

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 097



Number 097 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 07-04-2010**

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

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

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



Left seen the Galeón ANDALUCIA a replica of a 17th century galleon, the fruitation of historical investigation and technological innovation carried out by a group of naval historians and engineers. The replica stopped for a 5 day visit at Grand Harbour, Malta, then to Haifa, Israel and will participate as the insignia of Andalusia in the 2010 Shanghai Universal Exhibition (China).

Galeon Andalusia will carry out knowledge transfer and promotion actions about Andalusia and its historic cultural heritage. Ship is represented in Malta by KIRTON & CO LTD.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com

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

newsclippings@gmail.com

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

EVENTS, INCIDENTS & OPERATIONS

Dutch Prime Minister Talks to SBI

March 2010 witnessed the christening ceremony of the **Stemat Spirit** at the Cruise Terminal in Rotterdam. **Stemat**



Spirit is a multi-purpose DP2 installation vessel especially designed for the installation of large power cable systems and umbilicals. The festive ceremony was carried out by **Mrs Bianca Balkenende-Hoogendijk**, spouse of Dutch Prime Minister **Jan-Peter Balkenende**. Built by **Stemat Marine Services**, the new build vessel will join the fleet of **VolkerWessels'** subsidiary **Visser & Smit Marine Contracting (VSMC)**. A full report on the vessel will be published soon in both **ShipBuilding Industry** and **Offshore Industry**. At the ceremony the Prime Minister talked to **Yellow & Finch Publishers'** new editor **Leonieke Stolk** wherein he emphasized the importance of technical innovation and sustainable development, to ensure a

strong competitive position for the Netherlands in the international shipbuilding and offshore industry. **Source :** www.ynfpublishers.com

Left : The **STEMAT SPIRIT** seen swinging off Northumbrian Quay, North Shields heading for sea April 4th

Photo : Kevin Blair ©





RUYSCH TECHNISCH HANDELSBUREAU B.V.
Since 1935



WE HELP OWNERS MINIMIZE EXPENSES WITHOUT JEOPARDIZING THE QUALITY OF MAINTENANCE ON THEIR VESSELS.

O.E.M. STOCKIST FOR: - SWD R150, DR210, F240, SW280, TM410;
- SULZER Z40/48, ZA40S, 25/30

WWW.RUYSCH.NL - INFO@RUYSCH.NL

British Waterways dredging finds stolen church silverware

British Waterways staff have helped police to return property to a Hinckley church seven years after it was taken in a burglary. The safe at St John's Church, Hinckley, was broken into in June 2003. The thief took papers, along with two silver chalices and a communion plate which were worth around £3,500.

Last month, two British Waterways workers carrying out routine maintenance dredging on the Ashby Canal at Higham on the Hill discovered the silverware inside a bag. They handed the haul to officers, who used inscriptions on the communion plate and one of the chalices to link it with the burglary. They were then able to return the goods to the church.

Paul Baldwin, a British Waterways dredger operator, said he had pulled a lot of shopping trolleys and motorbikes out of canals, but never anything like this. He added it was lucky the silverware had not been damaged by the dredger bucket, and that the pieces were jet black and unrecognisable when first removed from the canal. **Source : Dredging News Online**

Tanker market looking alive

Tanker owners have been getting a boost lately, as trade from the West to East have been picking up and gaining significant momentum, following the trend set during 2009. According to a recent report by Mcquilling Services, this type of trade provided with significant ton-mile demand for the generally speaking oversupplied VLCC market. "In particular, the crude oil/dirty product trades from West Africa and the Americas to India and the Far East have seen year-on-year growth that took off in the 4th quarter and prompted a rally in the spot freight rates that has yet to fizzle out. As these trades continue to consume a greater portion of the fleet, losses on other major trades are largely being offset by this long-haul's emergence.

With updated data reflecting actual ton-mile demand through 2009, we were able to validate our previous commentary regarding changing VLCC trading patterns. The traditional "front-haul" TD1, moving crude Arab Gulf / US Gulf, lost over 28% of its demand since 2008, slipping from a 16.4% share of total VLCC business to 12.2% in 2009. Furthermore, the TD4 trade from West Africa / US lost almost 28% of its demand year-on-year, emphasizing the detrimental impact of the US recession on domestic liquid fuels imports" said the report. In contrast to these losses,

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 097

VLCC's saw a 39% increase in demand trading West Africa / India, a 35% gain on Americas / Asia trades, and a 12% rise in West Africa / Asia. These traditional "back-haul" West-to-East trades combined to take a 16.8% share of VLCC demand in 2009, up from a 13.3% share the year prior. "These results lead us to question the industry's definition of the "front-haul/back-haul", highlighting that TD1 now commands a lesser share of VLCC demand than the West-to-East trades at 12.2% versus 16.8%. To be fair, most of North America was mired in recession last year while economies in the East continued to grow. While hard demand data for 2010 is not yet available, we can attest to the West-to-East trade's growing resilience given current spot fixture records. We track VLCC fixtures on these routes up 92% year-to-date from the same period last year. This points to the growing demand for liquid fuels in China and India, along with expansions to Reliance's refineries whose Jamnagar complex now boasts the world's largest capacity at 1.24 million barrels per day.

The forecast for economic growth in China and India remains bullish through 2010 and beyond. Concurrently, liquid fuels supply from Colombia and Brazil is forecast to increase by 12% and 9%, respectively. Growing demand in the East, combined with rising output predominantly sourced from West Africa and South America, will likely continue to provide a healthy boost to VLCC demand. But if and when the industry begins referring to the West-to-East trade as the new "front-haul" remains to be seen" concluded Mcquilling. Meanwhile, crude shipments to Asia from the Middle East are likely to increase to 12.86 million barrels a day, up 390,000 barrels from a month ago, Oil Movements, a Halifax, England-based company that tracks tanker deals, said in a report. As quoted by Bloomberg, the company said that there is a lot of new refining capacity coming on steam in Asia, with refiners seeing this as a time to build stocks.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



Above seen on April 5th the **Malaviya Seven** approaching Aberdeen Harbour, the **Bibby Topaz** anchored in Aberdeen bay can just be seen through the stormy rain.

Photo : Iain Forsyth ©

Australian PM calls Barrier Reef ship accident 'outrageous'

Australia's leader Tuesday voiced anger over a coal carrier which ran aground and spewed oil over the pristine Great Barrier Reef, as officials probed alleged short cuts through the world heritage site. Prime Minister Kevin Rudd called the Chinese-owned **Shen Neng 1's** accident "outrageous" and warned the badly damaged ship, which is stranded on a shoal, remained a serious threat to one of the world's great environmental treasures.



"This remains a serious situation. It remains a serious threat to the Great Barrier Reef," Rudd said after flying over the crash site off Australia's north-east. He vowed to punish anyone responsible for the accident on the reef, the world's biggest and a major tourist draw which teems with marine and bird life. Officials said dispersants had broken up a slick some three kilometres (two miles) long after the ship grounded on Saturday, while floating booms will be used to contain any further spills. "There is no greater natural asset for Australia than the Great Barrier Reef. I take any threat to the Great Barrier Reef fundamentally seriously," Rudd said. From where I sit, it is outrageous that any vessel could find itself... off

course, it seems, in the Great Barrier Reef.

"The practical challenge is to deal with this situation now. The practical challenge then is to bring to account those who are responsible." The **Shen Neng 1** was travelling to China from Gladstone, a port which is set to play a major role in Australia's booming trade exporting natural resources like coal and liquefied gas to Asia. The 230-metre (754 feet) ship, carrying 975 tonnes of heavy fuel oil and 65,000 tonnes of coal, ran aground after hitting a shoal some 15 nautical miles outside its shipping lane at full speed. As investigations continue, Rudd said authorities would work to prevent any further oil spills and decide how to salvage the vessel, which officials say could be stranded for weeks.

Marine Safety Queensland (MSQ) said officials would look into whether foreign ships were taking illegal short cuts through the Great Barrier Reef Marine Park. "We've always said the vessel has ended up in an area in which it shouldn't be in the first place and how it got to that position will be the subject of a detailed investigation," MSQ general manager Patrick Quirk said. "We're aware some ships don't always utilise best practice and that will be the subject of a commonwealth (national) review." Quirk said officials were initially concerned the ship could break apart, creating an environmental disaster, but emergency workers on board now believe the structure is relatively stable. "But I just want to say the risks are still there, and we're managing this on an hour-by-hour, risk-by-risk basis," he said. Greens Senator Bob Brown, who flew over the ship on Monday, said it remained a "ticking time bomb" and called for an overhaul of shipping practices in the environmentally sensitive area.

"There needs to be pilots aboard and there should be very strict laws, including monitoring, of where these ships are," he told ABC Radio. "Speculation is growing that a large number of these huge ships, including oil containers, move illegally through this lane near the Douglas Shoal, and nothing's been done about it by the authorities." The number of Asia-bound tankers leaving Queensland ports is set to explode in the coming decade as Australia exports billions of dollars of its natural resources overseas.

Second tug to help stabilise Great Barrier Reef ship

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 097

A SECOND tug boat will arrive this afternoon to stabilise the crippled cargo ship **Shen Neng 1** amid reports from the crew that the ship is breaking apart under their feet. A Maritime Safety Queensland spokesman said the vessel was no longer leaking oil, but a change in weather could still put severe strain on the ship's structure.

"We're prepared for more aerial spray of dispersants if necessary," he said. 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 ship had strayed 15km off course when it ran aground on Douglas Shoal, which is off-limits to commercial vessels because it is within the Great Barrier Reef Marine Park. Marine expert Paul Burt said the ship was still at risk of breaking into pieces.



"Basically the whole port side of the ship is structurally damaged quite badly so there is a chance of it breaking up," Mr Burt told the Nine Network. "Also the crew onboard are also saying they can feel the ship breaking up below their feet." Queensland Premier Anna Bligh said the ship's owner, Cosco Group, should face the full force of the law, because it crashed in the Great Barrier Reef marine reserve, up to 15km from established shipping lanes.

"Frankly I think the book should be thrown at this organisation," she told the ABC. She said 15km was "a long way, where they should not be and we need to understand why." "This is a very delicate part of one of the most precious marine environments on earth and there are safe, authorised shipping channels and that's where this ship should have been."

Greens leader Bob Brown had chartered a plane and plans to fly over the wreck and survey the damage this afternoon.

The Defence department is closely monitoring the Chinese-registered **Shen Neng 1**, which has already leaked two tonnes of oil. Authorities fear the bulk carrier could break up, dumping its entire load of 65,000 tonnes of coal and 950 tonnes of heavy fuel oil into the sea. A tug boat is being used to stabilise the ship and stop it from continuing to grind against the reef. **Source : The Australian**

South Korea orders navy ship to pursue oil tanker hijacked by Somali pirates in Gulf of Aden

A South Korean navy destroyer is pursuing a South Korean-owned oil supertanker believed to have been hijacked by pirates in the Indian Ocean. Kim Young-sun, a spokesman for South Korea's Foreign Ministry, said Monday his country was working in coordination with other countries in dealing with the hijacking.

The tanker is understood to be carrying more than US\$150 million worth of crude oil. Cho Yong-woo of Busan, South Korea-based Samho Shipping, which owns the vessel, said Monday that it has lost contact with the ship.

An international flotilla of warships from the United States, the European Union, NATO, Japan and China, has been patrolling the area to deal with escalating pirate attacks. **Source : Today**

	<p>Hose & Reel Products is the largest European designer and manufacturer of high quality hose and cable Reels for the heavy Industrial shipment and off-shore market.</p>		 <p>Hose & Reel PRODUCTS B.V. www.hosereel-products.com T. +31(0)43 3653102 F. +31(0)43 3653103 The Netherlands</p>
<p>[We have always the right Reel for you!]</p>			

'N.K. submarine activity detected around time Cheonan sank'

The South Korean military detected movements of 325-ton shark-class North Korean submarines around the time when the naval corvette **Cheonan** sank near the western inter-Korean maritime border, a lawmaker said yesterday.

The remarks by Rep. Kim Hak-song of the ruling Grand National Party added to speculation that the North may be implicated in the sinking of the 1,200-ton **Cheonan**, which was torn into two following an unverified explosion on March 26.



"Between March 23 and 27, there had been movements of shark-class submarines at the North's naval base in Bipagot six times on March 23, three times on March 24 and once on March 26," Kim, the chairman of the National Assembly's defense committee, said in a meeting with reporters.

"Two (submarines) were maneuvering. One of them was found to be near Bipagot, but the whereabouts of the other was unverified." Bipagot is approximately 80 kilometers north of Baengnyeong Island

Kim, however, said that it is difficult to conclude that the submarines entered the South Korean waters. Kim made the remarks after he was briefed by the Defense Ministry and the Joint Chiefs of Staff. Last Friday, Defense Minister Kim Tae-young said during a parliamentary session that two North Korean submarines left their bases between March 24 and 27 but that this was unlikely to be linked to the **Cheonan** case given the distance from where the ship sank and the speed of the submarines. During the session, the minister said it was more realistic to think that the explosion was caused by a torpedo than that it was caused by an underwater mine. The shark-class submarine measures 35.5 meters in length, 3.8 meters in width and 3.2 meters in height, and can carry up to 20 crewmembers and four torpedos. In 1996, a 320-ton shark-class North Korean submarine was found aground off the east coast.

Meanwhile, the South Korean military requested that the U.S. military send its experts to “quickly and objectively” verify the cause of the incident, officials said. The request was made during a meeting of 14 top military officials from the two allies, including Gen. Lee Sang-eui, chairman of the Joint Chiefs of Staff, U.S. Forces Korea Commander Gen. Walter Sharp and Hwang Ui-don, vice commander of the ROK (Republic of Korea)-U.S. Combined Forces Command.

The U.S. military is expected to send a team of experts specializing in maritime weaponry, naval disasters and explosives as early as next week, sources said. By having U.S. experts involved in the process of verifying the cause, the military appears to secure credibility and objectivity in their investigation and address a flurry of suspicions surrounding the sinking.

During the meeting, Gen. Sharp said his country will provide “full support” in the salvage operations. “As President Obama told President Lee, you have full support at the highest level of our government and that will continue throughout the entirety of the salvage operations,” he said.

“The United States will continue to provide technology and equipment and manpower needed to assist the Republic of Korea in the salvage operation. And we will work very closely together to ensure that the current operations are completed.” JCS chairman Lee said that the U.S. support will greatly help enhance “objectivity” in the process of verifying the cause, expressing hope that the cooperation will further strengthen the bilateral relationship. The U.S. military has sent to the scene several of its Navy ships, including a salvage ship **Salvor** and a landing ship **Harpers Ferry**, and two helicopters.

Currently, the South Korean military is running its own survey team consisting of 108 civilian and military experts to investigate the incident. In close cooperation with some five private companies, the military is conducting the salvage operations, which it forecast would take at least two weeks should the weather and underwater conditions permit.

The Navy halted the rescue operations on Saturday night upon the request of the families of the missing sailors.

The request came after the body of one of the 46 missing sailors was found in the stern of the ship and a fishing vessel with nine crew was apparently hit by a Cambodian-registered ship and sank after helping in the search operations. Military and civilian workers were trying to survey the topography of the sea floor, and the size and weight of the sunken hull to devise detailed plans to salvage the wreck.

Officials said the front of the ship would be salvaged at the same time as the stern. More than 30 missing sailors are thought to be trapped in the stern, which lies 45 meters underwater. The Defense Ministry said that it will soon disclose the accounts of the survivors from the sunken ship. Speculation has been mounting that the military is trying to “muzzle” voices of survivors to block any more suspicions surrounding the case.

Among the 58 survivors, 55 were hospitalized in a military hospital in Seongnam, Gyeonggi Province as of yesterday.

“Currently, survivors are suffering from mental distress coupled with a sense of guilt because they left behind their comrades in the sunken ship. Some are taking sedatives. As soon as their conditions stabilize, they will meet with families of the missing sailors and their accounts will be disclosed,” Rear Adm. Lee Ki-shik of the information and operations bureau at the JCS said in a press briefing. A 2,200-ton floating crane and a 3,000-ton barge have been deployed in the scene for the salvage operations. Officials said that another 3,000-ton barge and 3,600-ton crane were scheduled to arrive on Wednesday and Friday, respectively. **Source : Korea Herald**

The best proof is torpedo shrapnel

Two trawl boats should be mobilized to comb the sea thoroughly, over and over again, to find pieces of shrapnel.

If we think that a North Korean submarine or a semi-submersible attacked the **Cheonan** with a torpedo, there's lots of circumstantial evidence to support the theory. While other possibilities, such as an internal explosion, a crash into a rock or a fatigue fracture, do not match the circumstantial evidence, a torpedo attack fits the puzzle nicely. The pattern of a sunken ship, the capacity of the North Korean navy and the intention of the North Korean regime all suggest that a torpedo attack is plausible.

In June 1999, the Australian navy conducted a torpedo launch test. A submarine fired a torpedo at a 2,700-ton destroyer that was to be retired. The torpedo exploded in the water right below the center of the ship. The middle section of the enormous destroyer was lifted up and cracked immediately. The subsequent bubble jet broke the ship into two. The stern of the ship sank instantly, and the bow went down after a few hours.

The pattern is very similar to the tragic fate of **Cheonan**. The survivors from the incident testified that their bodies were lifted up. The **Cheonan** was also divided into two in the middle, and the stern and the bow sank just like the Australian destroyer's. In the test, the submarine launched a torpedo with 300 kilograms of TNT to destroy the 2,700-ton ship. The **Cheonan** was 1,200 tons, so 130 kilograms (286.6 pounds) of TNT are enough to sink it. The seismic wave detected at Baengnyeong Island was equivalent to shock waves from an explosion of 180 kilograms of TNT.

The location of the incident is far from the Northern Limit Line and has shallow waters and rough currents. However, to a North Korean submarine unit, such conditions do not hinder their operation.

In December 1998, a North Korean semi-submersible was spotted in the southern sea off Yeosu and explored the waters of Tongyeong until it was hit by shells fired from a South Korean corvette. In June 1996, a North Korean submarine penetrated into the East Sea off Gangneung and was caught in fishing nets.

Simply put, North Korean submarines are operating all over the Korean Peninsula. The North Korean agents on the submarine that came to Gangneung killed many of their own crew members to get rid of evidence and fled to the North. North Korean submarine units are infamous for their radical and violent operation. So they would not be deterred by currents or winds.

In November 2009, North Korea suffered the defeat of its patrol boat, which was half-destroyed at the Battle of Daecheong. Pyongyang has since threatened a number of times that "any provocation by the South will be followed by retaliations, and it will have to pay a high price."

There are also opinions that North Korea would not provoke the South at a sensitive time like now. Provoking Seoul before the resumption of the six-party talks and Kim Jong-il's visit to China would be a considerable burden to Pyongyang. However, as reckless as it is, North Korea might have decided that it could pull off a torpedo attack secretly. In the past, North Korea thought it actually would not be caught for its bombing of a Korean Air flight in 1987 or the submarine penetration in Gangneung in 1996.

It might have assumed that Pyongyang would not be held responsible as long as the submarine was not caught, since the shrapnel of the torpedo would be lost in the sea. It might also have thought the incident would be a message to Seoul that such an attack would happen if the inter-Korean deadlock continues.

There is no hard evidence that a North Korean torpedo is responsible for the sinking of the **Cheonan**. However, considering all circumstantial factors, a torpedo attack is emerging as the most plausible cause. Most experts agree that an internal explosion, a crash into a rock or a fatigue fracture would not produce a shock wave equivalent to the explosion of 180 kilograms of TNT or lift the bodies of the sailors onboard.

As in any mysterious incident, we need to focus on proving the most plausible possibility first. In 1946, a British destroyer sank in the sea off Albania, and the British navy combed the sea bottom and found two pieces of shrapnel

from a German-made torpedo. If the **Cheonan** was indeed attacked by a North Korean torpedo, it is most urgent to find torpedo shrapnel. Circumstantial evidence might suggest a torpedo attack, but there is no more solid evidence than torpedo debris. If the sea is a field, a piece of shrapnel would be a clump of grass. It might be nearly impossible for the mine-hunting ships and divers to find such evidence.

That's why a search by two trawl boats should be mobilized to comb the sea thoroughly. The vicinity must be combed over and over. The size of each grid of a fishing net on the trawl boats is just a few square inches, and the reaction of the Republic of Korea depends on such tiny grids. **Source : JoongAngDaily**



The Cuxhaven based pilot SWATH **HANSE** – Photo : crew HAM 316 ©

Baron van Lynden vaart voor windsurfer.

Vrijdag 2 april om 15.18 uur werd de bemanning van de **Baron van Lynden** van KNRM station Ouddorp buiten, door het Kustwacht Centrum gealarmeerd voor een surfer in de problemen, aan de buitenzijde van de Brouwersdam.

Dit zou gaan om de Spuisluis van de Brouwersdam op de Noordzee. Met de reddingboot **Baron van Lynden** en de KHV (Kust Hulpverlening Voertuig) werd ter plaatse gegaan. Bij de Spuisluis aangekomen stond een surfer nog op het strand. Dit bleek de surfer te zijn die in problemen was geraakt, maar toch op eigen kracht het strand had bereikt. Nadat de gegevens waren opgenomen, werden deze doorgegeven aan de Kustwachtpost Ouddorp en het Kustwacht Centrum. Hierna keerde de reddingboot weer terug naar station.

Four rescued from sinking boat in the Solent

Four people had to be rescued from their boat after it ran aground and sank in the Solent off Hampshire. They made a 999 call from their 27ft (8m) yacht **Blu Argent** on Sunday after running aground on the Shingles Bank.

As they waited for help the boat began to sink and the occupants were left clinging on to the rigging. The RNLI Yarmouth lifeboat crew picked up two of them and the other two were winched to safety by the Solent Coastguard helicopter crew. All four were taken to shore and transferred to waiting ambulances. **Source : BBC**

TROMP RESCUES SHIP AND ITS CREW

The Dutch navy freed Monday a German cargo ship that had been boarded by pirates off the coast of Somalia and arrested 10 of the attackers, the Dutch defence ministry announced. The Dutch frigate **Tromp** rescued the ship and its crew at around 1140 GMT about 900 kilometres (560 miles) east of the Somali coast, the ministry said in a statement. A Dutch soldier was slightly wounded in the operation during which the troops exchanged gunfire with the pirates who had come aboard with the help of a mothership and two attack boats. The frigate had received a distress signal from the German container ship **Taipan** about four hours earlier, the statement said. "The ship had been attacked by pirates and the crew had hidden in a secure space on board," the ministry said.

When it arrived, the frigate sounded alerts and fired warning shots which sent the mothership fleeing, it said. Navy commandos then descended from a helicopter onto the bridge of the **Taipan** and arrested 10 pirates, it said. The 15 members of the crew emerged "safe and sound". "Despite the damage on the bridge caused during the operation, the boat was able to continue its route alone," it said. The arrested pirates were taken onboard the Dutch frigate.

It had not been decided what would be done with them, defence ministry spokesman Robin Middel told AFP, without giving the nationalities of the pirates or the crew of the German vessel. The Dutch navy launched the operation as part of an EU naval mission called Operation Atalanta which protects shipping along the key route off Somalia. EU Navfor has said that in March it collared 18 pirate gangs, destroyed 22 skiffs and apprehended some 131 pirates for prosecution. But there are eight vessels and 157 hostages in the hands of Somali pirates, an official said on March 31.

CASUALTY REPORTING



German and Israel boxships collision in Marmara, CMA CGM Verlainne seriously damaged



German boxship **CMA CGM Verlainne** collided with Israel boxship **Odessa Star**, in a dense fog.



Judging from Turkey newspapers reports, **Odessa Star** was anchored, **CMA CGM Verlainne** was leaving Gulf of Izmit and passing **Odessa Star** bow, changed course and

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 097

kind of stuck herself on **Odessa Star** bow. **CMA CGM Verlaine** got a big hole portside, 5 containers fell overboard, 2 sank. **CMA CGM Verlaine** was on the verge of sinking also - water rushed in a hole, but tugs hurried to the scene and took vessel to shallow waters. **Odessa Star** got some cracks and dents.



Photo : **Paul van Slooten** – www.shipspotters.nl ©

Both vessels now staying in Gulf of Izmit, waiting for investigation and inspection. **CMA CGM Verlaine** IMO 9221815 Flag Germany build 2001 DWT 79501. **Odessa Star** IMO 9223746 Flag Malta build 2000 DWT 25638, manager Zim Integrated Shipping Services Ltd. **Source / Photo's : Maritime Bulletin**



ISO 9001:2008



MARINT
(OFFSHORE SERVICES) LTD

**Independent Consultants and Brokers in the International Tug and Supply Vessel market
(offices in London and Singapore)**

Telephone : +44 (0) 20 8398 9833

Facsimile : + 44 (0) 20 8398 1633

E-mail : tugs@marint.co.uk

Internet : www.marint.co.uk

NAVY NEWS

Gov't Apologizes for Slow Information About Shipwreck

A government spokesman on Sunday apologized for being unable to provide adequate information about the sinking of the Navy corvette **Cheonan**, leading to proliferation of conjectures in the first few days.

Some ruling party officials wondered whether key government officials ordered a special briefing as speculation refused to die down despite explanations given by the Defense Ministry.

The spokesman said the cause was neither a reef nor were traces of an enemy submarine found. "Please take it literally that we have detected no evidence for direct involvement of North Korea. This does not mean that the likelihood is low," he added.

The spokesman refused to release communication exchanged between the sunken ship and the 2nd Naval Fleet Command, saying they contained messages to and from the Second Naval Fleet Command and all other ships under its responsibility, not just the **Cheonan**. "It also contains our military strategies for the area near the Northern Limit Line," he said. "From the outset, the government's position has been that there should be no secret about this issue, but we will be cautious until we find a cause that is evident to everyone." **Source : The Chosun Ilbo**

US navy plans to ban smoking in submarines

The top US naval officer has vowed to stop people lighting up in submarines, where the confined atmosphere has serious passive smoking implications, a report said Monday. "We are going to stop smoking on submarines," Chief of Naval Operations Admiral Gary Roughead told a recent meeting of senior submariners, according to the Navy Times magazine.

Navy spokesman Lieutenant Commander Mark Jones confirmed a ban could be in the pipeline, telling AFP: "We are currently looking at changing the policy, but we have not changed the policy." At present, smoking on US submarines is up to the commanding officer's discretion and there are designated areas on many vessels where the crew are allowed to smoke.

"That atmosphere moves around the submarine. You don't smell it but the damaging things from the smoke are still present," Roughead was quoted as saying by the Navy Times. A Pentagon study last year carried out by the American Institute of Medicine revealed that soldiers smoke a lot more on average than civilians and that the wars in Iraq and Afghanistan had seen a spike in smoking.

The last official figures for the US military, in 2005, showed that almost one third of personnel in the armed forces, 32 percent, smoke as opposed to just one in five of the American population as a whole. Jones said up to 40 percent of US submariners smoke, making it all the more important to look into a ban for the overall health of American sailors.

Source : AFP

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

USS Freedom to Enter 3rd Fleet

USS Freedom (LCS 1) will reach its latest significant milestone when she entered the 3rd Fleet Area of Responsibility April 4.

"We are excited to have **USS Freedom** in the 3rd Fleet team," said Commander, 3rd Fleet, Vice Adm. Richard Hunt. "The Littoral Combat Ship class provides a transformational capability to theater naval commanders which will enhance support for the war on terrorism, theater security cooperation (TSC) with partner nations, and emerging operational requirements."

After entering 3rd Fleet, **Freedom** will conduct TSC engagements with partner nations, conduct routine training at sea, officially arrive in San Diego in late April, and then participate in the International Fleet Review in Canada commemorating the 100th Anniversary of the Canadian Navy and the 22nd Rim of the Pacific exercise in Hawaii, both being conducted this Summer.

Prior to arriving, Freedom conducted counter-illicit trafficking (CIT) operations in the Caribbean Sea and off the coasts of Central and South America under the operational control of U.S. Naval Forces Southern Command/U.S. 4th Fleet.

In less than three weeks of CIT operations in the Caribbean, Freedom made three drug seizures, recovering more than three tons of cocaine and capturing one vessel and five suspected drug smugglers.

"During its deployment, Freedom has demonstrated that its class will become a key component of the 21st century Navy," said Hunt. "We look forward to employing Freedom to help us meet the challenges of operating in the littorals. The LCS-class brings unique capabilities, exponentially expanding the ability of 3rd Fleet and the Navy to execute the maritime strategy."

Embarked aboard Freedom are Helicopter Sea Combat Squadron 22, Detachment 2, based in Norfolk; the first tailored LCS Surface Warfare Mission Package, based in San Diego; and a U.S. Coast Guard Law Enforcement Detachment.

The first ship in the revolutionary littoral combat ship class, Freedom is a fast, agile, maneuverable, and networked surface modular ship designed to complement the Navy's larger multi-mission surface combatants in select mission areas, including combating submarines, mines, and fast-attack craft threats in the littorals.

Freedom began its maiden deployment Feb. 16, more than two years ahead of schedule, and will complete the deployment when it arrives in its homeport of San Diego in late April.

For more information about **USS Freedom, and its mission, visit www.freedom.navy.mil**

Source : US Navy

French-Russian naval drills in the Barents Sea

Last weekend a French frigate and a Russian antisubmarine vessel conducted joint drills in the Barents Sea. The French Navy's Horizon class frigate "**Chevalier Paul**" arrived the Northern Fleet's main base Severomorsk on Tuesday last week, web site Severny Flot reports. This is the first foreign port to be visited by the frigate since it was launched in December 2009.

The French vessel went out in the Barents Sea together with the Northern Fleet's antisubmarine vessel "**Severomorsk**" to conduct joint drills on communication, maneuvering and fighting threats from the sea. After the exercise "**Chevalier Paul**" went towards Scotland. As BarentsObserver reported, the Kola Peninsula is expecting another French naval visit this spring, when the crew of a French naval vessel is taking part in the Victory Day parade in Murmansk on May 9. **Source : BarentsObserver**

HMAS Newcastle receives top Navy honour

The Royal Australian Navy ship **HMAS Newcastle** has been awarded the Gloucester Cup by the Governor-General, Her Excellency Ms Quentin Bryce AC, during a ceremony at Garden Island, Sydney.

Commander Australian Fleet, Rear Admiral Stephen Gilmore, AM, CSC, RAN, and Commodore Training, Commodore Daryl Bates, AM, RAN, joined the Governor-General in presenting the Commanding Officer of Newcastle, Commander Justin Jones, RAN, with the award which recognises the Fleet unit foremost in all aspects of operations, safety, seamanship, reliability and unit level training.



As Commander-in-Chief of the Australian Defence Force, Her Excellency also inspected the Royal Guard and the ship's company on the flight deck. The Gloucester Cup was instituted in 1947 by the then Governor-General, the Duke of Gloucester, and acknowledges excellence in operational efficiency, seamanship, supply and administration, training, maintenance and resourcefulness.

Commanding Officer of Newcastle, Commander Justin Jones, said he was honoured to lead the ship which won the Gloucester Cup.

"This is a very proud day for our ship and recognises the hard work each and every crew member puts in," Commander Jones said. "Each individual has played a critical role in helping us achieve this award. I am particularly pleased that many families were also able to attend the ceremony today. They too have played an important role in supporting the Ship's Company's performance. I feel very privileged to work alongside such a happy and dedicated crew."

The ship was also presented two other fleet awards. The Spada Shield recognises the surface combatant foremost in operations, safety, reliability, warfare and unit level training, and the Australia Cup for excellence in marine engineering. Last year the ship undertook its biggest fundraising effort ever by raising \$57,000 for its charity, The

Hunter Orthopaedic School in Newcastle. The Newcastle community was represented at the presentation by the Ship's Lady, Mrs Margaret McNaughton AM, the Lord Mayor, Clr John Tate, and the Principal of Hunter Orthopaedic School, Mrs Allison Sellers.

HMAS Newcastle will deploy for four months in April to Guam, Japan and then Canada for the 100th anniversary of the Canadian Navy. The ship will also participate in the international Exercise RIMPAC in Hawaii. **Source : Garry Luxton**

SHIPYARD NEWS

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



The **FLINTER AMERICA** seen ready for the launch at the **Ferus-Smit Foxhol** shipyard, the launch is scheduled for Saturday at 11:00 hrs

Photo : Kees de Vries ©

Lotos Shipyard launches tanker hull ordered by the Dutch company

Lotus Shipyard OJSC (of Caspian Energy Group) has completed part of a tanker ordered by Messrs Westerkade Shipping BV (Netherlands), the press service of Caspian Energy said. The tanker aft will be towed to the stocks of Astrakhan Shipbuilding Association (ASA LLC, Caspian Energy Group) for docking with the fore body. A brand certified

steel has been used for building the tanker hull. The ship construction is being supervised by the Lloyd Register. The ship delivery is scheduled for May this year.

The vessel will be 135 m in length and 17.25 m in width. The tanker's DP - 6.22 m Caspian Energy Group of companies (CNRG Group) was established in 2006. The company's key activities are the design, construction and installation of offshore facilities for oil and gas fields development. The Group integrates several divisions. Engineering expertise is concentrated in the "Shelf" Center of Marine Technology (including Coral, Sevastopol, Vympel Bureau, Nizhny Novgorod, Caspian and Astramarin Bureaus, Astrakhan). Manufacturing division - Astrakhan Shipbuilding Association, LLC. (ASA). The service division - Crane Marine Contractor LLC, the operator of ships and floating cranes for offshore operations. Caspian Energy Projects LLC coordinates and manages the Group's projects.

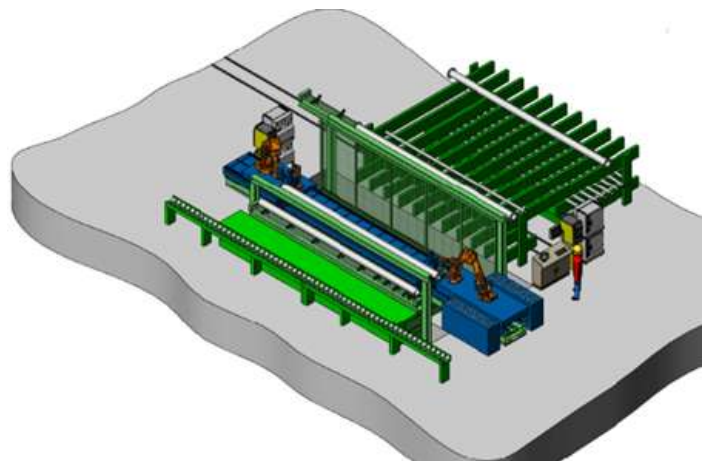
Source: Portnews

Technologic advantage for IHC Piping B.V. by ordering the worlds first robotized Flange Welding System



Kranendonk Production Systems B.V., specialist in one-piece production automation, has received a major order for a flange welding system. This is a pioneering robotic production solution for welding bespoke pipe constructions for the offshore, shipbuilding and petrochemical industries. The system has been developed to incorporate four ABB simultaneously operating robots and the latest vision technology to position, tack and weld a wide range of flanges and welding sockets. Optionally the system can be equipped with cutting and drilling functionalities. By integrating offline programming software with the current CAD/CAM system drastic cost savings will be realized at the work preparation department.

"We will take delivery of the first robotic flange welding system in the Benelux countries and Germany," says Paul Dits, Director of IHC Piping B.V.. "It will help to improve the weld quality, the flexibility of production, and the cycle and delivery times for the pipe sections. These benefits will be passed on directly to our expanding customer base and provide us with a distinct competitive advantage." Twenty-five years ago, IHC Piping B.V. was inspired by the principles of Lean Manufacturing (LM) and Just-in-time (JIT) processes. These tried-and-tested Japanese production philosophies are utilized by IHC Piping in its 2,250 m² workshop to help boost efficiency and reduce wastage.



Local firm hands over another ship to Denmark

The non-government ship building sector of the country has attained another milestone with the export of a multipurpose container vessel to Denmark. Ananda Shipyard & Slipways Ltd of Dhaka, a leading ship builder and the country's first ever ship exporter, is exporting its eighth vessel -- **Stella Moon** -- a 2900 DWT capacity container vessel to the Danish Stella Shipping Company. The Antigua Barbuda flag vessel registered with the port of St. John has been built at the cost of \$ 7.5 million (BDT 52.50 crore) by the Bangladeshi workers and engineers over the last 3.5 years, builders said. The ship will be handed to its owner at the Chittagong Dry Dock Saturday morning. Shipping minister Shahjahan Khan MP will attend the function as chief guest.

Mrs Afruja Bari, managing director of Ananda Shipyard, told the media at Chittagong Press Club today that export of this ship proves Bangladesh can build sophisticated smaller ships of international standard at a low price.

She said the industry will not flourish without an industrial policy guideline. The government should urgently take up steps to formulate the guiding principles for infrastructure development and provision of banking facilities for ship building industry, she observed.

"By dint of prolonged endeavour we have brought back the heritage of Bangladesh as a ship building nation. But we are yet to get government financial support as provided in other ship building countries. To shape ship-building to a full-fledged industry the ship builders need at least 30 per cent government incentives at this point of time," she said. Chairman of the company Abdullah Bari said they have secured work orders for building eight more ships for Norway and four ships for Germany. The biggest contract for building a ship is worth \$ 12 million, he said. Developed countries are no longer building smaller ships but this smaller ship building industry has a world market of \$ 400 billion. If Bangladesh can grab only one per cent of the market it will bring \$ 400 crore, he added. "The main problem with the ship building industry in Bangladesh is that people having capacity to invest are not coming to the industry. If the government comes forward with incentives you will find at least 10 new ship builders within couple of years," Mr Bari said. **Source: Financial Express**



At the DAMEN yard in Gorinchem the **BEVER** was launched April 2nd

Photo : Daniëlla Vermeer ©

ROUTE, PORTS & SERVICES

Seamanship

Whatever the ship. Wherever delivered.





www.redwise.com

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



Redwise
GLOBAL SHIP DELIVERY & CREWING
info@redwise.nl



The German Pilot SWATH **BORKUM** seen operating alongside the **TSHD HAM 316** off Cuxhaven
Photo : Crew HAM 316 ©

Retail Container Traffic Seen Up 8 Percent in April

Imports continue to gain traction at U.S. ports, with the container volume in April projected to increase 8 percent over the same month last year. The Global Port Tracker, published monthly by the National Retail Federation and Ben Hackett Associates, projects steady growth in containerized imports through the summer months.

"Retail sales are starting to improve and retailers are importing merchandise in the quantities they need to meet the demand," said Jonathan Gold, vice president for supply chain and customs policy at the retail organization. Containerized imports began to pick up late last year as the United States worked its way out of the worst recession since the 1930s.

Imports in February were up 20 percent compared to the very low month of February 2009, and that marked the third straight month that imports were higher than the same month the previous year. That followed a losing streak of 28 straight months in which imports had dropped compared to the same month the previous year.

February also marked what is expected to be the low point for the year at U.S. container ports in 2010. Imports were down 6 percent from January as retailers took a breather from restocking their inventories. When the March numbers are verified, Global Port Tracker projects that imports will be 6 percent higher than in March 2009. Imports are projected to be up 8 percent in April, 7 percent in May, 17 percent in June, 12 percent in July 12 and 15 percent in August compared to the same months last year. "Retailers are maintaining lean inventories during the recession but are carefully building back up," said Ben Hackett, president of Hackett Associates.

Source: The Journal of Commerce



The **ALASKABORG** seen moored in Abu Dhabi April 1st - Photo : Adri van de Wege ©

Expansion of Panama Canal to Create 7,000 Jobs

The consortium awarded the largest and most important contract under a Panama Canal expansion plan announced it will hire 7,000 people over the next three years to build a new set of locks for the waterway.

The managing director of Grupo Unidos por el Canal, Antonio Zaffaroni, told a press conference that the workers will be recruited through nationwide job fairs to be held in April and May.

The hiring plan of the consortium led by Spain's Sacyr Vallehermoso "reflects the intensity of the work required and therefore the goal of this fair is to recruit professionals in different sectors," Zaffaroni said.

The executive said the company will "necessarily" have to launch the project with experienced people, perhaps from other countries, though he added that those individuals will be responsible for training the local personnel that will replace them as the project advances.

In the initial hiring stage, the job vacancies will include more than a dozen specialties ranging from masonry to civil and industrial engineering.

But the executive added that a meeting with representatives of different local universities has been scheduled with a view to recruiting a different type of workforce. Regarding the construction project, awarded to GUPC last July by the

Panama Canal Authority, Zaffaroni said the consortium was currently in the earth-moving phase and that the lion's share of the work would be carried out beginning in 2011.

"The largest amount of work and therefore the largest amount of people (required) will be in 2011, 2012 and 2013, and then at the beginning of 2014 there will be another change in specialization, so that there will be fewer – but much more highly qualified – personnel," he said.

Other members of the GUPC consortium, which won the contract with a submitted base price of \$3.12 billion, include Italy's Impreglio, Belgium's Jan de Nul and Panama's Constructora Urbana. The goal of the canal expansion plan, which encompasses several projects and is estimated to cost a total of \$5.25 billion, is to double the waterway's annual capacity from 300 million tons to 600 million tons.

The canal, designed in 1904 for ships with a 267-meter (875-foot) length and 28-meter (92-foot) beam, is too small to handle the "post-Panamax" ships that are three times as big, making it necessary for some time to expand by building the new set of locks. **Source : The Latin America Herald Tribune**



The **AURORA** seen departing from Cape Town – **Photo : Ian Shiffman ©**

DISA

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

VCA** ISO 9001
BUREAU VERITAS
Certification

www.disamaritime.com

SUBSEA



CIVIL CONSTRUCTION



ENGINEERING



Providing worldwide underwater solutions

Cruise vessel arrives

The first cruise vessel in 2010-11 arrived at the New Mangalore Port on Friday with 83 passengers on board. The ship M.V. **Spirit of Oceanus** left in the evening. According to a press release issued by the New Mangalore Port Trust, 77 passengers visited cashew factories, St. Aloysius Chapel, the Kadri temple and shopped at malls before returning to

the vessel. This luxury cruise vessel, with a majority of tourists from the U.S. in the age group of 55 to 75, came from Kochi and proceeded to Goa. NMPT Chairman P. Tamilvanan stated that cruise vessel **Aid Cara** was expected to call at the port on April 14 while M.V. **Nautica** was expected to arrive on April 25. **Source : The Hindu**



The **SAFMARINE LUALABA** seen arriving in Cape Town - **Photo : Aad Noorland ©**

Italian group to build new Iraqi port at Fao

AFP reports that an Italian group is to begin construction in a month's time on what will become Iraq's largest shipping port.

According to the Iraqi transport minister, the facility at Fao, at the southernmost tip of the country, will be fed by a new rail line linking it to the Turkish border in the north, dramatically improving Iraq's moribund transport infrastructure. "Fao, which will be built by an Italian consortium, will be the biggest port in Iraq," Transport Minister Amer Abduljabbar Ismail said in a ceremony at Fao on the Gulf, 535 kilometres (335 miles) south of Baghdad.

"This project is part of a larger vision that we call a 'dry canal' which will allow for transport of goods between the north and the south of the world quickly, cheaply and safely." An Italian diplomat, speaking on condition of anonymity, said the port "will be among the biggest in the world. It will be able to handle the largest container boats and all kinds of huge tonnage vessels."

The consortium will be led by Italian engineering firm Technital and will include other Italian construction firms partnering with the Iraqi transport ministry. AFP said the US\$4.6 billion project will be the biggest infrastructure project in Iraq in 30 years, and will be funded by Iraqi and foreign finance, both public and private. **Source : Dredging News Online**



Van Oord's **Jan Steen** seen at the ADCOP project in Fujairah - Photo : Arno Kranz ©

Freight rates stabilizing but market still fragile - NOL

Container company Neptune Orient Lines Ltd. said that freight rates have stabilized, but market conditions remain fragile and the strength of the global economic recovery is uncertain. "No one can be sure of the industry outlook for 2010 or beyond. There are factors beyond our control that continue to create uncertainty," NOL Group President and Chief Executive Ronald Widdows said in the company's 2009 annual report. The world's eighth-biggest container shipper in terms of capacity had previously warned of significant risks in demand sustainability and higher fuel costs and said it will remain in the red for the first half of 2010.

In 2009, the company swung to a net loss of US\$741 million from a net profit of US\$83 million the previous year. However, with global economic conditions improving, NOL is seeing a pick-up in its volumes and freight rates as global trade recovers. For the period Feb. 6 to March 5, NOL saw its container shipping volumes rise 37% on year to 189,100 forty-foot equivalent units with average revenue per FEU rising 8% on year to US\$2,575.

"In early 2010, there have been improvements in volumes and asset utilization in NOL's principal markets. In addition, freight rates have stabilized and trended upwards in some trades. If these conditions continue, better business performance is possible," Widdows said in the annual report.

He said NOL has taken "aggressive steps" to improve its balance sheet, its cost base and service reliability that will help it when economic recovery takes hold. State-investment company Temasek Holdings Ltd. holds a 66% stake in NOL. **Source: Manila Bulletin**



Photo made in Fremantle (Australia) with in the background seen the **SAMSON SUPPLIER** and the **PREMIUM**
Photo : Stuart Warmink ©

**DIOGENES
MODULES**

**LIVING FACILITIES FOR PROFESSIONALS
MADE IN GERMANY**

**DIOGENES CABINS –
THE HIGHEST STANDARDS
IN QUALITY AND SAFETY**

GET IN TOUCH:
DIOGENES MODULES GmbH
TEL.: +49 40 22 63 203 50
INFO@DIOGENES-MODULES.COM
WWW.DIOGENES-MODULES.COM

.... PHOTO OF THE DAY



The **Jascon 34** preparing for loadtesting an 800 mT **Huisman** crane in Batam.

Photo : **Pepijn Toornstra** ©

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

newsclippings@gmail.com

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