

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 098



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The above image is a watercolor painting from **Hans Breeman** of the **Fighter**. There were two sisters of these powerful tugs, The **Fighter** and the **Boxer**, both working for the same company **URS = Unie voor Redding & Sleepdienst** located in **Antwerp**. The two tugs had there working location on the **River Schelde**, the famous seaway to **Antwerp, Belgium**.

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## EVENTS, INCIDENTS & OPERATIONS



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

## Seized S.Korean ship heading for Hobyo

The South Korean 2002 built supertanker **Samho Dream**, captured Sunday by Somali pirates in the Indian Ocean, was heading for the port of Hobyo, a pirate chief said Tuesday. "The supertanker is coming here. There are dozens of pirates onboard," Abdi Yare told AFP by telephone from Hobyo. Fishermen in Hobyo, a pirate stronghold 300 kilometers north of Mogadishu, confirmed the tanker was expected to arrive there shortly.

"I've seen dozens of pirates heading out to sea this morning to escort the ship into land. But I think it's still some way from the coast," said Jama Hussein Adan, a Hobyo fisherman. A Nairobi-based maritime group also confirmed the



tanker had been seized by Somali pirates. The South Korean-operated, Singapore-owned **Samho Dream**, which can carry more than 2 million barrels of crude, was seized on Sunday en route from Iraq to the United States. Earlier Tuesday, a Foreign Ministry official in Seoul said a South Korean destroyer had caught up with **Samho Dream** but was keeping its distance from the vessel for the sake of the crew's safety. The operator, Samho Shipping, denied reports that it has been in contact with the pirates or started negotiations for the release of the crew and the ship. Attempts to reach the crew have so far been unsuccessful, a Samho official said. **Source : AFP / Ecoterra**



The **TRANS FEJ** seen passing the Kiel canal – **Photo : Cornelia Klier ©**

## **Iranian ship foils oil tanker hijacking**

An attempt by Somali pirates in the Gulf of Aden to hijack an Iranian oil tanker was nipped in the bud after an Iranian fleet of ships present in the region rushed to the scene and attacked the buccaneers' vessels, the Iran's Fars News Agency reported Sunday.

The Iranian oil tanker named "Iran Faraz" was attacked by four Somali speed boats on route to the port city of Izmir in Turkey from Bandar Bushehr in southern Iran. The Iranian fleet which was patrolling in the area rushed to the scene after it received an SOS message from the Iranian tanker and curtailed the attempted hijack through a timely and swift operation. **Iran Faraz** is now heading to Turkey without having sustained any damage. The Iranian Navy has been conducting anti-piracy patrols in the Gulf of Aden since November 2008, when Somali raiders hijacked the Iranian-chartered cargo ship, MV Delight, off Yemen's coast. The Iranian Navy has recently dispatched a seventh flotilla of ships to the Gulf of Aden to defend the country's cargo ships and oil tankers against continued attacks by Somali pirates. The Iranian Army's Navy announced in a statement in mid March that it dispatched forces to the Gulf of Aden and northern Indian Ocean after a special ceremony in the southern port city of Bandar Abbas attended by Commander of the Navy's Southern Fleet Admiral Ebrahim Ashkan and other senior commanders.

The Iranian Navy's seventh fleet is comprised of two destroyers named "**Sabalan**" and "**Khark**" which were dispatched from the first naval zone. According to U.N. Security Council resolutions, different countries can send their warships to the Gulf of Aden and coastal waters of Somalia against the pirates and even with prior notice to Somali government enter the territorial waters of that country in pursuit of Somali sea pirates. The Gulf of Aden - which links the Indian Ocean with the Suez Canal and the Mediterranean Sea - is an important energy corridor. **Source : FarsNewsAgency – Ecoterra**

## New containership deliveries to surge in 2nd quarter

According to Alphaliner's latest weekly newsletter, deliveries of new containerships are expected to surge in the second quarter of 2010 to 430,000 TEU after the 70 new vessels for 307,000 TEU recorded in the first quarter.

These figures are significantly higher than the levels recorded in the second half of last year, when only 228,000 TEU per quarter were delivered on average. The new vessel deliveries are expected to contribute to a net fleet growth of 9.6% in 2010, after taking into account expected scrapping and slippage.

In April alone, deliveries are expected to reach 150,000 TEU, the highest monthly level recorded since mid-2008. A total of 16 units of above 5,000 TEU, all to be handed over in April, have already received service assignments. This includes two 14,000 TEU vessels which are due to join MSC this month. Deliveries are picking up with the recovery in global demand and the start of the summer peak season. Additionally, slow steaming continues to absorb capacity as fuel prices remain at levels above \$450/tonne. The main driver in ship demand for the second quarter was the launching of several new loops, which absorbed newbuildings as well as idle tonnage. Besides, a number of new vessels which had been deferred now see their delivery looming.

Container trade growth in 2010 could turn out to be much stronger than expected and will likely exceed 10%, based on Alphaliner estimates. This follows a 10% contraction of global container trade in 2009, the biggest decline in modern liner shipping history. The growth estimate ties with the WTO's latest estimates released last month which predicted that world trade is set to rebound by 9.5% in 2010. Exports from developed economies are expected to increase by 7.5% in volume terms while shipments from the developing economies could rise by around 11% as the world emerges from recession. **Source : The Motorship**



The **ANGLIAN PRINCESS** seen after drydocking – **Photo : C. Hameeteman ©**

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

## Reefer detained in Novorossiysk after cocaine found

Reefer **Alameda Star** arrived to Novorossiysk April 2 afternoon, and was berthed at Berth 14 around 07-00 p.m., vessel arrived from Poti Georgia. At 03-30 a.m. April 3 authorities inspected vessel and found a pack of presumably, cocaine, weighting 935 grams. Investigation under way, but from MRCC report it's unclear, was inspection routine, in the process of usual entry formalities, or authorities had information about possible drug smuggling. Reefer **Alameda Star** IMO 8816156 Flag Bahamas build 1990 DWT. Crew 23: 5 Ukrainians, 1 Polish, 17 Russians.

Source : Mike Voytenko

## Dredging company Boskalis makes application to delist Smit

As a result of the acquisition of more than 95 per cent of the shares of Smit by Boskalis, Boskalis has announced that Smit's shares and trading of shares in Smit on the NYSE Euronext Amsterdam (Euronext) will be terminated.

Said Boskalis: "In consultation with Euronext, it has been decided that the last day of trading of the shares will be on Tuesday 4 May 2010. This means that the termination of the listing of the Shares will be effected on 5 May 2010."

Shareholders who have not yet tendered their shares under the offer still have the opportunity to do so during the a post closing acceptance period, which commenced on 30 March 2010 and expires at 18:00 hours, Amsterdam time, on 13 April 2010 (the Post Closing Acceptance Period).

Shareholders can tender their Shares in the same manner and subject to the same terms, conditions and restrictions as described in the Offer Memorandum. Source : Dredging News Online



## Anti-fouling convention enters into force in Singapore



A rule that disallows the use of harmful anti-fouling paint on ships entering ports, shipyards or offshore terminals has entered into force in Singapore. The Anti-Fouling Systems Convention (AFS Convention) came into effect in Singapore on March 31, 2010, affecting ships registered with the republic and ships calling at the port, according to legal documents obtained by Bunkerworld. Singapore acceded to the International Maritime Organization (IMO) regulation on December 31, 2009. The accession underscores the country's commitment to "environmentally-friendly shipping and port activities", chief executive of the Maritime and Port Authority of Singapore (MPA) Lam Yi Young have said earlier.

The Convention aims to do away with the use of environmentally damaging anti-fouling paints or systems on the hulls of new and existing ships and encourage the use of more environment friendly alternatives such as silicon paint. An anti-fouling paint known as tributyl tin (TBT) has been banned by parties to the Convention. The Convention also requires ships previously painted with harmful anti-fouling paints to be covered with a barrier coating to prevent doing damage to the marine environment. It also ensures that environmentally detrimental sludge and residues - produced as a result of removal of old paints - are properly treated and disposed of. The AFS Convention was adopted at the International Maritime Organization (IMO) on October 5, 2001, and was entered into force on September 17, 2008.

Source: Portworld



Above seen the passengerliners (from left) **MSC Poesia, Costa Atlantica, Disney Wonder** and **Carnival Sensation.**

Photo : Mats E. Sather ©

## Container Ship Deliveries Set to Soar

Deliveries of new container ships are set to surge over the next three months, contributing to a near 10 percent growth in the global fleet in 2010. Shipyards will deliver vessels with a combined capacity of 430,000 20-foot equivalent units in the second quarter compared with 70 new ships of 307,000 TEUs in the opening three months of the year, according to Alphaliner, a Paris-based analyst.

This rate of delivery is significantly higher than the second half of 2009 when an average of 228,000 TEUs of capacity per quarter were handed over to ocean carriers and charter ship owners.

In April alone deliveries are set to reach 150,000 TEUs, the highest monthly level recorded since mid-2008.

"The new vessel deliveries are expected to contribute to a net fleet growth of 9.6 percent in 2010 after taking into account expected scrapping and slippage," Alphaliner said.

The increased deliveries will be absorbed by the recovery in global demand and the start of the summer peak shipping season as well as slow steaming.

The main driver for demand in the second quarter was the launch of several new loops which absorbed new ships as well as idle tonnage which has now fallen below 9 percent of the world fleet, Alphaliner said.

Sixteen ships of over 5,000 TEUs each, all to be delivered in April, have already received service assignments, including two 14,000-TEU vessels due to join Mediterranean Shipping Co. Source: Journal of Commerce



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## Extra controles stabiliteit containerschepen

Inspectie Verkeer en Waterstaat (IVW), Waterpolitie (KLPD) en de Zeehavenpolitie Rotterdam-Rijnmond besteden in 2010 extra aandacht aan de stabiliteit van containerschepen in de binnenvaart. Bij een eerste gezamenlijke controle in de Rotterdamse haven was bij een steekproef van achttien containerschepen bij een overgroot deel iets mis bij de stabiliteitsberekening.

Geen goede naleving van de stabiliteitsregelgeving aan boord van containerschepen ziet de overheid en de branche als een risicofactor wegens de kans van kapseizen en het verlies van lading. Handhavers en toezichthouders van de IVW, Waterpolitie en Zeehavenpolitie hebben daarom gezamenlijk op 16 en 18 maart jongstleden achttien containerschepen gecontroleerd. De actie was vooral gericht op het bewust maken van het belang hiervan.

### Dertien van de achttien niet in orde

Bij dertien van de achttien schepen bleek iets mis te zijn. Op zeven schepen was de berekening niet in orde omdat onder meer de tabellen voor vastgezette containers werden toegepast in plaats van de tabel voor los vervoerde containers. Ook werd in de berekening soms geen rekening gehouden met de aanwezigheid van zogenaamde "highcube containers". De stabiliteitsboeken van voor 2002 houden geen rekening met de aanwezigheid van highcubes, omdat deze niet bestonden voor 2002.

Op vier schepen werd de stabiliteit niet berekend en is gebleken dat de schipper ook niet over de kennis beschikte om de berekening te maken. Op twee schepen was geen goedgekeurd stabiliteitsboek aan boord. Een containerstabiliteitsboek wordt opgemaakt door een adviesbureau, waarna het ter goedkeuring aan IVW wordt aangeboden.

### Problemen met stabiliteitsprogramma's

Opvallend waren ook de geconstateerde problemen met de stabiliteitsprogramma's dan wel digitale stuwplannen in de computers die aan boord in gebruik zijn. Zo werden niet altijd de juiste tabellen van het stabiliteitsboek in de software gehanteerd (vast in plaats van los) en hield men geen rekening met de zogenaamde "highcubes", of de schipper kon niet aangeven met welke criteria deze programma's de stabiliteit berekenden. Op drie schepen was de software 'out of order', met als gevolg dat er geen berekening werd gemaakt.

### Geen verbetering

De controles van nu zijn op de dezelfde manier uitgevoerd als tijdens het gezamenlijke onderzoek van IVW en Zeehavenpolitie in 2006 en welke zijn verwoord in het door IVW gepubliceerde rapport 'Nulmeting naar dwarsscheepse stabiliteit in het containervervoer in de binnenvaart'.

Aan boord van 63% van de destijds gecontroleerde schepen werden de regels met betrekking tot stabiliteit niet juist nageleefd. De resultaten van laatst genoemd onderzoek dienden dit jaar als uitgangspunt om te toetsen of er sprake is van meer bewustwording in de binnenvaartbranche met betrekking tot het onderwerp stabiliteit van de containerschepen.

De controles van dit jaar laten, ondanks investeringen die sinds 2006 door de branche en opleidingsinstituten op dit gebied zijn gedaan, nog geen verbetering zien. **Bron : DutchPortGuide**

## **Pilotage may be required for Barrier Reef transits**

Australia may impose mandatory pilotage requirements on ships crossing the Great Barrier Reef may face as a result of a grounding late Saturday. The 230 m Chinese bulker **Shen Neng 1** ran aground on Douglas shoals about 70 km east of Great Keppel Island. It had left the Port of Gladstone with a cargo of 65,000 t of coal and around 970 t of heavy fuel oil onboard for its journey to China.



Maritime Safety Queensland General Manager, Patrick Quirk, said the initial damage report was that the main engine room was breached, the main engine damaged and the rudder seriously damaged.

He said that helicopter surveillance Tuesday morning showed a thin oil sheen near the ship measuring 600 m by 300 m. Great Barrier Reef Marine Park Authority Chairman Dr Russell Reichelt said the incident poses a significant threat to parts of the World Heritage-listed Great Barrier Reef.

According to one published report, the ship has leaked an estimated four tonnes of oil onto the reef, and at this stage the leak has been stemmed. Two tugs are keeping the bulker stabilized as experts from Svitzer work on salvage plans.

Meantime, there have been accusations that the ship had grounded because the captain had attempted to take a short cut. But the Australian Maritime Safety Authority (AMSA) is reported as saying that the ship had filed plans to take a legitimate route between Douglas Shoal and the Capricorn group of islands to the South. It made a right hand turn too early which led to the grounding.

Australian Maritime Safety Authority chief executive Graham Peachey says it is too early to say whether having a pilot on board would have prevented the incident, but says that mandatory piloting through the reef will be considered among other options to tighten shipping safety around the reef.

Environment Minister Peter Garrett last night said he would work with Transport Minister Anthony Albanese to "consider whether additional measures are required for the management of shipping in the Great Barrier Reef."

The Great Barrier Reef Marine Park Authority says it has been working closely with the Australian Maritime Safety Authority and Maritime Safety Queensland under the National Oil Spill Response Plan, since the Shen Neng 1 ran aground. Great Barrier Reef Marine Park said the incident poses a significant threat to parts of the World Heritage-listed Great Barrier Reef. "We have observed damage to the Reef from the grounding incident itself, as evidenced by the plume of coral sediment that can be seen around the ship," said Authority Chairman Dr Russell Reichelt.



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"As soon as it is safe we will conduct a full assessment to determine just how affected the environment around the site is but at the moment the damage is mostly contained to the seabed around the ship.

"There has been some oil that has escaped the vessel and we have used dispersants both yesterday and today to help breakdown the oil and help mitigate any potential impacts on the environment. "Fortunately the amount of spillage from the ship appears to still be relatively small and is visible as a thin sheen rather than an oily slick. There is not yet a precise estimate of the total amount spilled but estimates of one to four tonnes have been quoted." "It is critical now that there is a successful salvage with no further damage to the ship and no loss of oil or its cargo of coal."



P&O Cruises' newly-delivered **Azura** seen approaching her new homeport of Southampton on 7 April.

**Photo : Gary Davies ©**

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## NAVY NEWS

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## Repair cost for sub Hartford nearly \$87M

The US Navy will pay another \$36.6 million to repair the fast attack submarine **Hartford** after a collision March 20, 2009, with the amphibious transport dock **New Orleans**. This will bring the total repair cost to \$86.9 million.



General Dynamics Electric Boat was awarded the contract April 1. It will cover the final fabrication and installation of the hull patch, bridge access trunk, port retractable bow plane and the sail. The work, which will be performed primarily in Groton, Conn., is scheduled to wrap up by November.

This is the fourth contract awarded for **Hartford's** repair work. Though the contracts total \$139.2 million, the company was able to do the work for less than estimated, according to Bob Hamilton, Electric Boat spokesman. The previous three contracts totaled \$102.6 million, but most of those funds expired Oct. 1, the start of the new fiscal year.

The Los Angeles-class sub collided with New Orleans in the Strait of Hormuz. **New Orleans**, which was on its maiden deployment, suffered a 16-by-18-foot gash in its hull that ripped open a fuel tank and two ballast tanks and required \$2.3 million in repairs.

Cmdr. Ryan Brookhart was relieved of command of **Hartford** on April 14, 2009, due to loss of confidence. A Judge Advocate General Manual investigation found an informal atmosphere, crew complacency, a "weak" command and inferior submariner skills led to the "avoidable" accident. Specifically, the navigator was listening to his iPod during a critical evolution, watchstanders were known to sleep on the job, and stereo speakers were rigged for music in the radio room. **Source : NavyTimes**

## **Russia to upgrade country's only aircraft carrier**



The **Admiral Kuznetsov** seen moored in Murmansk - **Photo : Beau Bisso ©**

Russia plans to upgrade its only operating aircraft carrier, the Northern Fleet's "**Admiral Kuznetsov**", Russian media reports. The vessel is due to enter a dry dock in 2012 and to be re-launched in 2017. The full-scale modernization of the aircraft carrier will take place at the Sevmash shipyard in Severodvinsk, Arkhangelsk Oblast, web site Lenta.ru reports, citing Interfaks.

According to the information, the aircraft carrier will get new weapons systems and new radio electronic equipment. The hangar deck will also be expanded.

"**Admiral Kuznetsov**" is the flag carrier of the Russian Navy. She was built in Ukraine and launched in 1985. The carrier was intended to be the lead ship of her class, but the only other ship of her class, Varyag, has never been commissioned and was sold to the People's Republic of China by Ukraine under the condition she would never be refitted for combat.

The carrier's air wing currently consists of multirole Su-33 fighter aircrafts. After the modernization the air wing is to consist of 26 new MiG-29K multirole fighter aircrafts, RIA Novosti writes. The aircraft carrier's propulsion unit comprising steam turbines and turbo-pressurized boilers will be replaced either with a gas-turbine or nuclear propulsion unit, according to RIA Novosti.



The plan is to complete the modernization by 2017, but the time schedule might be altered, Lenta.ru writes. The overhaul of the aircraft carrier “**Admiral Gorshkov**” for the Indian Navy started in 2004 and was planned to be finished by 2008. In 2010 the schedule was moved to 2012-2013. **Source : BarentsObserver**

## **SHIPYARD NEWS**

<p><b>MEET TOS  AT</b></p> <p> <b>from 18th until 20th May</b></p>	<ul style="list-style-type: none"><li>• <b>Global Ship Delivery</b></li><li>• <b>Crewing Solutions</b></li></ul> <p><b><a href="http://www.tos.nl">www.tos.nl</a></b></p>
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### **Gladding-Hearn Delivers Calcasieu Pass Pilot**

In America, deep-V hulls are synonymous with the late C. Raymond Hunt who founded the firm with current president John Deknatel in the 1960s. The design was, conceived and patented by C. Raymond Hunt in 1963. The sharp entry forward keeps pounding to a minimum. There is no deep forefoot to cause bow steering and broaching. The V-shape is carried all the way to the transom, which results in evenly distributed displacement and lateral plane.

Since 1978 C. Raymond Hunt Associates have collaborated more than 40 times with Gladding-Hearn Shipbuilding to design and build tough, high-speed deep-V pilot boats. As ship draft has increased pilots have moved further off shore in meeting ships and often board at higher speed. The collaboration of designer and builder has, over the years, evolved a range of pilot boats designs to meet a range of requirements, from the 43-foot Resilient Class to the 75-foot Charleston Class. It was this later hull that formed the basis on which the Lake Charles pilots worked to develop a boat to meet their own particular needs.

Designed by C. Raymond Hunt and built at Gladding-Hearn, the new 75 by 20.6-ft (waterline 6711) boat has been delivered to the Lake Charles pilots. The vessel is powered by a pair of Cummins QSK38 Tier II engines each developing 1350 HP at 1900 RPM and turning 5-blade 41-inch Bruton props through quick shift Twin Disc MGX-6620A gears. The Twin Disc MGX-6620-A gears have a 10-degree down angle to the propeller shaft allowing the engines to be mounted well aft in the hull and at an angle of only four degrees while keeping the propellers deeper in the water for maximum bite.

The Tier II main engines on the pilot boat are fitted with the Cummins Eliminator oil lube filtering systems. These replace disposable filters with self-cleaning centrifuges that reduce maintenance expense and improve engine life. Cummins Northeast Inc also supplied two Cummins Power Generation-Onan 27.5 kW marine generator sets.

With these engines, the C. Raymond Hunt designed, Gladding-Hearn built and Cummins-powered 758x208x10 Lake Charles pilot boat reaches speeds of 25.9 knots fully loaded and 27 knots light boat. **Source : MarineLink**



The TSHD **SHOALWAY** returned to the Leo Boer shipyard in Sliedrecht after her first yard trials

Photo : Jan van Heteren ©

## Boxship cancellations worries HHI

South Korea's Hyundai Heavy Industries (HHI) is worried that orders for nine container ships received from a German shipping company are about to be cancelled.

According to industry sources, Rickmers Group has officially decided to cancel the orders placed with HHI for four 8,500 TEU and five 7,000 TEU container ships worth an estimated \$1 billion. An official of HHI has said in response that the orders have not been cancelled yet and the two parties were currently undergoing discussions. However, with the recent contract cancellation for five oil tankers ordered by a Greek shipping company, the shipbuilder is concerned.

Source : The Motorship

## Kvichak Marine Delivers Utility Boats

**Kvichak Marine Industries, Inc.**, of Seattle, Wash., recently delivered three MPF/UB-40 utility boats for the U.S. Navy. Two remaining boats in the five boat order are under construction. A total of 21 vessels have already been delivered to the Navy and are in operation. The 40-ft high-speed landing craft are replacing the Navy's existing LCM-8 craft as part of the Improved Navy Lighterage System in support of pre-positioned Marine Amphibious assault missions.

The 40-ft x 14-ft landing craft have a loaded flank speed of about 38 knots and a lightened flank speed of about 42 knots. The propulsion package includes: twin Cummins QSM11 engines rated for 660 hp at 2,300 rpm, ZF 325 marine gears, and Hamilton 364 water jets.

To ensure the safety and efficiency of transporting 30 troops, their gear and / or general cargo the craft utilizes a house aft configuration and features a power bow door and high-level engine suctions for beach deployment.

Additional craft features include:

- Twin Cummins QSm-11 engines rated at 660 hp
- 6kW Northern Lights gen-set with shore power
- Integrated Furuno Navnet electronics package
- Ship board stowage cradle

- Three weapon mounts for M2 / MK19 and M60E3 weapons
- Manuals and spares packages

Source : kvichak.com

## Taiwan Shipbuilding to deliver three container vessels at end of month

Taiwan Shipbuilding Corp., the island's largest ship maker, will hold what the company calls its "biggest delivery ceremony ever" at the end of the month, delivering three container vessels to a German client, the firm said. The client, Peter Doehle, has ordered 12 liners from the shipbuilder. During the ceremony, to be held on Apr. 26, the company will deliver three of them, two with a capacity of 6,600 TEUs and one with capacity of 4,200 TEUs. "This indicates Taiwan Shipbuilding has achieved strong capabilities at making ships," chairman Cheng said. "We hope by doing this, we can raise our visibility on the world stage." Source: China Post

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## KR-classed fleet reaches 40 million gt

For the first time in its 50 year history, the classed fleet of the Korean Register of Shipping (KR) – an IACS member classification society - has reached 40 million gt. The growth of almost 4.3 million gt over the past 12 months is largely attributable to new buildings from Korean and Chinese yards. Other major factors driving KR's continued growth include a renewed focus on customer service; the provision of high quality survey services from a growing number of international offices; and an enviable port state control record that is above the IACS member average.

Growth has diversified and internationalised the KR fleet. In 2009, 27% of vessels were owned by non-Korean interests and based on newbuilding orders alone, this is forecast to rise to 30% by 2012 and 34% by 2015. Bulk carriers comprise 40% of the fleet, tankers 22% and containerships 12%.

Commenting on this latest milestone, KR's Chairman and CEO, Mr Oh, Kong-gyun said:

"This year, we celebrate 50 years of the Korean Register and so I am delighted that our classed fleet has reached the 40 million gt mark. I believe that this is a real vote of confidence in our technical abilities and service levels and I'd like to thank all our customers for their continuing support."

He went on to say:

"We were founded in 1960 and it took until 1971 for our fleet to reach 1 million gt. In 1987, we grew to 10 million gt, we topped 20 million gt in 2000 and 30 million gt in 2007. I am extremely pleased to record that we remain on track to class 50 million gt of international shipping by 2013" KR will continue to develop its range of services, technical expertise and global reach into the next decade. Ambitious plans are in place to extend its international network by at



least five overseas offices each year bringing the total number of branch offices to over 100 by 2020. It also has plans to establish an Asian regional head office in Singapore later this year.

In addition to its core classification services, KR is currently diversifying into other industry sectors in order to continue to grow and develop. The main areas in which it will focus in the coming years include warship standards, new and renewable energy activities and plant inspections. **Source: Korean Register of Shipping**



The **JORK** seen "parking" in Rotterdam Eemhaven - **Photo : Marijn van Hoorn ©**

## **NewLead Holdings Ltd. Announces Dropdown of Six Vessels and Ship Management Company**

NewLead Holdings Ltd. announced it has completed the dropdown of six vessels (four drybulk vessels and two product tankers) and Newlead Shipping S.A., an integrated technical and commercial management company, from Grandunion Inc. ("Grandunion"). In connection with this transaction, NewLead transferred to Grandunion 8,844,444 shares of NewLead's common stock and assumed existing liabilities.

Michael S. Zolotas, President and Chief Executive Officer of NewLead Holdings Ltd., stated, "The successful closing of this transaction is another step in transforming NewLead Holdings. The six vessels have quality time charters and are expected to add approximately \$19.4 million in EBITDA annually." Mr. Zolotas continued, "Newlead Shipping S.A. provides us with technical and commercial management necessary for a fully integrated maritime company. We anticipate that technical and commercial management will create significant contribution to our operating profit through higher vessel utilization and operating cost efficiencies and allow NewLead to achieve a competitive cost structure." As a result of this transaction, NewLead Holdings' fleet consists of eleven product tankers and seven drybulk carriers. **Source: NewLead Holdings Ltd.**



[www.mammoetsalvage.com](http://www.mammoetsalvage.com)



KOTUG'S **ZP CHANDON** seen operating in the port of IJmuiden for Iskes tugs

Photo : Joop Marechal ©

## Dockwise secures USD 40 million in near-term contracts and variation commitments

Dockwise Ltd. announces seven near-term contract wins for the transportation of four jack-up rigs, jack-up construction vessels, supply boats and a floating crane barge, to be transported to Rio de Janeiro, Brazil; Egypt; Sharjah, UAE; Singapore; Rotterdam, The Netherlands; Chabahar, Iran; and Trinidad, respectively.

Dockwise will execute the bulk of this newly contracted work during the second quarter of 2010. In addition, the Group has secured a variation order, under the Vyborg contract, generating additional sailing days during the first half. Total revenues for the various commitments are expected to reach approximately USD 40 million.

André Goedée, Chief Executive, Dockwise Ltd., said: "A stable oil price environment and stronger macroeconomic outlook has coincided with increased tender activity amongst drilling rig contractors, creating opportunities for Dockwise. While the return of tender activity is encouraging, we have yet to see whether this constitutes the beginning of a sustained recovery."



The **WINDSTAR** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan - [community.webshots.com/user/cornelis224](http://community.webshots.com/user/cornelis224) (c)

## Great Eastern Shipping orders three oil super tankers

Great Eastern Shipping Co. Ltd, India's biggest private ocean carrier, has ordered three new oil super tankers or so-called very large crude carriers at South Korea's Hyundai Heavy Industries Co. Ltd for an undisclosed amount. Each crude carrier can carry as much as 318,000 tones of crude oil. Currently, it costs \$ 85-90 million to construct an oil super tanker, according to shipbrokers. The prices of super tankers have crashed from about \$160 million prevailing in August 2008 just before the world slipped into recession.

The three ships, to be delivered between January and April 2012, will help Great Eastern re-enter the oil super tanker market which it had exited about two years ago by selling one of its single hull very larger crude carriers. Currently, only state-run Shipping Corporation of India Ltd, Mercator Lines Ltd and Essar Shipping, Ports & Logistics Ltd, own oil super tankers amongst Indian ship owners. The deal is a modification of a July 2008 contract that Great Eastern Shipping had signed with the world's biggest shipbuilder to construct two Suezmax crude carriers with each having a capacity to carry as much as 158,170 tonnes of crude oil. Suezmax carriers are called so because they can transit the Suez canal fully laden. The relative pricing benefit between the new oil super tankers and the existing two Suezmax contracts prompted Great Eastern to order the three new ships, a spokesperson for Great Eastern said.

The increasing utilization of this class of vessel by two of the fastest growing economies- India and China- also led to the modification of the shipbuilding contract with Hyundai, she said. Oil refiners are now seen favoring very large crude tankers to haul crude to cut transportation costs as larger quantities can be shipped at a time. India is heavily



dependant on imported crude for its energy requirements. Out of the annual requirement of about 150 million tones of crude oil, about 110 mt or 75% is imported. Reliance Industries, owned by billionaire Mukesh Ambani, is one of the world's biggest hirers of oil super tankers to ship crude to its Jamnagar refinery. The new contract will boost Great Eastern new ship order book to 8 ships including five dry bulk carriers ordered earlier. The company currently runs a fleet of 32 tankers and six dry bulk carriers. **Source: Livemint**

## **INCHCAPE 23 TAKES TO THE WATER**

Leading marine services provider, **Inchcape Shipping Services**, marked the launching of its new crew & workboat, **INCHCAPE 23**, with a naming ceremony on the Exeter Ship Canal recently. Cheryl Hyldager, wife of CEO Capt Claus Hyldager, named the latest member of the ISS launch fleet thanking the team at Lyme Boats in Exeter who built the vessel, those from ISS Dubai who supervised the build, and the company's customers, "whose need for the services she will provide in ferrying crew and equipment quickly and safely around the Gulf, have made her a welcome necessity."



Capt Hyldager commented: "We are delighted with **INCHCAPE 23**, built here in the UK for our Gulf operations. She incorporates various new features we specified to serve a broad range of customer requirements. The fact we, as a UK-based company, ordered her from a UK yard illustrates our commitment to working with an experienced boat builder capable of meeting our exacting standards."

The 16 strong ISS launch fleet operates throughout the Arabian Gulf region ferrying equipment and spares as well as crewmembers, superintendents, ISS Agency staff and other personnel to and from ships, rigs and offshore installations.

"The **Inchcape 23** will be a welcome addition to the Middle East fleet," said Chris Stone, Executive Vice President - Middle East & India. "We plan to put her to good use supporting our marine services activities in the Gulf region and look forward to welcoming her to warmer climates and calmer seas".

**INCHCAPE 23** was built by Lyme Boats of Exeter and is classed with Lloyd's Register +100 A1 SSC: Workboat Mono:HSC:G3 MCH. With an overall length of 22.50 metres, the aluminium vessel is powered by twin 670 BHP Caterpillar diesels and operates at a service speed of 22 knots. She has a personnel carrying capacity of 23 and can carry 25 tons of cargo on her after deck.

Other features include comprehensive D fendering, CCTV cameras, H2S monitors and alarms (important when working in the vicinity of oil and gas platforms) reclining aircraft style seating and a sewage treatment plant.

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## Prerequisites for enhancing Sri Lanka's status as a shipping hub



The **EVER UNICORN** seen moored in Colombo Port - Photo : Piet Sinke ©

Sri Lanka is to become a "Naval, Aviation, Commercial, Energy and Knowledge hub." What are the conditions for maintaining and enhancing Colombo's position as a shipping hub for the southern Indian subcontinental region? This is perhaps the easiest of the five. We have to thank the late Minister Lalith Athulathmudali for providing the leadership for creating the preconditions. By giving leadership to the modernization of the Colombo Port before India started reforming its notoriously inefficient ports, he helped Sri Lanka seize its geographical advantage.

Colombo hub

In 2007, the Colombo Port handled over three million TEUs of containers, of which 77 percent was transshipment cargo from India. Container volumes have doubled over the past decade, as a result of increased transshipment business from India. It was praiseworthy that volumes were doubled, keeping pace with the world average. But, Colombo is actually the major hub port for the Southern Indian region, in addition to Mumbai's Nhava Sheva. For a region experiencing 10-13 percent growth (India's overall growth rates were lower, but the South and the West have higher growth rates), 11.5 percent CAGR in container traffic growth is quite inadequate. Colombo appears to have lost some market share despite increasing volumes.

Colombo's volumes must be seen in context. It handles around 1/8th of the TEUs handled by the leading Asian and world) container port, Singapore. Major delays in the construction of the Colombo South Port and getting the necessary legislation through Parliament, despite the drafts being ready, has made Colombo more vulnerable to

competition from fast-improving Indian ports such as Cochin in the southern sub continental region, in addition to the above named hub ports that are picking up increasing shares of Indian traffic. Salalah in Oman is also emerging as a major threat to Colombo's position.

### Two hubs or one?

The Mahinda Chinthana Idiri Dekma envisions 10,000 ships coming into the new Hambantota port a year, in addition to arrivals increasing in Colombo (including the new South Colombo Port). Given all the existing ports combined have never welcomed more than 5000 ships a year, this is a rather extravagant expectation. Hubs cannot be decreed into existence. Hubs emerge because the economics are right. They disappear when the economics go wrong. The Colombo Port became a regional hub because it had a comparative advantage over the Indian container ports and had a geographical advantage. These advantages cannot be transferred to Hambantota by Presidential decree.

It is reported that Hambantota is "initially" intended to be for bulk cargo, This is cargo that is transported unpackaged in large quantities. The cargo can be in liquid form or a mass of relatively small solids (e.g., grain) that can be poured into a ship's hold. This is very good, except for the word "initially." But unless the volumes build up quickly to generate the revenues needed to pay back the not-very-soft USD 360 million Chinese loan utilized to build Hambantota, temptation will arise to shift container traffic to Hambantota. For the cargo that are not transshipped, i.e., originate in or terminate in Sri Lanka, Hambantota is unattractive, at least until the rail and road links to the rest of the country get fully built out. So theoretically, one could imagine a shift of transshipment traffic to Hambantota with the rest remaining in Colombo, at least in the short term of 5-10 years. But this theoretical outcome is unlikely for two reasons.

The first is that it is not that simple to separate out transshipment containers from those intended for Sri Lanka. Therefore, there will be a bias toward the established port, which is Colombo. The second factor which will amplify the first is that port services companies will be reluctant to open new offices in Hambantota because it is an extra cost and because they cannot be sure whether the new business can justify the costs. So unless the government wields the carrot (tax breaks or subsidies for those who open in Hambantota) or the stick, Hambantota is likely to attract low volumes of container business at the outset. Either option is silly. Sri Lanka does not benefit by shifting business from Colombo to Hambantota. The national economy benefits only if Hambantota generates new business.

This is why, in an earlier column (<http://lbo.lk/fullstory.php?nid=621824335>), I proposed the construction of a massive oil refinery combined with a bunkering operation in Hambantota. This would bring ships serving the refinery and also attract ships for refueling, building on the proximity to the sea lanes. Another possibility, explored in detail a few years ago by Shantha Jayasinghe in an MBA thesis at the University of Moratuwa, involves developing Hambantota as the principal terminal for liquefied natural gas (LNG), one of the least polluting sources of carbon-based energy. This, of course, is a green field exercise, with all the advantages and disadvantages that come with starting on a blank sheet.

Unless Hambantota specializes as an energy hub/refueling stop, there is a danger that Colombo could lose its present hub status. If any attempt is made to shift traffic to Hambantota the end result may be no hub in Sri Lanka.

A hub port makes money from the services it provides those who transship cargo through it. The importers and exporters in the country where the hub port is located benefit because the hub attracts many large (and therefore economical) ships and offers a much richer schedule to a range of destinations. If Colombo loses hub status to, say, Cochin, our exporters will have to send their cargo to Cochin in small ships and have it transshipped at the new hub. This will, in most cases, increase costs. In all cases, time to destination will increase. Ports appear on the surface to be monopolies. But the reality is more complex. Modern container ports comprise multiple terminals. Colombo has two, one operated by the government, and the other by SAGT [South Asia Gateway Terminal; interesting term). There is competition among terminals in terms of price and quality (primarily turnaround time for the ship). This benefits both the shippers who use the port for direct shipments and the transshippers: that is, unless the government has been silly enough to allow the two terminals to collude or, even worse, has officially required one terminal operator to set the other's prices. The latter was the case when Sri Lanka allowed inter-terminal competition in 1999: the Ports Authority operated one terminal and set the prices of the private competitor.

Inter-terminal competition is the best that a country's exporters and importers can get. But those who use hub ports for transshipment can benefit from inter-port competition too. Indian shippers need not send their cargo through



Colombo. They can use Port Kelang or Tanjung Pelapas in Malaysia, or the world's biggest and most efficient container port in Singapore, or even those in Oman or Dubai.



The port of Colombo – Photo : Piet Sinke ©

So unless the terminals in Colombo continue to improve their productivity and offer more services for the same or less money, Colombo could very well lose its current position as the major hub port for the southern Indian subcontinental region. Given the international competition that is involved, light-handed regulation is what is required, focusing on avoiding blatant collusion between the terminals within the port/country. The Public Utility Commission of Sri Lanka, a multi-sector regulatory agency established in 2002-03 under the leadership of Milinda Moragoda has the necessary independence and the competition powers to do the job. What remains is for the government to move to a landlord port model, divesting its ownership of the Jaya Container Terminal and allowing competition between the multiple terminals (the present two plus the new terminals in the Colombo South Harbor). Government cannot perform the multiple functions of landlord, operator and regulator, as it does now. The Ports Authority should focus on being a good landlord. Private operators should be allowed to invest in and manage their terminals while paying the contracted rents for the use of the land and the harbor. The Public Utilities Commission should effectively regulate the port, giving primacy to competitive forces. The Mahinda Chintana II says little on how the vision of making Sri Lanka a shipping hub is to be achieved. Getting Colombo right is way more important than the Hambantota bulk cargo and refueling port. The way to get Colombo right is to privatize the Jaya Terminal (applying the earnings to reduce the USD 360 million Chinese loan) and make Colombo a well regulated landlord port. The larger and more urgent task is to understand the importance of the Comprehensive Economic Partnership Agreement (CEPA) with India that is critical to locking in Colombo's position as a key hub for the southern Indian subcontinental region. All these principles (on public-private partnerships, reforming regulatory regimes, understanding the vital importance of India to our economy and entering into the CEPA forthwith) are set out in the Sri Lanka National Congress's "Agenda for Influencing the Government." **Source: LBO**

## HHLA to Shut One Hamburg Terminal

HHLA, Hamburg's largest stevedore, is set to temporarily shutter one of its container terminals in response to a steep slump in cargo volume at Europe's third largest box hub. The company is negotiating with labor unions over closing down the Tollerort terminal, its smallest facility, and transferring its traffic and workers to the Burchardkai terminal. The move follows a 33 percent slump in HHLA's traffic in 2009 to 4.9 million 20-foot equivalent units from 7.3 million TEUs in 2008.

The Tollerort is not the first container terminal in Europe forced to close as slumping cargo creates overcapacity across the Le Havre-Hamburg port range. Container Terminal Amsterdam ground to a halt earlier in the year when it lost its last regular call -- a Europe-Far East service operated by the Grand Alliance consortium of ocean carriers that has been switched to nearby Rotterdam. HHLA said last week that traffic had stabilized in the first two months of 2010 "but [there is] no recovery." The publicly listed company, which also has a terminal in Odessa, Ukraine, is forecasting a low single digit rise in container traffic this year from the low 2009 level.

HHLA is cutting costs and postponing spending on new facilities to shore up profits which slumped 55 percent in 2009 to \$216 million from \$479 million a year ago. By reducing the number of casual workers, not replacing retiring employees, cutting overtime and introducing short time working, HHLA has cut the volume of work at its Hamburg terminals by more than 20 percent. HHLA has also staggered its 2009-2012 modernization and expansion program, with \$810 million of the original planned investment of \$1.6 billion deferred until after 2010. Spending in 2009 totaled \$215 million against an originally budgeted \$480 million. **Source: Journal of Commerce**



The **SAHBA** seen departing from Rotterdam-Europoort – **Photo : Hans van Ewijk ©**

## **KNRM Stellendam helpt viskotter.**



Dinsdag 6 april om 12.00 uur werd de schipper van de reddingboot **Antoinette** van KNRM station Stellendam buiten, gebeld met het verzoek om te helpen bij een storing.

Na overleg met het Kustwacht Centrum en de Wachtman van de KNRM, werd er uit gevaren met 2 monteurs aan boord. De **GO 27** lag bij het lichteiland en had elektriciteit problemen aan de winch. Ter plaatse gekomen werden de 2 monteurs op de kotter overgezet. De storing werd verholpen, waarna de reddingboot weer terug keerde naar station.

**Foto: KNRM Stellendam.**

## **Two LNG Tankers Scheduled At Milford Haven This Week**

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 098

Two liquefied-natural-gas vessels are scheduled to arrive at the U.K.'s Dragon LNG terminal and South Hook terminal this week, the Milford Haven Port Authority's Web Site said Tuesday. A steady flow of LNG arrived on U.K. shores in the first quarter of 2010, according to the port authority's Web Site and National Grid PLC (NGG). A total of three LNG tankers were scheduled to arrive and unload at South Hook in the last two weeks of March.



Above seen Svitzer Tugs berthing LNG carrier "**Arctic Discoverer**" at Isle of Grain 06/04/2010,  
**Photo : Adrian Hopkins ©**

The Dragon LNG and South Hook terminals, both in South Wales, were fully commissioned in 2009, and between them have a capacity to supply up to 25% of the U.K.'s gas requirements. The Isle of Grain, the U.K.'s oldest LNG import terminal, can import 9.8 million metric tons of LNG a year. **Source: Dow Jones**

## OLDIE – BUT NOT FROM THE SHOEBOX



Seen passing Spijkenisse , the **Paula** pushing the former fishingvessel **Z 48 WODAN** - **Photo : Lia Metz ©**



## .... PHOTO OF THE DAY ....



The Dutch Survey / Oil spill response / Coast Guard vessel **ARCA** – Photo : Rob van Deijk ©

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