

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 099



Number 099 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 09-04-2010**

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



The JOSEPHINE MAERSK seen discharging boxes at Evyap port in Turkey on a quayside equipped with only some mobile cranes

Photo : Alexander Gorter ©

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EVENTS, INCIDENTS & OPERATIONS

IMAGES OF ACTION OF DUTCH FRIGATE TROMP FREEING THE GERMAN TAIPAN



In this images released by the Royal Dutch Navy Monday April 5, 2010, a boarding party slides down a rope from the frigate **Tromp's** Lynx helicopter onto the mv **Taipan**.

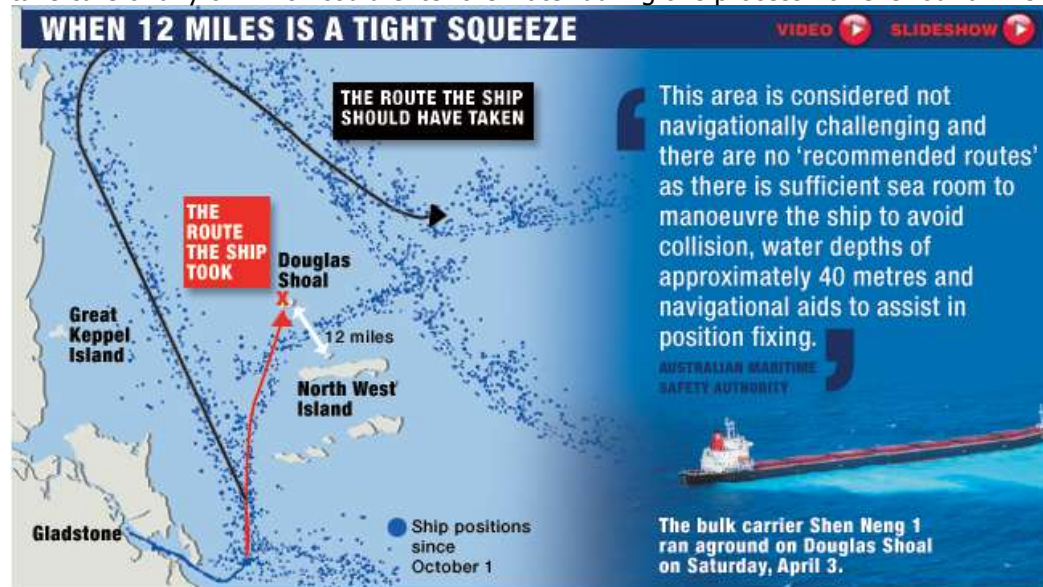


The Dutch Defense Ministry says one of its Navy frigates has freed a German merchant ship and its 15-strong crew from pirates off the coast of Somalia after the Dutch ship's helicopter fired on the captured freighter's bridge and arrested 10 pirates who had boarded the ship on Monday morning about 800 kilometers (500 miles) east of Somalia. The German ship's crew members had locked themselves into a secure area of the ship and were unharmed. One Dutch marine was slightly injured during the boarding. The Defense Ministry statement says that despite damage to its bridge, the German container ship was able to resume its voyage.

Shen Neng 1 stabilization efforts continue

Internal transfer of oil is continuing on the **Shen Neng 1**, the Chinese coal carrier grounded on Douglas shoal off the Central Queensland coast. Maritime Safety Queensland General Manager Patrick Quirk said oil would continue to be transferred internally as part of the continuing effort to stabilize the ship and its cargo before beginning the longer process of refloating.

"This morning we'll again get on with transferring oil from vulnerable tanks to more secure tanks to minimize the risk of further oil spilling into the water," he said. "This can initially be done during daylight hours so that we can see and take care of any oil which could enter the water during this process however our aim is for zero damage."



Mr. Quirk cautioned that the use of the term "refloating" could be misleading and reinforced that the immediate focus was on the transferring of oil. "Any reports that we're 'refloating' the ship today are probably a little premature. Safely refloating the ship is the goal of course but transferring the oil is the next stage in our step-by-step risk-based approach," he said.

"As we advised yesterday, we will start transferring oil off the ship in the next 24 to 48 hours, assuming the necessary equipment is in place and that weather and sea conditions are favorable." Mr Quirk said that forecast conditions at the moment was encouraging but that nothing would be taken for granted.

"Despite the scale, this is actually a delicate operation and we won't be rushing it," he said. "Water has entered the vulnerable tanks however sea pressure is holding the oil in position which is why there is so little oil in the water at the moment. "Simply put, the oil is floating on top of that water and the pressure of the water on either side of the breach is keeping that oil in the tank while we transfer it.

"The salvage team will wait for optimal conditions because we need to get this right. "Every bit of oil in the water risks the marine environment and the shoreline." Two tugs are in place and stabilising the carrier against prevailing winds and the action of the sea.

The **Pacific Responder**, a dedicated salvage and response vessel from north Queensland, arrived in the area with specialized boom equipment to assist with the external transfer of oil.

Pacific Responder is an Anchor Handling Tug Supply (AHTS) vessel modified to fulfil the role of Australian Maritime Safety Authority dedicated emergency towage vessel (ETV). This is the only ETV of its type in Australia and operates in the particularly sensitive sea areas of the northern Great Barrier Reef and Torres Strait. The vessel has its home port in Cairns but spends the majority of its time patrolling at sea, available for emergency towage tasking by AMSA should a maritime casualty occur. It is particularly suited to emergency towage with a bollard pull of 82 tonnes. Pacific Responder is also equipped to respond to other maritime incidents such as search and rescue or limiting the effects of ship-sourced pollution of the sea and carries oil pollution response equipment. ETV services are provided to AMSA by the Brisbane firm Australian Maritime Systems Limited in conjunction with Swire Pacific Offshore. **Source :** MarineLog

See also :

<http://www.youtube.com/watch?v=y4KGLSwhzi4>

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Six missing in Greek smash

A Greek bulker was reportedly involved in a collision with a boat off China which left six people missing.

The Malta-flagged ship, named by Chinese state news agency Xinhua as **Melinai**, allegedly struck the fishing vessel near Taizhou City in Zhejiang province on Monday night. A frantic search has ensued for six fishermen who were reported missing after the smash. It is not known how many were onboard the boat at the time or if it subsequently sank. The incident is said to have occurred 20 miles east of Dacheng Island.

The only ship fitting the description of a Malta-flagged ship with a name like **Melinai** is the 27,500-dwt **Melina 1** (built 1980). Numerous databases, including Equasis which last updated its information on the ship on 30 March, list the ship in the fleet of Tramp Maritime Enterprises. A spokesperson at the Athens-based outfit told TradeWinds, however, that the ship had switched management within the last month to compatriot United International Management.

TradeWinds has been unable to find anyone available for comment on the issue at United and awaits a return phone call. Ship tracking software currently places the **Melina 1** off the coast of China. It is not the first time this year that the Greek bulker has hit the headlines. In early March it was subjected to a 12-hour assault by pirates off the south-west coast of India but managed to evade capture.

Although the incident about 350 miles off India took place far from the Somali coast it bore all the hallmarks of a Somali pirate attack, leading to fears that pirates had extended their range dramatically into the Indian Ocean.

Source : Tradewinds

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

Survivors of Sunken SKorean Ship Describe Ordeal

Survivors describe ordeal after explosion sank South Korean navy ship

Survivors from a South Korean naval ship that sank after a mysterious explosion publicly recounted their ordeal for the first time Wednesday, describing how the deafening blast interrupted a routine patrol near the disputed border with

North Korea. Fifty-eight of the 104 sailors on board the 1,200-ton **Cheonan** were rescued soon after the accident. No other survivors have been found, but divers recovered the body of one crewman Saturday.



No cause for the disaster has been determined. South Korean officials have said they will examine all possibilities, including that the ship might have been hit by a floating mine or a torpedo from North Korea.

"I heard a loud boom, and felt my body being instantly lifted up in the air," Senior Chief Petty Officer Oh Seong-tak told a news conference. "The noise was so loud that my ears hurt."

Oh, who was in his bunk on the vessel's lowest level at the time of the blast, said he grabbed at everything around him to feel his way out, and then realized the door was at his feet. "The vessel tilted at a 90-degree angle immediately after the explosion," he said.

Sailors said the blast felt like it came from outside the ship, but did not comment on speculation of possible North Korean involvement. The **Cheonan** sank in the Yellow Sea near the contested western sea border — a scene of three bloody inter-Korean naval battles since 1999.

The sailors said there were no unusual signs before the explosion. They said there was no smell of gunpowder after the blast, only oil. Media speculation about the cause of the accident has been intense. The government, however, has urged calm and said the cause can only be determined after remains of the ship are salvaged and thoroughly examined.

All of the sailors who appeared at the news conference, held at a military hospital near Seoul, wore hospital gowns except for the captain, who appeared in uniform. Some wore back braces and some were in wheelchairs or on crutches. The 45 missing sailors have not been declared dead. However, search operations were called off Saturday at the request of family members after a navy diver died.

Capt. Choi Won-il, who mostly sat with his eyes closed and lips pursed as his men spoke, said he hopes the missing are still alive and is waiting for the day they can return to duty. Please understand the situation as it is," Choi said, wiping away tears with his sleeve. "My men, who I feel are by my side, are deep in my heart."

Efforts to recover the ship began earlier this week. Last week, a South Korean fishing boat that participated in search operations disappeared. Two aboard that vessel died and seven others are missing. **Source : ABCNews**

Harwich: Cheque handed over to lifeboat crew

A 10-YEAR-OLD girl dropped into Harwich Lifeboat Station to present the crew with a cheque. Amy England, from Chelmsford, swam a sponsored mile to raise £200 for the lifeboat station.

Second coxswain John Teatheredge and station mechanic Davy Thompson rewarded the youngster with a guided tour of the station and the different lifeboats moored at Harwich. Keith Churchman, spokesperson, said: "A member of Amy's family is head of fundraising for the RNLI in Chelmsford and she thought it would be good to get involved.

"They have been affiliated with us for years and often donate to us the money they raise.

"It was very generous of Amy and we hope she enjoyed her day out." **Source : Harwich & Manningtree Standard**



The **VOS Provider** seen at Great Yarmouth April 7th
Photo : **Paul Gowen (c)**

Ship on final leg of round-the-world trip

Navy vessel departs for Mumbai, which is 6,500 nautical miles away from South Africa



The Indian naval sailing vessel, **Mhadei**, currently on a solo trip around the world, started on its last leg for home from the Cape of Good Hope in South Africa on Tuesday, a defence spokesperson said Thursday.

Commander Dilip Donde was seen off by a large number of well-wishers and members of the local Indian community as he started for Mumbai from where he had embarked on the tough voyage on August 19 last year. Donde had a brief stopover in Cape Town for routine checks on the boat in the city which is considered the yachting hub of the southern hemisphere.

Interacting with the people, Donde spoke of the dangers which lay ahead on his long — 6,500 nautical miles — voyage to Mumbai. He also

said he would sail in a wide berth to the Cape of Good Hope where the seas are so rough that the area is known as 'graveyard of ships' in maritime circles. Donde will sail down south until hitting the 40 degree latitude, or the roaring 40s for the gale force winds that blow in the region, before taking a north-east turn. He is expected to encounter fresh challenges on his voyage with different sailing conditions.

From the roaring 40s, he would be entering the frustrating doldrums close to the equator, the steady trade winds and the uncomfortable monsoons. However, the monsoons would be important as the south westerly winds would help him cross the equator and head for the home lap thereafter.

Sailing to the far east of Maldives is a matter of concern as the region is infested with pirates. **Source: GulfNews**



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The **SMIT POLEN** seen operating in the port of Rotterdam – **Photo : Jacco van Nieuwenhuyzen ©**

Somali pirates seize Turkish ship, free three dhows

Somali pirates have hijacked a Turkish bulk carrier on its way to Mombasa and abandoned three Indian boats seized off the coast of Somalia due to fuel shortages, maritime advocacy groups said on Wednesday.

Over the last few years sea gangs have seized dozens of ships, including large oil tankers, in the Indian Ocean and Gulf of Aden. They are expected to try to capture more vessels due to good weather in the coming months despite patrols by foreign warships.

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India said last week it was trying to trace the whereabouts of nearly 100 sailors on seven Indian vessels taken captive. "There are about three of them that were abandoned. The crews are still there. The first two boats got assistance, but the other one we don't know," Andrew Mwangura of the East African Seafarers' Assistance Programme said.

Another maritime advocacy group, Ecoterra, confirmed three Indian cargo dhows -- **MSV Krishna Jyot**, **MSV Al Kadri** and **MV Safina al-Bayatiri** -- had been released by pirates. It said the pirates were holding six more cargo dhows.

Al Shabaab, an Islamist group fighting Somalia's western-backed government, has condemned the attacks on ships serving Somali businessmen and asked pirates to desist from capturing them.

Somali pirates have made millions of dollars in ransoms by seizing ships off Somalia's coast and have increased their range using motherships to launch attacks. Mwangura said the Turkish flagged bulk carrier -- **Yasin C** -- with 25 crew that had come under attack earlier in the day some 250 nautical miles east of the port of Mombasa had been seized.

Mwangura had said earlier they were yet to determine where it was coming from, or the cargo it was carrying. He added that hijacked South Korean-operated, Singapore-owned Samho Dream, which can carry more than 2 million barrels of crude, seized on Sunday en route from Iraq to the United States, had reached Somali waters.

US and Omani naval vessels said they had thwarted an attack on Monday by several pirate ships on a vessel, Rising Sun, and saved most of the crew of an Indian boat held hostage by the pirates, the US Navy's Fifth Fleet said in a statement.

"As the Omani ship approached, the nine hostage sailors from Faize Osamani jumped into the ocean in an attempt to get away ... however, one crew member drowned," said the statement, adding that 10 suspected pirates were detained by the US destroyer **McFaul** Source : **Times of India**



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The **PULPCA** seen passing the Kiel Canal – Photo : Cornelia Klier ©

Dame Kelly to name record beating Dover to Calais ferry

Dame Kelly Holmes DBE, the British double gold medal heroine of the Athens Olympics, is to become Godmother to the first of two huge record-beating cross-Channel ferries to sail on the Dover-Calais service.

She has agreed to name the ship **OLYMPIC SPIRIT** when P&O Ferries takes delivery of the brand new vessel at the end of 2010. An identical sistership will be delivered in the autumn of 2011 and will take the name **OLYMPIC PRIDE**.

At 49,000 gross tonnes, the new ships enter the record books as the largest ferries ever to operate across the Dover Strait and, at 213 metres in length, will be the longest ships capable of fitting into facilities in the Channel ports.

Helen Deeble, chief executive of the ferry company, said: "We are thrilled that Dame Kelly has agreed to honour us by naming the Olympic Spirit. It's the perfect combination in the exciting run-up to the 2012 London Olympics."

With space for more than 160 articulated lorries the two new ships will double the freight carrying capacity of the Pride of Dover and Pride of Calais, the ships they are replacing, whilst additionally providing a third vehicle deck for up to 200 tourist vehicles. Facilities for up to 1,750 freight drivers and passengers will set a new benchmark in quality standards.

These ships will be as environmentally friendly as possible, offering significant advances in fuel efficiency. They are under construction at STX Europe, in Rauma, Finland and the value of the order to STX is approximately 360 million euros. The company, and ultimately its customers, will also benefit from the huge economies of scale and lower running costs that such large ships can offer.



The **FREDERIK** seen enroute Rotterdam – Photo : Jan Oosterboer (c)



NAVY NEWS

Indonesian ship that carries Indian motifs

KRI Dewaruci, a sail training ship of Indonesian Navy with very Indian mythological motifs, left the port here after a three-day goodwill visit on Tuesday for Salalah in Oman.

The vessel, on its 37th voyage— Kartika Jala Krida 2010— lasting about nine months, will call at over 30 ports in 21 countries, mostly European, where it will take part in tall ship races.

Its chief mission, however, is to impart training to Indonesian Naval Academy cadets in navigation, meteorology, keeping watch and survival at sea. Having set sail for the current voyage with a crew of 16 officers and 68 cadets during the second week of March from its homeport at Surabaya, the ship docked at Sabang in Western Indonesia before calling at Kochi on Saturday.

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During the visit, Colonel I Putu Arya Angga S., Indonesia's Defence Attache in India, along with Lieutenant Colonel S.H. Suharto, Commanding Officer of the ship, called on Rear Admiral S.S. Jamwal, Chief of Staff of the Southern Naval Command.

Post-sunset on Monday, at a reception accorded to Indian Navy personnel and a select group of media persons aboard the **Dewaruci** (seemingly an adaptation of the Sanskrit Devarshi, Guru of the Gods)—named after the God of honesty and bravery — the sailors of the ship showcased a slice of Indonesian culture.



The **DEWARUCI** seen moored in Amsterdam during SAIL 2005 - Photo : Piet Sinke ©

The vessel, as the cultural ambassador of Indonesia, has its masts christened after the great Pandavas of the Mahabharata: Yudhistira, Bima and Arjuna, demonstrating the influence Indian legends and myths have had in shaping the Java philosophy.

Dewaruci's sailors doubled up as artistes on Monday presenting Rantak dance, a traditional martial art-based dance from West Sumatra; war dance, about the story of a warrior from Papua; Badinding dance, a dance that is a show of hospitality; and Rampak Gendang, a traditional percussion ensemble.

However, what stole the show was the bewitching Seni Reog Ponorogo, an East Javanese ethnic dance akin to north Kerala's Theyyam. What differentiates it is that the mythological, headgear-wearing-beast-in-trance is presented as combating evil forces and casting them off.

After the cultural show, Rear Admiral Jamwal congratulated the Indonesian sailors and recalled the long association India has had with Indonesia.

Besides India, it will visit countries like Oman, Saudi Arabia, Greece, Turkey, the U.K. and others. Talking to The Hindu on the sidelines, Col. Angga termed the coordinated patrol carried out by the Indian and Indonesian navies along the International Maritime Boundary Line a grand success. **Source : The Hindu**

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LEOPOLD I COMPLETES MAINTENANCE PERIOD AT FLUSHING



Last Wednesday saw the departure of BNS **F 930 Leopold I** from Flushing to her former homeport, Den Helder. Inside the harbour she was towed by **VLB 2** and **VLB 7** (leading) and **Hendrik 3** (breaking). Outside the locks she was picked up by **Svitzer Marken** (leading) and **Multratug 9** (breaking).

Thanks to the skipper of tankbarge Diff for letting me on board to take the pictures!

Photo : Willem Kruit ©

SHIPYARD NEWS



Iskes latest fleet addition **TUMAK** seen in drydock at the Oranje shipyard in Amsterdam

Photo : Joop Marechal ©

A pro-shipbuilding industry bill would encourage Russian shipbuilders competitiveness, Nevsky Shipyard

The Russian Transport Ministry's bill supporting the shipbuilding and shipping industry will make the Russian shipbuilding enterprises more competitive in the global market, Nevsky Shipyard's CEO Vladimir Bazhenov said in an interview with PortNews IAA correspondent.

Mr. Bazhenov believes the major factors that lead to lower competitiveness of Russian shipyards in rivalry with foreign companies, are the lack of customs and tax preferences, effective in other countries. Besides, widespread introduction of leasing schemes for the construction of ships is necessary. All of these issues have been worked out in the bill.

"Our team fully supports this bill. The sooner it is adopted, the better", PortNews quoted Vladimir Bazhenov as saying.

According to an earlier PortNews' report Russian Ministry of Transport in the first decade of March published a draft federal law "On Measures Supporting the Russian Shipbuilding and Navigation and Amendments to Some Legislative Acts of the Russian Federation." **Source : PortNews**

Drydocks World SEA books orders worth \$200 million

Drydocks World - Southeast Asia Pte. Limited has secured newbuilding and conversion orders worth more than US\$200 million since the start of this year. It says that while the newbuilding and conversion markets for the shipping and offshore sectors continue to be challenging, the first quarter of this year has shown some signs of recovery.

After a world-wide lull in conversion contracts in 2009, DDW-SEA won two major contracts in January. The first is an upgrade from a crane barge to an accommodation barge for Leighton Offshore and the second is a containership to livestock carrier conversion for a Saudi Arabian customer, Hmood Al Ali Al Khalaf Trading and Transporting Est.

The livestock carrier conversion is a particularly high value contract worth more than S\$60 million involving some 5,500 tonnes of steelwork and DDW-SEA believes it can secure similar work in future.

Newbuilding contracts include repeat business from Coastline Maritime for a third ultra heavy lift construction support vessel and from Jack-Up Barge for a sixth jack-up barge. Other newbuilding orders include two dumb barges for PT. Kumala Barito Utara and a RoPax catamaran (designed by Sea Transport Solutions of Australia) for an Australian client, Islands Transport Holdings.

Work on the newbuildings and conversions will be undertaken at DDW-SEA's Batam, Indonesia, shipyards - Graha, Pertama and Nanindah - and at its Singapore yard at Tuas. Work on the newbuildings and conversions will start later this year and all are due for delivery in 2011-2012.

"The diversity of the business won reflects the efforts that we are putting in to 'cast the net wide' in searching for orders," says DDW-SEA CEO Denis Welch. "The market has been through a very tough 12 months, but the last quarter (Jan to March 2010) has seen signs of an upturn in both newbuilding and conversion inquiries and I am pleased to say this is reflected in the orders we have received."

He says the priority for DDW-SEA for the rest of 2010 is to deliver vessels currently on order on time and budget and to secure more orders similar to those won in the first quarter.

"I am sure that if we can continue to win this kind of quality business, then 2010 is going to be a stronger year for the company," he adds. **Source : MarineLog**

Nevsky Shiyard builds a rescue vessel for RosMorRechFlot

Nevsky Shipbuilding & Shipyard Plant Ltd. (Schlisselburg Leningrad region) began construction of a multifunctional rescue ship Kavdeykin The Rescuer of a capacity of 4 MWt, the second in a series of vessels ordered by the Federal Agency of Maritime and River Transport of the Russian Federation (RosMorRechFlot), the PortNews IAA correspondent reports. According to the Govt. contract, the Plant is building two rescue ships. Construction of Karev The Rescuer, the lead ship of the series, began on Sept. 22, 2009. At the moment the ship's hull is 82% ready.

The ships main characteristics are these: overall length 73 m, width at the DWL – 15.5 m, draft maximum - 5.1 m, maximum draft deadweight – 1.171 tons, the maximum engine power rated 2x2000 kW, maximum speed - 15 knots.

Nevsky Shipbuilding & Shipyard LLC is located 40 km from Saint-Petersburg in Schlusselburg on the left bank of the Neva River. It is one of the oldest shipping companies in the Russia's North-West. The Company has building ships since 1952, river and seagoing vessels of various types and purposes. Nevsky provides repairs of all ship types. Nevsky Shipyard's slipway allows lifting and launching 140-m-long, 2.500-ton vessels. **Source : PortNews**

China Shipyard starts building a 5.280dwt bulker ordered by Universal Cargo Logistics Holding

Qingdao Hyundai Shipbuilding Co., Ltd (Qingdao, China) shipyard began construction on April 2nd of the fifth multipurpose seagoing bulker of DCV36 project of some 5280 DWT to be delivered to Universal Cargo Logistics Holding, a transportation company, Marine Engineering Bureau statement said. DCV36 project vessels were designed by Marine Engineering Bureau. As of March 31st, the Chinese Shipyard has been building 7 of 10 contracted vessels.

The lead ship's hull (N QHS – 301) is 85% ready and is expected to be launched this month. In 2010 the Chinese shipbuilder plans to launch 8 ships and to deliver 6 of the series to Universal Cargo Logistics Holding.

The DCV36 project ships are intended for overseas transportation of general and bulk cargoes, including 20- 40-foot ISO containers up to 9.5 feet (including refrigerated), as well as metal, grain, timber, coal, bulky and heavy cargo, dangerous goods of classes 1.4S, 2, 3, 4, 5, 6.1, 8, 9 and Annex B of the BC Code. The ship Ice3 class allows her operating in winter season in the Baltic and White seas. The draft of the vessel is designed for a class of Russian Maritime Register of Shipping (RS) KM Ice 3 AUT1, Marine Engineering Bureau said. **Source : PortNews**

Three die in Shanghai shipyard fire

Three workers died on Tuesday in a fire onboard a Liberian-registered vessel under repair at a Shanghai shipyard. The fire on the cargo ship at the China Shipping (Group) owned yard started at around 09-00hrs on April 6 and took three hours to be brought under control, China Daily reported. Three Chinese workers died and six more were injured in the fire. The police are investigating the cause of the incident. **Source : Seatrade Asia**

Russia launched 2nd stealth corvette

St. Petersburg's Severnaya Verf shipyard floated out on Wednesday a new corvette featuring stealth technology, a Russian Navy spokesman said. The **Soobrazitelny** is the second Project 20380 corvette designed by the Almaz Central Marine Design Bureau.



"The corvette features innovative solutions regarding hull design, armament, communications and electronics," the spokesman said.

The first Project 20380 corvette, the **Steregushchy**, was put into service with Russia's Baltic Fleet in October 2008, and two other ships of the same series, the **Boyky** and the **Stoyky**, are under construction.

The Project 20380 corvette can be deployed to destroy enemy surface ships, submarines and aircraft, and to provide artillery support for beach landings. It uses stealth technology to reduce the ship's secondary radar field, as well as its acoustic, infrared, magnetic and visual signatures.

Russia plans to have up to 30 vessels of this class to ensure the protection of its coastal waters, as well as its oil and gas transportation routes, especially in the Black and the Baltic seas. Each corvette has a displacement of 2,000 metric tons, maximum speed of 27 knots, and a crew of 100. **Source : DefenceTalk**

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Containers pile up at Indian ports for want of slots

Indian containers meant for European destinations have piled up at Jawaharlal Nehru Port (JNPT) and Tuticorin, thanks to the decision of the world's largest container line, Maersk and French box carrier CMA CGM, to curtail calls of their Europe-bound vessels at Indian ports.

"There are some 30,000-odd boxes lying around at Indian ports at the moment, especially in the arc between JNPT on the west coast and Tuticorin port on the east; and the lines have not been able to clear this backlog," said K. Venkatesh, Vice-President of the Western India Shippers' Association (WISA).

"The situation could get worse in coming days, since India ships out between 10,000 and 12,000 teu every week. At this rate, the backlog could take up to three weeks to clear. The problem is causing grave concern to the country's exporters and western apparel manufacturers."

In recent months, the rates between India and Europe have increased sharply, from \$900-1,000 to \$2,800-3,000 per teu. The main reason for the present crisis is the shortage of slots in Europe-bound containers vessels. **Source : Seatrade Asia**



Above seen the 1996 built **MV Tove** loading winches at Steinshamn, Harøey nearby Aalesund in Norway April 6th, This was a dual lift combining the stationary I.P Huse crane and a mobile crane from Blindheim crane company in Aalesund. The winch loaded is a anchor handling winch with the weight of approx 100.tonns. **Mv Tove** departed later the same day and was believed to head for the Kleven yard. **Photo : Sten William Soerseth ©**

PSA net profit falls for second straight year

Cost control pares FY2009 drop to 6.1%, against 46% for FY2008

SINGAPORE'S dominant port operator PSA used cost control measures to ride out last year's downturn, in the process slowing the fall in net profit to 6.1 per cent from a 46 per cent drop in 2008.

While 2009 net profit fell for the second consecutive year to \$975.9 million from \$1.04 billion previously, revenue fell by a larger percentage. Turnover fell 12.7 per cent to \$3.84 billion from \$4.39 billion in 2008 compared to a 5.8 per cent rise in revenue from 2007.

PSA implemented tight cost control measures last year as the global economic downturn hit the port industry and container throughput plunged. The group's container volumes fell 9.9 per cent last year to 56.9 million twenty-foot equivalent units (TEUs).

The biggest savings came from the reduction in running, repair and maintenance costs, which fell from \$463 million to \$315.9 million. This was due to lower usage of machinery and equipment because the ports were not as busy, yielding a resultant reduction in wear and tear.

The insourcing of more jobs also helped to reduce expenses, and the bill for contract services came down from \$739.8 million in 2008 to \$681.9 million last year. Many of the services which used to be outsourced were moved inhouse last year. The final component was a lowering of staff costs from \$757 million previously to \$681.9 million. Government

stimulus packages such as the Jobs Credit scheme helped, while there was also a concomitant reduction in overtime costs as the amount of work plunged.

This helped to make up for the loss in container traffic which saw PSA's terminals outside Singapore drop 7.1 per cent while throughput at local terminals fell 13.1 per cent. The smaller decline at overseas terminals was due to some countries such as China being less affected by the global crisis and also because of the contribution of container volume from new port start-ups in Chennai and Vietnam.

However, management remains cautious about prospects for the year ahead. While February throughput rose 17.2 per cent to 2.11 million TEUs, it was 6.6 per cent lower month on month from January's 2.26 million TEUs.

'The last two months of 2009 and the first two months of 2010 showed tentative signs of recovery but the road ahead will be bumpy and uncertain, and all indications point towards a slow and drawn-out recovery with different regions rebounding at different rates,' said group CEO Eddie Teh. 'The fear remains that a macro-economic storm will be inevitable to clear all the excess global production capacity that was created.'

Stock market investors meanwhile were encouraged by upbeat employment numbers from the US over the weekend, suggesting that consumer demand from the world's largest consuming economy may return soon. **Source :**
businesstimes



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Seaspan Accepts Delivery of Forty-Sixth Containership

Seaspan Corporation announced that it accepted delivery of an 8500 TEU containership named the **COSCO Korea** from Hyundai Heavy Industries Co., Ltd. on April 5, 2010. This is Seaspan's fourth delivery in 2010, expanding the Company's operating fleet to 46 vessels.

The **COSCO Korea** is on charter to COSCO Container Lines Co., Ltd. ("COSCON") of China under a twelve-year, fixed-rate time charter. The **COSCO Korea** is the second of eight 8500 TEU sister ships and the fourth of a total of eighteen vessels to be chartered by Seaspan to COSCON.

Venice Environmental Prize Again Awarded to Crystal Serenity

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 099

For the third consecutive year, the port of Venice has awarded Crystal Cruises' **Crystal Serenity** the environmental Venice Blue Flag award. The prize recognizes the ship's voluntary efforts to safeguard the city of Venice, reducing air emissions by burning low sulfur fuel in port. The luxury line began using low sulfur fuel in consideration of the port city's location in an urban environment, and the need to protect its artistic and architectural treasures for future generations.



The **CRYSTAL SERENITY** seen moored at the cruise terminal in Venice - Photo : Piet Sinke ©

Since the award's inception in 2007, **Crystal Serenity** has been recognized for its commitment to reducing its environmental impact, both on land and by sea.

"Crystal Cruises is very proud to once again receive the Venice Blue Flag award," says Crystal's president, Gregg Michel. "Like the port of Venice, Crystal Cruises places the utmost importance on the respectful treatment of the environment and the ports we visit. In addition to ongoing conservation training of staff, Crystal's operational policies are designed to minimize our environmental footprint."

Crystal Cruises has long been committed to environmentally conscious practices aboard **Crystal Symphony** and **Crystal Serenity**, strictly adhering to a collection of Crystal Clean environmental initiatives for more than a decade. Most recently, the line has partnered with the Clean the World organization to recycle and repackage unused amenities and toiletries for distribution to various children's charities worldwide. Additionally, Crystal utilizes 100% recyclable EcoHangers on board, an alternative to the billions of wire and plastic hangers filling landfills each year, as well as washable, reusable garment bags for onboard laundry presentation. An in-house audit of its ships' lighting and energy consumption resulted in measures conserving more than 960,000 kWh – equivalent to eliminating more than 5,000 light bulbs, or nearly 200 tons of fuel, per year.

Crystal Serenity will visit Venice during several Mediterranean/Black Sea voyages of seven to 12 days from May through September. Crystal's environmental achievements reach worldwide. In the past, the line has been recognized by the ports of Stockholm and San Francisco for outstanding environmental efforts.



The **BOURBON PEARL** seen in Rotterdam – Photo : Wil Kik (c)

Wärtsilä receives repeat orders from Russia for propulsion systems

Wärtsilä, the marine industry's leading ship power systems integrator, has received several orders for propulsion systems from Russian organisations recently. The most recent contracts include repeat orders for integrated electro-propulsion packages for new state-owned Multipurpose Salvage Vessels, which are part of a national programme to develop Russia's transportation system over the next five years.

Last year, Wärtsilä was contracted to deliver an integrated electro-propulsion package for a state-owned Multipurpose Salvage Vessel (MPSV) being built at the Nevsky Shipyard in Schlisselburg, close to St Petersburg. Wärtsilä has now received repeat orders for similar propulsion packages for two more identical MPSVs.

The newbuildings have been contracted by the Nevsky Shipyard in accordance with an order placed by Federal State Enterprise "Gosmorspassluzhba". The design for the new vessels was developed by the Marine Engineering Bureau – Design – SPB and the ships are being built to the classification requirements of the Russian Maritime Register of Shipping. They will have an overall length of 73 metres, a beam of 16.6 metres and a design draught of 4.5 metres. With a service speed of 15 knots, an oil recovery capacity of 766 cubic metres and a bollard pull of 70 tonnes, they will be used for marine pollution control, salvage and diving operations, offshore standby and rescue services. Delivery of the first MPSV is scheduled for November 2010..

Wärtsilä's scope of supply for each MPSV includes four Wärtsilä 20 generating sets, each with an output of 1370 kW, and medium-voltage electric propulsion (main generators, electric motors, frequency converters, PMS). When selecting a partner for this project, Wärtsilä's ability to supply an integrated total propulsion system was an important consideration. Other significant factors included Wärtsilä's ability to meet the MPSV's unique technical requirements, and a willingness to work closely with both the vessel's designers and the customer during equipment engineering..

"Our scope of supply means that we offer ship designers, shipyards and our customers integrated solutions with fully-compatible technology," says Vladimir Potapov, Area Sales Manager, Wärtsilä Vostok, Ship Power. "This reduces the amount of engineering work required in both the ship design process and the shipyard. Having just a single partner who takes full responsibility for all related deliveries is a significant advantage. Wärtsilä also provides user training, support and spares, and offers long-term service and maintenance agreements covering technology we have supplied." **Source: Wärtsilä.**



The 2001 built mv **ALMASI** seen berthing at the Richards Bay Coal Terminal April 6th - **Photo : David Fiddler (c)**

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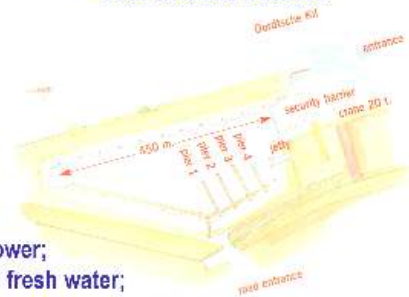
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CKYH/MOL's bigger ships on merged transpacific routes

TRANSPACIFIC routes from Japan to US west coast will merge loops of "K" Line, a member of the CKYH Alliance, and MOL of New World Alliance on April 7 along with co-joining on the MOL-"K" Line service that links China and Japan with Pacific Northwest launching on April 8.

The merged service known as CALCO-A by "K" Line, and three other names by CKYH carriers, will run on bigger vessels with a deployment of five averaging 4,482-TEU which shows a 15 per cent in capacity cuts due to merging according to ComPair Data.

Carriers Evergreen and CMA CGM will take slots on the Japan/US West Coast loops with it known as JAS and Fuji Japan respectively.

"K" Line's PNW, or PN1 by MOL, will deploy six ships averaging 5,600-TEU, which will increase capacity on the China/Japan/Pacific Northwest service by almost eight per cent. **Source : Schednet**

Bold plan offers extra terminal space for more cruise ship visits

A plan for an overseas passenger terminal on Captain Cook Wharf is being proposed as new figures suggest Queens Wharf will be stretched to accommodate the booming cruise ship business. Architect Gordon Moller has suggested extending Captain Cook Wharf, east of Queens Wharf on the Auckland waterfront, and building a double-sided overseas passenger terminal to allow two ships to berth simultaneously.

His comments coincide with better-than-expected bookings for cruise ships and a message to Auckland to expect larger ships.

Cruise New Zealand chief executive Craig Harris said about 68 cruise ships were expected to visit Auckland this season, 90 next year and more than 100 bookings had already been confirmed for 2012. Mr Harris said he had returned from the United States, where cruise lines said Auckland should expect larger ships of 320m to 330m carrying 3000 to 3500 passengers within five to seven years.

There were physical challenges coming up, he said, such as Queens Wharf being able to take ships of up to only 300m. One solution was to put a bollard out from Queens Wharf to accommodate the larger ships.

Mr Moller, who has worked on plans for the waterfront and designed the Sky Tower, said the west side of Queens Wharf was earmarked for expanded ferry services, leaving one berth for cruise ships on the eastern side.

One berth was the brief for the flawed Queens Wharf design competition, he said. "That means you can't put a second ship on Queens Wharf, so you are one berth short.

"My simple logic is you extend Captain Cook out to equal the length of Queens Wharf, you put a new terminal down the centre of the wharf with link bridges, extend the ferry terminal on the west side of Queens Wharf and you have public open space [on the remainder of Queens Wharf]."

Mr Moller said Marsden Wharf should be used for small vessels, such as tugboats; Bledisloe Wharf kept for port use and Quay St turned into a public promenade. "Take the red fence [along Quay St] down and the whole thing begins to sing."

Mr Moller's comments coincide with plans by the Government and the agency designing the Super City to hand planning of the waterfront, including a new masterplan, to the unelected directors of a waterfront development agency. The public will have limited input through the planning process and be locked out of other deliberations.

The Auckland City Council supports the establishment of the waterfront development agency to manage development, but believes that planning should be left to the new Auckland Council. The council also wants Captain Cook and Marsden wharves and the connection to Bledisloe Wharf placed under the agency to ensure that a new masterplan for the waterfront takes a long-term perspective.

The two wharves are owned by Ports of Auckland. The agency will own and manage the waterfront - excluding Ports of Auckland land - from Teal Park in the east to the Auckland Harbour Bridge Park in the west, including Queens Wharf, the Viaduct Harbour, 18.5ha of publicly-owned land at the Tank Farm and Westhaven Marina. Meanwhile, plans to spruce up Queens Wharf as "party central" for the Rugby World Cup are still several weeks away. **Source : New Zealand Herald**



The **BBC ATLANTIC** seen arriving in Willemstad – Curacao

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

Port of Kiel completes construction of new Schwedenkai Terminal

After a year of building, the fabric construction of the new Schwedenkai Terminal at the Port of Kiel has now been finished. The new 13-storey terminal building is 46 m high and covers a gross area of 12,000 m³. Well over 7,000 m³ of concrete and 1,000 tons of steel have gone into its construction since work began.

Dr. Dirk Claus, Managing Director of the Port of Kiel, said: "The Schwedenkai construction team have accomplished a great deal. The construction is of the highest quality and the new terminal building is increasingly becoming a Kiel trade mark". "The completion of the terminal's shell is a milestone. Our thanks go to the Schwedenkai construction team and the firm of Schnittger for their careful supervision of the project," Mr Claus continued.

Work on the front and on the facing still needs to be carried out before the building is completed this summer. Work on the interiors started during the exterior construction phase and electrical installation as well as drywall construction are already well advanced. "The building combines port activities on the lower levels with first-class offices on the upper floors. This forward-looking and, for Kiel, unique utilisation combination is constantly taking on greater shape", said Mr Claus. One technical innovation in the building is concrete core activation which creates a pleasant climate and reduces energy consumption.

The SEEHAFEN KIEL GmbH & Co. KG operates Kiel's commercial port on behalf of the Schleswig-Holstein state capital of Kiel, of which it is a 100 per cent subsidiary. Kiel boasts a total of three modern passenger terminals for ferry and cruise ships at the Ostseekai, Norwegenkai and Schwedenkai, all very close to the city centre. At the new Schwedenkai, most of the office space was rented out many months before completion.

To express their thanks for the work carried out, the Port of Kiel and the Schwedenkai consortium construction companies of Heinrich Karstens and Friedrich Helbig invited all employees to a topping-out celebration on March 25th.

Source : Port Technology

OLDIE – FROM THE SHOEBOX



"All Fast Pilot" The tug **Forth** has made fast to the Gas Tanker **Vasco da Gamma**, inbound for Grangemouth
December 28th 1986

Photo : Iain Forsyth (c)

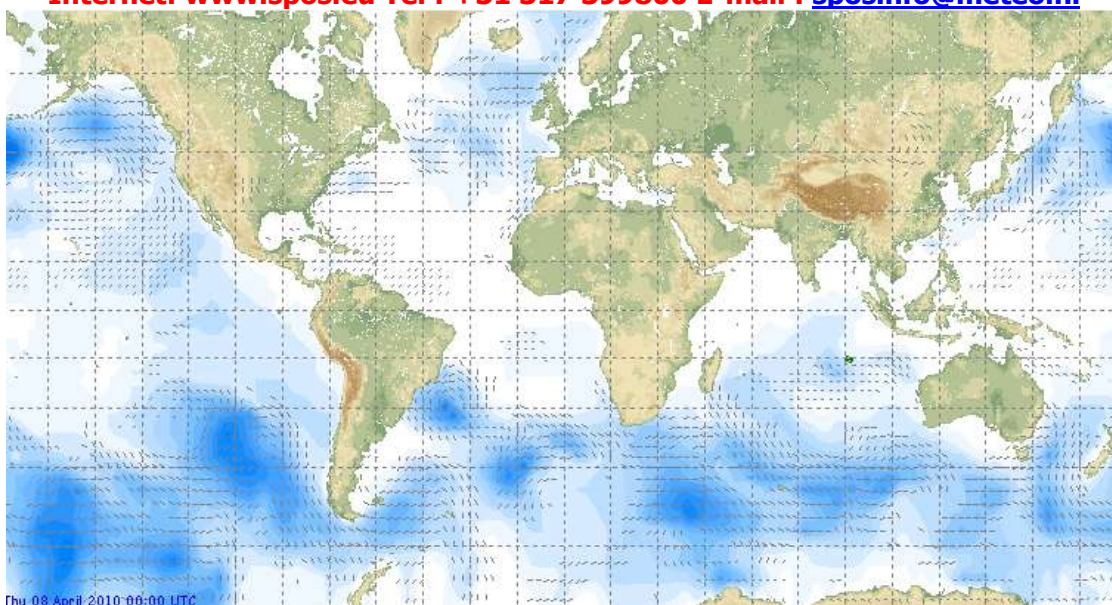
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Heerema's **BALDER** seen arriving in Chaguaramas Bay – Photo : Kees Berkhout ©

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