to accord top priority for safe release of the sailors.

Since the vessel is carrying a cargo of illegal charcoal from Somalia, captain, vessel and cargo must be arrested at the next port call for shipping contraband and endangering the crew. The third vessel released is **MV SAFINA AL-BAYATIRI**, which was seized April 02, 2010 with about 21 sailors as crew as well as 432 cattle and 1400 goats as cargo shortly after leaving the port of Berbera, in self-declared republic of Somaliland after having delivered food commodities and cars. While now en route to Salalah in Oman ten pirates attacked the vessel from a skiff and boarded the ship.

The large dhow was then misused to launch an attack against Danish-flagged chemical and oil-products tanker **MT TORM RAGNHILD** at 05h39 UTC (08h39 LT) on Saturday, 3rd April 2010 in the Gulf of Aden at position 13:51.7N – 051:05.1E. The pirates armed with RPG and automatic guns chased and opened fire on the tanker, who enforced anti piracy measures, made evasive manoeuvres and requested for assistance. Adam Bhaya, secretary of the Vahanvatta association, stated: "In fact, reports reaching us say that the pirates forced some of the Indian crew to join in the attack but in vain." A military aircraft arrived at the location and circled the tanker, who evaded the attack thanks to the alertness of her captain and continued the passage through the protected officially protected corridor. A Turkish warship that presently patrols the area under the NATO anti-piracy mission was then shadowed the dhow while she was commandeered towards Elayo at the Gulf of Aden coast of Northern Somalia. According to the secretary Bhaya, however, it was an American naval vessel which helped save the Indian cargo vessel, while in reality the captors then left the vessel as soon as they had reached the coast while dispatched Puntland land forces and coast guards on operation to nab the suspected pirates and rescue the boat failed. "**Gayatri** is now on her way to Salalah in Oman along with the crew who are safe," Bhaya added. The case is also demonstrating the still appalling livestock export conditions. Though it is important for the Somali economy to export cattle, camel, goat and sheep to the Saudi peninsula ways and means must be found to improve the conditions under which the domestic animals are exported

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alive and to help the Somalis to built meat processing plants, which would curb the suffering of the animals, boost the export earnings of Somalia and not at least make the Somali livestock economy independent from the often enough politically motivated livestock export bans. **Source : Ecoterra**



Above the **OASIS of the SEAS** and left together with the **INDEPENDENCE of the SEAS** seen from HAL's **EURODAM** during their departure from Fort Lauderdale on April 3rd

Photo's : Florian Riemersma (c)

The advertisement features a large cargo ship with a black hull and white superstructure, sailing on the water. To the left of the ship is a circular logo for T&T BISSO RESPONSE. The logo has a blue center with the text 'T&T BISSO RESPONSE' in yellow. Around the blue center is a yellow ring containing the text: 'EMERGENCY RESPONSE - OPA90 - SALVAGE - DIVING - CASUALTY MANAGEMENT - POLLUTION RESPONSE - FIREFIGHTING - RESCUE TOWING - LIGHTERING'. Below the ship, the text '24 HOUR WORLDWIDE RESPONSE' is written in yellow. In the bottom right corner, the following contact information is listed in yellow: 'WWW.TTBISSO.COM', 'INFO@TTBISSO.COM', 'HOUSTON: + 1 713 534 0700', and 'SINGAPORE: + 65 6591 5288'.

Leaking ship's owners face \$1m fine

THE captain of a shipwrecked Chinese cargo ship spewing oil on to the Great Barrier Reef faces government legal action after straying into the off-limits marine reserve and ramming into a sandbar off Great Keppel Island.

Queensland Premier Anna Bligh said the crippled **Shen Neng 1**, which was leaking a 3km ribbon of oil from a ruptured fuel tank, was at risk of breaking apart overnight in what has the potential to become one of the country's worst environmental disasters, The Australian reports.

The ship's owners, the Cosco Group -- China's largest shipping company -- could be fined more than \$1 million and its captain \$220,000, Ms Bligh said. "The situation remains serious as the extent of the damage means there is a very real risk the vessel may break apart," she said.

"Every effort is now being made to limit the impact of this incident on the Great Barrier Reef."



The 225m cargo ship picked up 65,000 tonnes of coal from Gladstone and was running at full speed when it crashed into Douglas Shoal, 120km east of Rockhampton, about 5pm on Saturday.

The Cosco Group could not be contacted for comment.

Federal Environment Minister Peter Garrett said the government would respond to the findings of an investigation by the Australian Transport Safety Bureau.

Greens leader Bob Brown said it was unacceptable the **Shen Neng 1** did not have a pilot on board in that area.

"Despite calls for all such ships to have pilots aboard, both Canberra and Brisbane have bowed to the coal and shipping companies to avoid this commonsense requirement," Senator Brown said. The incident raises questions about the enforcement of Australia's marine reserves, since marine traffic control systems do not cover the waters. **Source : The Daily Telegraph Australia**

Maritime museum for Sibu

A MARITIME museum is being planned in Sibu, the centre of Sarawak's shipping and shipbuilding industry. Second Finance Minister Datuk Seri Wong Soon Koh announced this after inspecting the construction of a building to house the Sibu Cultural and Heritage Centre (SCHC).

"The museum will showcase the history of maritime activities in Sibu and the evolution of the shipping and shipbuilding industry from primitive to advanced ships built and used by locals in the division," he said. It would complement SCHC efforts in transforming Sibu into a cultural and heritage centre, he said. The state would work closely with players in the shipping and shipbuilding industries towards the smooth implementation of the project, he added.

The project site has yet to be identified, he said, adding that the state was looking for a suitable area in the town.

Wong said the Sarawak River Board would play an integral role in the project as it had carried out comprehensive research on the history of shipping in Sibu. Meanwhile, construction of the RM5mil SCHC building is nearing completion. The building, formerly the old Sibu Town Hall that accommodated the Sibu Urban District Council and later the Sibu Municipal Council until 2000, was constructed in 1962.

When completed, it will house a mini museum currently sited at the Sibu Civic Centre, on its upper floor, while its ground floor will be allocated for a cafeteria, a tourist information centre and eight stalls selling gifts and handicraft.

Wong expressed confidence that the SCHC building would serve as a prominent tourist attraction in Sibu after its opening to the public in June this year. He said the water features in the building's compound would be beautiful and unique to Sibü.

Accompanying Wong on the inspection were Sibü Municipal Council (SMC) chairman Datuk Tiong Thai King and his deputy Daniel Ngieng, council secretary Hii Chang Kee, SMC engineer Abdul Rahman Taupek, Sibü Public Works Department divisional engineer Vincent Tang, and Richard Ting and Then Joon Chan who represented the contractor, Unique Wood Holdings Sdn Bhd. **Source : The Star**



The **MIGHTY SERVANT 1** seen moored in Ajman – **Photo : John Brodie ©**

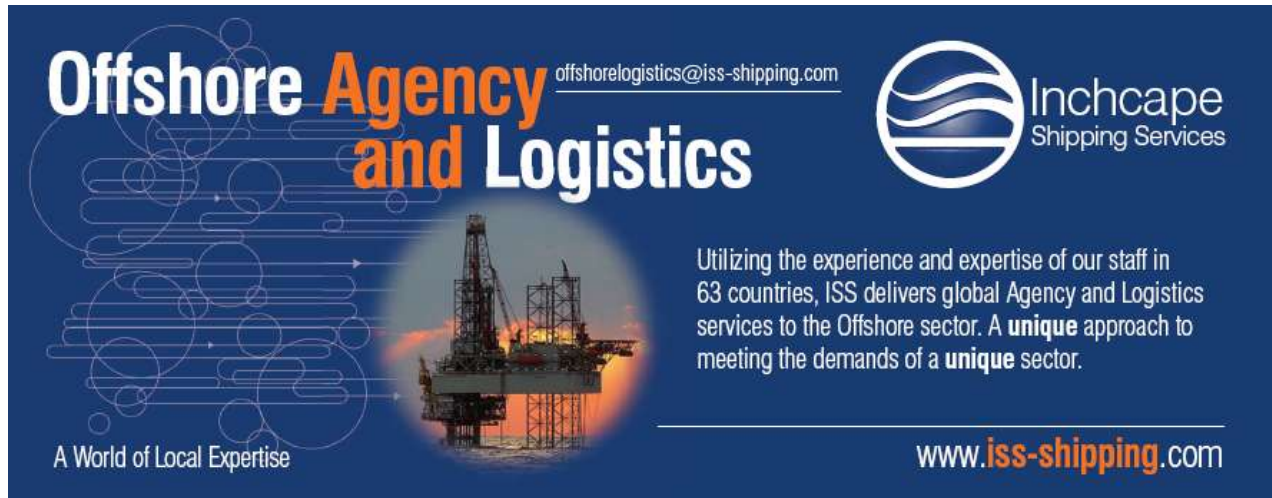
Sri Lankan hostages allowed to talk to family after two weeks

The 20 Sri Lankan sailors who are held hostage by Somali pirates have reportedly spoken to their family members through satellite phone for the first time after their 11,000-ton Bermudan-flagged vessel, **'MV Talca'** was hijacked. Foreign Ministry sources confirmed to Asian Tribune late Saturday night that the 20 sailors had told their family members that they are in good health and are provided with the basic needs from the pirates. The Foreign Ministry through other diplomatic channels has managed to stay in touch with the shipping company that owns **MV Talca** and is also pushing for their release.

The company is said to have commenced negotiations with the pirates and are regularly staying in touch to seek an immediate release of the sailors. The Foreign Ministry has been in constant contact with its missions in Kenya and Oman, since Sri Lanka does not have a mission in Somalia or in the British Virgin Islands. The Ministry is being regularly updated on the situation. The ship was seized off the coast of Oman, approximately 120 nautical miles south of Mazera on March 23. Last Thursday the mother ship of a gang of Somali pirates were captured by US navy when they tried to attack a US navy frigate. The mid-sea attack took place while the USS Nicholas was patrolling the Indian Ocean, west of the Seychelles.

A statement issued by the US navy had stated that three pirates were arrested before the boat was sunk. "Vessel operators should anticipate an increase in piracy attacks from March through May, when calmer weather favors such activities," the US Department of Transportation's Maritime Administration said. At present a total of 33 sailors are

held hostage by the Somali pirates. The Foreign Ministry along with the International Bunkering Co, which owns the vessel **MV Nassar Al Saudi** which was hijacked on March 1, is trying to facilitate the release of the 13 Sri Lankan's and the Greek captain of the ship. The shipping company has got down a team of expert negotiators from London in order to get their crew members released. The Somali pirates have demanded a ransom of \$ 20 million for their release of the members of the **MV Nassar Al Saudi**. Source : Ecoterra / Asiantribune



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Diver dies after collapsing on boat off Northumberland

A diver has died after collapsing on a boat off the Northumberland coast. The Seahouses RNLI was alerted after a group of divers near Beadnall reported that one of their members was unconscious.

The 57-year-old was brought to shore by lifeboat before being airlifted by a RAF Boulmer helicopter to hospital where he was pronounced dead. No details of the man's identity have been released but he is believed to be from the West Yorkshire area. Northumbria Police is conducting enquiries on behalf of the coroner.

It is not thought that the death was connected with any diving activity. Source : BBC

Shipwreck sought off Kenya coast

Kenyan and Chinese divers will embark on an under-sea mission to find the wreckage of a Chinese vessel that sank off the east African country's coast 600 years ago, an official said on Thursday. The ship is believed to have been part of a trading expedition that arrived in east African coastal waters in 1418 under admiral Zheng He's command.

China is financing the search, which is to begin this year, for the boat off Pate island in the southeast of Kenya. The three-year search will cost around €2m.

"For me the ship is there. The general situation is known, off the village of Shanga," said Idle Farah, the director of National Museums of Kenya. "This ship will tell us the final story," he told AFP. "They want to show this ancient connection between Africa and China."

Families with Chinese roots - a link proven by DNA testing - and Chinese porcelain in Pate have lent credence to the exploration.

Reconnaissance work will start in July and deep sea exploration in November. The exercise will comprise two to three months of deep sea expeditions per year.

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China has in recent years embarked on a massive trade and diplomatic drive in Africa, clinching deals in the resource-rich continent to boost its fast growing economy. **Source : SAPA / news24.com**



The **BBC GDANSK** seen moored in Ulsteinvik – **Photo : Sverozar Catovic RRM ©**



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CASUALTY REPORTING



1 dead, 8 missing in search for Korea sailors

A sailor died and eight were missing Saturday after their fishing boat, which had been helping search for missing sailors from a sunken warship, collided with a freighter, maritime police said.

Meanwhile, navy divers managed to reach the sunken warship's hull sections but were unable to find any of the 46 missing sailors from the 1,200-tonne corvette, a military spokesman said.

The warship went down on March 26 following a mystery explosion near the disputed maritime border with North Korea.

South Korea's navy, backed by fishing boats and US military divers, was struggling against high waves and strong currents to explore the hull sections of the sunken warship where many of the missing sailors could have been trapped.

The Joint Chiefs of Staff spokesman said the divers on Saturday groped their way into the entrance of the dining hall of the ship but it was filled with water.

Other divers examined the captain's chamber and the communications centre in the broken wreckage of the sunken corvette. "But no missing sailors have been found," the spokesman told AFP. Divers' attempts to go deeper inside the hull were being hampered by wires and debris detached from the ceiling and walls, he said.

On top of this tragedy, a fishing vessel with nine crew aboard sank after sending a distress signal late Friday after it was apparently hit by a Cambodian-registered ship. "We've captured the **Taiyo 1**, a Cambodian-registered 1,472-ton freighter, which was apparently involved in the collision," an Incheon Maritime Police spokesman told AFP. The boat was one of 10 trawlers helping with the search for the missing sailors.

Fifty-eight crewmen were saved soon after the sinking, but none since. Officials suspect most of the missing are in the rear section of the hull. No one has officially declared the missing sailors to be dead, even though the air in any watertight compartments would likely have been used up.

The area has been crowded with ships and aircraft, which have been combing the area in a search and rescue operation. The disaster site is close to the disputed border which was the scene of deadly naval clashes between North and South Korea in 1999 and 2002 and of a firefight last November. **Source : Sapa-AFP**

NAVY NEWS

Russian Navy Sends Nuclear Cruiser to Indian Ocean

The Russian Navy has deployed its nuclear-powered **Pyotr Veliky** cruiser on a tour of duty in the Indian Ocean.

A Russian Navy northern fleet spokesman said the ship would conduct manoeuvres in the Indian Ocean with ships from the Black Sea fleet, and dock in ports on the Mediterranean and the Indian Ocean, according to rianovosti.

The ship will pass through the Atlantic and Mediterranean waters, and enter the Indian Ocean via the Suez Canal, the spokesman said.

According to northern fleet commander Vice-Admiral Nikolai Maksimov, the ship is ready to begin its mission and its tour-of-duty will be not shorter than its previous one, which lasted six months.

During the 2008 deployment, the navy's fourth Kirov Class battle cruiser operated in the Mediterranean, Caribbean, South Atlantic and Indian Oceans. **Source : naval-technology**

SHIPYARD NEWS

 <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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Deltamarin Received Two New Ferry Design Contracts

Caledonian Maritime Assets Ltd and Société des traversiers du Québec have both ordered new passenger ferry designs from Deltamarin. Both companies name sustainable design and excellent energy efficiency as important criteria in the designs.

The order of the Scottish Caledonian Maritime Assets Ltd (CMAL) comprises the concept design of two small RoPax ferries (95m & 35m). The designs will be used as tendering specifications to shipyards. CMAL are intending to commence a fleet replacement program in the near future, and these ferries will be a part of it. The ferries will operate around the Scottish mainland and islands. Two of our partners also participate in the project: Safety at Sea Ltd in simulations, manoeuvring and seakeeping, and SeaTec Ltd in port interface, risk management and environmental management.

The other contract was signed with the Canadian Société des traversiers du Québec (STQ) for professional services in Naval Architecture and Engineering for the Matane - Baie-Comeau - Godbout new ferry. The work includes concept design for tendering purposes as well as supervision of the works during the construction, trials and commissioning of the ship. The work is to be performed by the consortium of the Canadian Naval Architecture and Marine Engineering company Navtech Inc. and Deltamarin. Both concepts are to be developed in accordance with the principles of

sustainable development. The fuel consumption and hence CO2 emissions are to be minimized and the latest technologies are to be implemented on all ship systems, so that the impact of the vessel on its environment could be minimized. Deltamarin has an excellent track record of developing efficient designs taking into account the entire lifecycle of the vessel and they maintain that sustainable design is cost efficient as well. Source : Deltamarin Ltd



Above seen in Shanghai the newbuildings for Wagenborg at Delfzijl: **Azoresborg** (Left) and **Arubaborg**
Photo : Aart van Essen ©

Nakilat to Build Patrol Boats for Qatari Navy

Nakilat will construct and deliver six patrol vessels for the Qatar Emiri Naval Forces (QENF) at its shipbuilding facilities at the Port of Ras Laffan, under a recently signed memorandum of understanding (MoU).

QENF will use the patrol boats to support its existing operations in the monitoring and surveillance of Qatar's economic exclusive zone, according to gulftimes.com.

Additional missions to be carried out by the new vessels include offshore patrolling, search and seizure operations, as well as anti-piracy and hijacking operations.

The MoU also includes dry-docking and repairs of Qatari Navy and other military auxiliary vessels in the event of machinery breakdowns or system failures, major upgrades and conversions of vessels, and procurement services for spare parts and materials.

According to QENF Staff Brigadier al-Mohannadi, the agreement will provide maintenance services and programme logistical support to the QENF which will greatly extend the fleet readiness capabilities.

Source : **naval-technology**



Seen in Antwerp City -Dry-dock underwater maintenance carried out of two (2) inland vessels viz : "**La Belle Rossele**" and mv "**Anco**"

Photo : **Daniëlla Vermeer** ©

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The Research vessel **Victor Hensen** coming up river at Great Yarmouth 05/04/10

Photo : Paul Gowen ©

Industry threatened because of weak rupee, stiff competition from Bangladesh, India

After a gap of almost 10 years, Pakistan's ship-breaking industry seems to be back on track. More than 30 ships, including oil tankers, were lined up at the once picturesque Gadani beach where they are being dismantled bolt by bolt, rivet by rivet, every piece of metal, destined for the furnace.

It was in 2009 when the revival of ship-breaking industry began after a gap of almost a decade. The once empty ship-breaking yards again started to bustle with activity as more than 70 vessels were brought to Gadani from far-flung corners of the world that year.

"The revival of work here provided employment to thousands of labourers," said Abdul Sattar, vice-chairman of the Pakistan Ship-breaking Association. However, the momentum of work had dropped by almost 50 per cent with the start of 2010 as cost of ships rose sharply in the international market against the backdrop of a weak rupee, dealers said.

Sattar said that currently 35 ships were being dismantled. Around 6,000 workers were engaged here right now which was almost 50 per cent lower from the highs of up to 12,000 only a few months back, he said. Around 700,000 to 800,000 ton steel requirement of local re-rolling and re-melting mills was being fulfilled by the ship-breaking industry, Sattar told The News.

More than 95 per cent of the scrap is recycled and reused. Even there are buyers for washbasins, toilets, furniture and other fixtures of an old ship. Antique collectors also rummage through these ships, trying to get hold of those items, which can be sold in the up-scale market, from furniture to cutlery and wall clocks to lanterns.

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"Even before a ship touches the shore, all its items are sold in advance," said Sattar. "You see these sofas, chairs, they have already been sold," he said pointing his hand towards the furniture placed on the deck of an oil tanker Premvati, which once carried the Indian flag.

The labourers, involved in ship-breaking, enter the ship only after it is cleared out of all its fixtures and furniture.

Clad mostly in soiled and blackened shalwar kamiz, the workers perform even the dangerous jobs, from cutting iron to lifting weights, without any safety gear. None of them had a helmet or a pair of gloves. Some using high-powered welding cutters were performing their task without goggles. Most of these workers are being paid daily wages ranging from five to fifteen hundred rupees a day, enough to keep most of them happy.

Mohammad Ilyas, president of the Gadani Ship-Breaking Labour Union, said that in these tough times, these were fair wages. "These workers are not insured, but in case of an accident, owners give them a decent compensation," he said. "In case of death, family of a worker is paid three hundred thousand rupees by the owner and another three hundred thousand by the government."

In case of an injury, all the treatment charges are covered, he said. "A victim continues to draw his wages under the entire duration of treatment." Not long ago, Pakistan was on top in the ship-breaking industry, but now it has been overtaken by Bangladesh and India. The strong currencies of India and Bangladesh give them a huge edge against Pakistan where the rupee has declined by more than 35 per cent against the dollar during the last two years.

With the cost of new and old ships rising, there are fears among the people associated with the local ship-breaking industry that Gadani could again lose its present hustle-bustle.

One re-rolling mill owner, who asked not to be named, said that there was already a shortage of ship plates and billets in the market. In 2009, about 700,000 ton steel requirement of the local re-rolling industry was fulfilled by the ship-breaking industry, he said. "If this source dries up, it will be a huge blow to the re-rolling and re-melting industry."

However, the presence of ship-breaking industry is seen as a big environmental threat by the locals, who say that the spill of oil and other chemicals remain a huge threat for the coastal marine life and spoiling its once clean sandy beach.

Source :The News



The **GATEWAY** seen off Cadzand (Dutch Coast) – Photo : Erwin Warners (c)



The **CSAV RUNGUE** seen departing from Rotterdam – Photo : Kees Torn (c)

Nanaimo scraps cruise-ship terminal plans

The Nanaimo Port Authority has suspended a \$22-million floating cruise-ship terminal project because it has not received the federal environmental assessment permits required to proceed with tender and construction.

"It's with a profound sense of disappointment that we've been forced to make the decision to suspend this project that's been six years in the planning," board chairman Bob Bennie said in a press release this week.

The cruise-ship terminal project was announced in August 2009 when the port authority was successful in securing \$8.5 million of federal stimulus funding. The agreement required that the money be spent and the terminal completed by March 31, 2011.

Bennie said that tenders have to be called "without further delay" in order for construction of the terminal to be completed within the 2011 federal deadline.

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The environmental assessment requires approvals from three federal ministries (environment, fisheries and transportation) in consultation with Snuneymuxw First Nation. For the past six years the port authority has been working with the Snuneymuxw and, in 2007, together signed a protocol agreement to guide collaborative relationships for projects such as the cruise ship terminal and future projects.

Since 2006, the port authority has committed \$5 million of its own funds for the project, secured \$5 million from the provincial government, and obtained funding commitments of \$3.5 million from the Island Coastal Economic Trust and \$8.5 million from the federal government. The original plan for a fixed dock at the Assembly Wharf was changed to a floating dock because it meant a substantial reduction in the dredging requirements.

The design incorporated a 300-metre-long floating dock to accommodate the largest cruise ships to ply the west coast and would have accommodated 30 to 40 large cruise-ship visits a season, compared to eight in 2009. **Source :**
vancouver.sun

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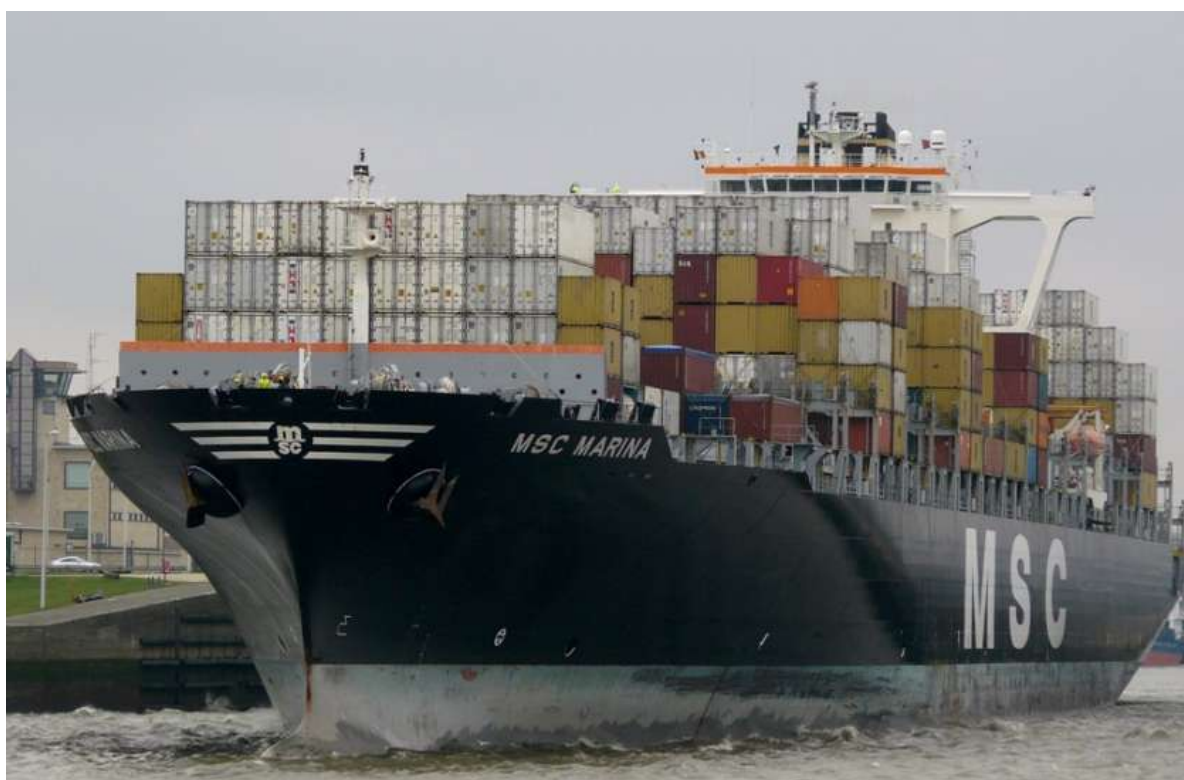
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The **MSC MARINA** seen departing from Antwerp locks – **Photo : J. Roeland (c)**

New Washing State Ferry on the move

The first of Washington State Ferries' new 64-car vessels, **Chetzemoka** has made an initial journey under tow. On Saturday, it was transferred from Todd Pacific Shipyards in Seattle and moved up Puget Sound to Everett Shipyard, Everett, Wash., for final outfitting and system testing prior to conducting dock and sea trials. **Chetzemoka** is expected to go into service this summer on the Port Townsend-Keystone route. **Source: MarineLog**



The **DEILGINIS** seen moored in Dublin – **Photo : Maurice Scheurs (c)**

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Line adopts more profitable thinking

Mitsui O.S.K. Lines (MOL) has changed its January thinking for the financial year ending on March 31 this year.

While it's revised revenue remains the same as the earlier estimate, its operating income has increased by 38.5%; its ordinary income by 69.2% and its net income has doubled.

The reasons for this revision of outlook, according to line president, Akimitsu Ashida, is that the dry bulk market in general remained steadier than the company's earlier assumption, while the Cape-size market fluctuated widely.

The tanker market moved gradually towards recovery as demand for crude oil improved and withdrawal of single-hull very large crude carriers (VLCCs) began.

Automobile seaborne trade is on the rise in step with global economic recovery, and the containership cargo trade is increasing and freight rates are progressing toward recovery. **Source : cargoinfo.co.za**



The **LS JACOB** seen arriving in Cape Town against a strong SE-wind. - **Photo : Aad Noorland (c)**

All oil transfers strictly controlled

With regard to the letter "Potential for oil spill disaster" in last week's Weekend Post, I feel it is incumbent on the South African Maritime Safety Authority (Samsa) to respond. Any ship-to-ship transfer (STS) falls under the jurisdiction of the Authority. Our mandate comes from Marine Pollution (control and civil liability) Act 6 of 1981. Section 21 deals with this issue.

It states that the Authority's permission is required for "transfer of certain harmful substances". The Authority is authorised to impose conditions of safety spelled out in the Act. There have been many requests for STS in Algoa Bay, ranging from small parcels of bunker fuel to major transfers. None of these transfers have been approved.

It is our policy that an STS will only be approved where there is force majeure and not for a commercial operation.

Residents of Port Elizabeth will remember that, in the late 1970s and early 1980s, this kind of operation was undertaken regularly where large crude oil tankers had sustained hull damage and the cargo needed to be transferred.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 096

Mr Schimpf may be referring to a recent request, by an oil major, to transfer 68000 tonnes of unleaded petrol to two smaller tankers in Algoa Bay. In line with our policy this request was refused. It was then requested that the operation be undertaken in Ngqura harbour. The required plans were submitted. It was subsequently decided not to undertake the operation.

South Africa has a "National contingency plan for the prevention and combating of pollution from ships and offshore Installations". The plan is currently being revised to ensure that it reflects world best practice.

Annual exercises are undertaken to confirm our operational readiness. Our casualty response officers are trained both in-house and at Smit International in Rotterdam. South Africa was the first country – in the early 1970s – to develop the "standby salvage tug" concept. This resulted in the world's two most powerful salvage tugs being financed by the government. This concept has now been copied and is used in the developed world.

Smit Amandla Marine has the government contract to maintain a salvage tug on station on the South African coast at all times. One of the clauses in the contract requires "towing or escorting a casualty causing or threatening to cause pollution away from the coast". This contract is managed by Samsa and is one of the reasons that we have not had an Exxon Valdez. This has lead to an extensive pollution combating and prevention store being maintained in Cape Town by Smit Amandla Marine. This equipment would be deployed to Algoa Bay before any STS was commenced.

In addition, the Department of Environmental Affairs has four patrol vessels that are designed and equipped to combat pollution. One of these vessels is based in Port Elizabeth.

The regional office of Samsa is fortunate to have four senior managers who between them have in excess of 50 years tanker and salvage tug experience and some 160 years nautical experience.

Mr Schimpf is welcome to contact me for any further information on this subject.

CAPTAIN N T CAMPBELL, SOUTH AFRICAN MARITIME SAFETY AUTHORITY

Source : weekendpost.co.za



The **MAERSK KAMPALA** seen departing from Felixstowe - **Photo : Andrew Moors (c)**

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The **APL ARABIA** seen departing from Felixstowe – Photo : Andrew Moors (c)

Hawaii visitor arrivals up, spending down

Visitor spending in Hawaii fell 0.3 percent year-over-year to \$850.2 million in February, breaking two consecutive months of growth, according to preliminary data released Tuesday by the Hawaii Tourism Authority.

The statistics do not factor in spending from cruise ship passengers. However, overall visitor arrivals by air and cruise ship inched up to 531,094, a 0.7 percent increase from February 2009.

Year-over-year results from the top visitor markets:

- 2.6 percent loss in arrivals by air from the U.S. West;
- 8.2 percent loss in arrivals by air from the U.S. East;
- 2.5 percent gain in arrivals from Japan;
- 16.2 percent gain in arrivals from Canada.

Of the four major islands, Maui saw the biggest growth in visitor arrivals, up 7.2 percent last month compared to 2009. Kauai reported the sharpest drop in visitor arrivals, down 3 percent. "As was the case last month, increased air seats

especially from Canada [37.6 percent] and other Asia cities [21 percent] helped boost arrivals," said Marsha Wienert, the state's tourism liaison. "It is clear that the strengthening of international economies has resulted in increased demand for travel and Hawaii has certainly benefited from this improvement."

Source : **Pacific Business News (Honolulu)**

VC OOST BIJNA KLAAR



De nieuwe Verkeerscentrale Oost van het Havenbedrijf Rotterdam aan de Geulhaven (havennummer 4030) nadert haar afronding. Vanaf september zal zij het onderkomen worden van de Verkeersbegeleiders van het Havenbedrijf. Bij de ingebruikname van de nieuwe verkeerscentrale Oost komen de Verkeerscentrales Botlek en Stad bij elkaar in één nieuwe verkeerscentrale. Het Havenbedrijf sluit dan de huidige Verkeerscentrale Stad aan de Lekhaven (havennummer 280). Deze samenvoeging past in een geheel van maatregelen die uiteindelijk resulteert in een nieuwe vorm van operationele dienstverlening van het Havenbedrijf en het efficiënt inzetten van mensen en middelen. Volgend jaar zal de Verkeerscentrale in Hoek van Holland "aangepakt" worden. **Foto : Ben Wind**

'Goa waterways cannot handle more iron ore traffic'

Goa's waterways do not have the capacity to handle any increase in iron ore traffic, a top port official said Saturday.

Chairman of the Goa-based Mormugao Port Trust (MPT) Praveen Agarwal was responding to questions on whether the MPT, Goa's only major port, would be in a position to handle the projected 100 million tonnes of iron ore, in wake of 100 more mines being cleared by the ministry of environment and forests (MoEF), which is likely to nearly double the state's mining output.

"We (MPT) will be able to handle it, but I do not know if the waterways of Goa will be able to handle the increase," Agarwal said. "Increased capacity of mines will not result in increase in transport output," he said.

The millions of tonnes of iron and manganese ore that Goa extracts from its open cast mines located in the forested hinterland, is currently transported to large ore-export ships by indigenously built barges through a network of two rivers, Mandovi and Zuari, which stretch from the mining heartland to Mormugao.

Once at the port, the ore is transferred from the barges to larger vessels which carry the ore to countries like China, Japan, South Korea and Romania which are major importers of Goa's low grade iron ore.

"The (river) barges this year carried 54 million tonnes of ore as compared to 44 million tonnes last year. I have doubts whether it can carry any more. The waterways themselves have reached saturation point," Agarwal said.

Goa presently has nearly 110 operational mines which exported nearly 40 tonnes of ore in the last financial year, according to state government figures. With the MoEF's granting clearance to 100 more mines in Goa, the number of operational mines is likely to double.

According to the opposition, nearly 18 percent of the Rs.6,000 crore mining industry comprised of illegally extracted ore. Leader of Opposition Manohar Parrikar has repeatedly alleged that Chief Minister Digambar Kamat and several cabinet ministers were sheltering the multi-crore illegal mining industry. **Source : Samachar**

OLDIE – FROM THE SHOEBOX



One of the first containerships seen in 1960, the **SANTA ELIANA** in New York owned by the Grace Line

Photo : Coll. Joop Kooijman

.... PHOTO OF THE DAY



The 199 mtrs Italian Flag " **FORZA** " of Grimaldi Lines leaving Malta after a 6 hour stay.

Photo : Getju Spiteri ©

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