

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 100



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**In the port of Brest the JUMBO SPIRIT discharged the Y 671 Douffine for the French Navy. Her sister Y 670 Las, will be discharged in Toulon April 12<sup>th</sup>**

**Photo : Jacques Carney (c)**

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## EVENTS, INCIDENTS & OPERATIONS

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Above seen in Melbourne the ferry "**Spirit of Tasmania 1**", as it repositioned itself to berth bow first at Station Pier, Port Melbourne on a beautiful autumn day.

**Photo : John Bone (c)**

## Navy, police, MCM on joint east coast patrol

The South African Navy, the police and the Department of Environmental Affairs (DEA) are currently engaged in a maritime border patrol of the SA east coast from Cape Agulhas to Kosi Bay. Police spokeswoman Brigadier Sally de Beer says the operation began Tuesday and will continue all month.

De Beer says the objective "is to enforce legislation along the SA coastline, which is of strategic importance to the country – both as an economic area and as a transportation route." She says the patrol force consists of the SAS Amatola, and the DEA Marine and Coastal Management fisheries protection vessel SA Lilian Ngoyi. Aboard the Amatola are police, state security agents as well as customs officials from the South African Revenue Service, representatives of the Department of Home Affairs and the Department of Agriculture, Forestry and Fisheries.

A South African Air Force Lynx helicopter is lending aerial assistance in locating and identifying vessels to board, De Beer adds. She says the inter-departmental law enforcement project will focus on locating, stopping and searching vessels and crews and, if necessary, seizing vessels transgressing South African law. "The main focus will be the search for drug trafficking, the smuggling of humans, weapons and counterfeit goods and fishery transgressions." Boardings will be conducted mainly on vessels up to and including 500 tonnes which includes coasters, fishing vessels, yachts and leisure craft.

Within hours of having set sail, by early Wednesday morning, three vessels had already been approached and interrogated by the security forces, De Beer noted. The operation is being commanded by the National Joint Operational and Intelligence Structure (NATJOINTS) situated in Pretoria. During the trip, the vessels will visit the ports of East London, Port Elizabeth and Durban. The **SAS Umzimkulu**, a Navy mine counter-measures vessel, will join the operation in Durban.

"This is one of the joint security-related exercises being conducted in the run-up to the 2010 FIFA World Cup," De Beer said on behalf of the NATJOINTS. **Source : [defenceweb.co.za](http://defenceweb.co.za)**



Above seen the cruise liner **SPRIT OF ADVENTURE** now flying the MLT flag anchored at the Gozo Channel, Maltese Islands on Monday 5th April 2010. She's the first ship out of 6 calls to Gozo this year and she is represented in Malta by MIFSUD BROTHERS LTD.

**Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)**

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The **JUMBO JUBILEE** seen approaching Flushing - **Photo : via Kahn Scheepvaart**

## **Pirates, ship owner in talks**

Somali pirates have made contact with the owner of a hijacked South Korean supertanker but no ransom demand has been made yet, the owner said on Thursday. "The negotiation has not begun so we do not know what they want," a spokesperson for Samho Shipping said, adding the five Korean and 19 Filipino crewmen are reportedly safe. The 300 000-tonne **Samho Dream** was seized on Sunday in the Indian Ocean as it transported crude oil from Iraq to the US state of Louisiana. The owner declined to say how much oil is being transported. The ship is currently anchored 4.5 miles off the coast of Somalia, the foreign ministry in Seoul said in a statement.

A South Korean destroyer has been tailing the hijacked ship but has been warned to stay clear. "The pirates have told the navy unit through the ship's captain that all crew members are currently safe, but their lives will be at risk if the navy ship tries to close in on the **Samho Dream**," the ministry said.

It said the Seoul government would help the ship's owner secure the early release of the vessel and its crew. Somali pirates remain active in one of the world's busiest maritime trade routes despite a multinational naval force. They raked in an estimated \$60m in ransoms last year.

On Wednesday they grabbed a Turkish bulk carrier off the coast of Kenya. **Source : AFP / news24**



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

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

## **Somali pirates warn SKorean destroyer to stay away**

Somali pirates warned a South Korean destroyer chasing a hijacked supertanker with 24 sailors on board not to get any closer or else risk endangering the crew, Seoul's Foreign Ministry said Thursday. All crew members of the South Korean-operated, Marshall Island-flagged **Samho Dream** are safe, the pirates said by phone Wednesday through the tanker's captain in the first contact since the hijacking Sunday in the Indian Ocean. However, "the safety of the sailors will be in jeopardy" if the destroyer sails any closer, the pirates warned, a ministry official said. Pirates have been on a streak of ship hijackings in recent weeks, with at least 16 ships and some 240 crew members believed held captive off Somalia's lawless coast. Somalia has not had a functioning government since 1991, and multimillion-dollar ransoms have become a way to make money in the impoverished nation.

On Wednesday, pirates hijacked a Turkish vessel with a crew of 25 off the Kenyan coast, according to the EU Naval Force. Separately, a hostage on board the hijacked Indian cargo dhow **Faize Osamani** drowned Tuesday when the ship was used to attack another vessel and navies intervened.

The **Samho Dream**, loaded with about \$160 million in crude oil, was hijacked on Sunday. A South Korean naval destroyer on anti-piracy patrol in the area took off in pursuit of the 300,000-ton tanker and caught up with it the next

day, officials in Seoul said. The captain said the pirates are "heavily armed" and warned that they should not be provoked since the tanker is carrying a large amount of crude oil, a ministry statement said. The hijackers had demanded direct contact with the ship's owner, it said.

Formal negotiations over the crew's release have not begun, Foreign Ministry spokesman Kim Young-sun said. The tanker remained anchored about 4.5 miles (7 kilometers) off the Somali coast, with the South Korean destroyer monitoring nearby, the ministry said. The crew includes five South Koreans and 19 Filipinos. **Source : AP / google**



Heerema's **THIALF** departed in tow of Harm's **TAURUS** from Rotterdam-Caland canal bound for heading for the North Sea. First destination is Outer Silver Pit for testing the new taut wire system and DGPS and execution of DP trials; then onwards the **THIALF** will proceed for the **Total K5CU jacket** installation starting 16 April.

**Photo : Frits Janse (c)**

## **Ship scrapping prices through the roof but activity still low for dry bulk carriers**

Despite the sizzling hot demolition prices across the board with the exception of China where prices range between \$375 and \$380/ldt, dry bulk ship owners have refrained from selling older vessels for scrap, at least during the past couple of weeks. Prices have reached \$425 to \$435 in India, Bangladesh and Pakistan, but this hasn't been enough to lure more sellers. With dry bulk freight rates stagnant during most of March and through April, it's rather peculiar why dry bulk owners haven't yet made their move, in order to relieve some of the downward pressures placed upon the market and with more vessels being delivered from shipyards almost on a daily basis.

According to recent shipbrokers' reports, while tanker scrapping activity is more than healthy, the same can't be said for dry bulk carriers, which are more likely to face oversupply problems. For instance, just prior to Easter Holidays, a total of 940,000 dwt of tankers were removed from the market and sold for scrap, compared to a mere 67,000 dwt of

dry bulk carriers' capacity during the same week. These figures come close to comparison with the era of high dry bulk rates and booming demand, when demolition yards were in crisis, as a result of very low activity. Most ship owners were keeping their older vessels in service, thanks to high earnings they could fetch. Of course, this development comes to prove that ship owners have adopted an optimistic stance on the market's prospects, despite the looming oversupply. China's high demand, together with an ever so growing problem of port congestion around the world is limiting supply of vessels. At the same time, scrap demand is constantly growing, which is translated to higher prices for breakers. This in turn could prompt them to further increase their offerings to ship owners, thus explaining their current stance of abstinence from scrapping their vessels.

Meanwhile, a few weeks ago, researchers at Clarkson said that total scrapping activity is expected to more than double during 2010, surpassing the 60 million tons mark. During 2009, which also recorded one of the fastest pick up of demolition activity, a total of 29.88 million tons of vessels was scrapped. Lower freight rates and a huge orderbook in most ship types across the industry led many ship owners to scrap their older vessels, in an effort to pave the way for their expected new buildings.

Based on Clarkson figures the 2009 scrapping figures were the highest in a decade as 246 dry bulk carriers were scrapped, together with 188 tankers and 180 container ships. Their average age stood at 29 years old. Just for comparison 2008 saw the scrapping of just 377 ships with a capacity of 13.2 million tons, with an average age of 30.5 years old, a bit higher than those scrapped last year. In fact, most of them leaving the world's fleet during the last quarter of the year, when the economic crisis broke out, leaving the shipping industry stunned.

Scrapping figures from other sources vary, but it seems that approximately 30-35 million tons of shipping capacity left the fleet last year. According to shipbroker consultants N. Cotzias Ltd., 34.6 million tons of carrying capacity were removed from the market. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The Spanish flagged workvessel **Zumaia Sexto** seen moored April 7<sup>th</sup> 2010 at Boiler Wharf, Malta  
**Photo : Anthony Vella ©**

## Blast sank S Korean warship

Survivors said a huge blast from outside tore a South Korean warship apart near the tense North Korean border, discounting theories that an explosion on board or a grounding sank the vessel. US and South Korean teams are preparing to lift the shattered hull sections from the bed of the Yellow Sea in search of clues to the disaster which left 46 sailors dead 12 days ago.

The disputed border area was the scene of deadly naval clashes between the North and South in 1999 and 2002 and a fire fight last November. Seoul's defence minister has raised the possibility that a mine or torpedo may have sunk the 1 200-tonne corvette Cheonan, reportedly earning a rebuke from the presidential office over his speculation.

The 58 survivors of the blast had been kept under wraps at a military hospital just south of Seoul. But they appeared in hospital pyjamas at a televised press conference on Wednesday as the government tried to rebut claims of a cover-up.

Crew described a desperate struggle to escape the stricken ship as they were plunged into darkness. "I was preparing to report for duty when there was a sound of an explosion which hurt my ears and I was thrown in the air," said Senior Petty Officer Oh Seung-Tak. "Power was immediately cut. I was hit in the face by a flying computer and lost consciousness momentarily. When I regained my senses, everything was dark."

Oh said he groped in the dark to find the door handle with the ship having tilted sharply sideways, and then cleared debris from the doorway. "All that crossed my mind at the moment was the images of my family members and that I must rescue myself. I managed to escape about 15 minutes later."

Oh, who was in charge of munitions storage, said he detected no smell of explosives from inside the ship. "I was sleeping when I heard the sound of a boom," said Chief Petty Officer Kim Soo-Kil. In seconds, he said, he felt the ship tilting sharply. He escaped to the deck using a fire hose. "When I reached the deck, the moonlight was glittering on the water but the stern had disappeared," he said.

Captain Choi Won-Il, who briefly shed tears, said officers at the time reported an external shock. "It seemed to be a shock from outside." He was trapped in his cabin until crew broke it open, and climbed a fire hose to reach the deck.

The disaster has sparked intense public speculation and a series of internet conspiracy theories, including a suggestion that the warship hit an underwater obstacle and tore itself apart. "If a ship hits a rock or a sandbank, it would basically make a tearing sound," said survivor Kim Byong-Nam. "So I believe it was an external shock."

The defence ministry said all survivors had reported hearing one or two booms before the ship tilted. It said the corvette was on routine patrol at the time, with some off-duty sailors dressed only in underwear. Civilian and military experts are preparing to lift the hull sections onto huge barges but say the salvage could take weeks.

Strong winds and high waves forced divers on Tuesday to suspend work to attach chains to the hull but the dive went ahead on Wednesday. North Korea has made no mention of the sinking and South Korean President Lee Myung-Bak has cautioned against premature speculation. An online daily has published a photograph of Defence Minister Kim Tae-Young apparently studying a handwritten memo from presidential officials, following his comments last Friday about a possible torpedo attack. The memo cautions him to stick to the official line that all possibilities for the sinking are being investigated. **Source : AFP / news24**

## Legal limbo worsening Somalia piracy

Piracy off the coast of Somalia is getting worse, partly due to the legal limbo that has led some countries to release captured suspects, Russia's UN envoy said. Over the past year and a half, the UN Security Council has passed several resolutions on piracy in the Horn of Africa and authorised countries to use military force to pursue pirates in cooperation with Somalia's transitional government.

'So far the results have not been entirely satisfactory,' Russian Ambassador Vitaly Churkin told reporters after a closed-door Council meeting on Somalia, Iraq and other issues. 'The problem continues to be there and, in some respects, is growing,' he said. 'We feel that one of the weak links in the entire set-up . . . is the legal process.'

He said a stable legal mechanism was needed 'to be sure there is no impunity once pirates are caught off the coast of Somalia'. He said Russia had drafted a Security Council resolution that would call on UN Secretary-General Ban Ki-moon to outline options for ending the international legal ambiguities that have enabled pirates to escape prosecution.

Council delegations would continue discussing the draft at the expert level before putting it to a vote, he said. It was not clear when the resolution would be ready to vote on. The hijacking of ships near the coast of Somalia, where an Islamist insurgency and lawlessness have created a pirate safe haven, has cost the shipping industry millions of dollars but it is difficult to prosecute those planning an attack.

Earlier on Tuesday, a South Korean navy destroyer caught up with a supertanker hijacked by pirates that is cruising towards the Somali coast with a cargo of crude oil worth as much as US\$170 million, an official said on Tuesday. Russia, Japan, the European Union and others have sent naval forces to the region to combat the scourge of piracy. But the European Union Naval Force's operation commander, Rear Admiral Peter Hudson, told Reuters recently that some suspected pirates detained by EU Navfor have had to be released due to questions about who could try them. Mr Churkin said Moscow was 'concerned' about reports of European authorities releasing suspected pirates. Kenya has been holding a number of suspected pirates. But Mr Churkin said media reports that Kenya would put an end to trials for them were unsettling. **Source: Reuters**



4 tugs seen in the port of Maassluis, on the left the **FURIE**, followed by the yard tug **GROMIT, SMIT BARRACUDA** and the **HUDSON**. - Photo : Nico Ouwehand ©

## **Hijacked tanker Samho Dream arrives off the coast of Somalia**

The Marshall Islands flagged, crude oil tanker **Samho Dream**, previously reported hijacked approximately 600 nautical miles off the Somali coast in the early hours of 4 April has now arrived off the coast of Somalia.

The **Samho Dream**, South Korean owned and operated, with a deadweight of 319360, has a crew of 24 made up of 5 Koreans and 19 Filipino and all are believed to be safe. EU NAVFOR continues to monitor the situation.

EU NAVFOR Somalia – Operation ATALANTA's main tasks are to escort merchant vessels carrying humanitarian aid of the 'World Food Program' (WFP) and vessels of AMISOM, and to protect vulnerable ships in the Gulf of Aden and Indian Ocean and to deter and disrupt piracy. EU NAVFOR also monitors fishing activity off the coast of Somalia.

**Source : EU NAVFOR Public Affairs Office**



The **SPLASHTOURS** coach seen operating in the port of Rotterdam

Photo : Peter Looij (c)



## NATO Warship Limnos Disrupts Pirates

Greek warship **HS LIMNOS**, who is part of NATO's counter piracy mission, codenamed **OCEAN SHIELD**, successfully intercepted and disrupted a pirate gang in the Indian Ocean.

The NATO warship had been on patrol to the north of the Seychelles when pirates in a large whaler 10m open fishing boat towing 2 smaller skiffs, was spotted by a Swedish maritime patrol aircraft. As **HS LIMNOS** approached the vessel, the ship's helicopter was launched and observed the pirates throwing weapons, ladders and other piracy equipment into the sea. The NATO warship had been on patrol to the north of the Seychelles when pirates in a large whaler towing 2 smaller skiffs, was spotted by a Swedish maritime patrol aircraft. As **HS LIMNOS** approached the vessel, the ship's helicopter was launched and observed the pirates throwing weapons, ladders and other piracy equipment into the sea. On arrival, the ship's boarding party rapidly took control of the 10 pirates. A thorough search of the boats was then conducted to ensure the pirates could no longer pose a threat to merchant shipping in the area. HS LIMNOS Operations officer, Lt P Sarantinos GRN said, "Being vigilant, decisive, and adaptive – these are the fundamental pillars of our operations in this area. NATO is determined to deter and disrupt the pirate threat and **HS LIMNOS** is ready to prove it, wherever and whenever it is required." Source : NATO



Upon completion of the trials the **SMIT BELUGA** lowered the Dutch flag which was replaced by the Bahama flag and the homeport was changed from Rotterdam into Nassau

**Photo : Michel Kodde (c)**

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The **NOBLE SPIRIT** seen departing from Rotterdam – **Photo : Jan Oosterboer (c)**

## CASUALTY REPORTING



### Two fishing vessel collide off Walvis Bay

Two fishing vessels, **JONAS** owned by Tunacor and **DOLPHIN BAY** owned by Abroma Fishing, collided while fishing outside Walvis Bay last Friday, reports the Namib Times.

Both vessels managed to sail back to port, despite Dolphin Bay sustaining some serious damage below the water line, forcing a few of the crew to transfer across to Jonas for safety. Only the skipper, first mate and chief engineer remained on board to get the damaged vessel back to the harbour. With water rushing in faster than it could be pumped there were fears the vessel would sink but crew managed to isolate the incoming water to the bait room and forward hold only.

The following day divers plugged a gaping hole some two metres below the water line as a temporary repair until the vessel can be permanently repaired on the synchrolift.

According to the Namib Times Dolphin Bay was struck on her port side by the bulbous bow of the Jonas, which rammed a hole in the hull of the other vessel. Jonas also suffered damage but not as serious. **Source : ports.co.za**

### Sea rescue operation



On 8 April 2010 the Australian Maritime Safety Authority requested **HMAS Wollongong**, under the control of Border Protection Command, respond to a distress call 148 kilometres east-south-east of Christmas Island. HMAS **Wollongong** rendered assistance to the people on board the vessel who were concerned they were lost at sea. The passengers expressed a wish to come to Australia.

The vessel appeared to be seaworthy, however while under escort to Christmas Island when it began to flounder. Some passengers were immediately transferred to **HMAS Wollongong**. Some passengers abandoned ship, ending up in the water. **Source : Garry Luxton**

## Mensen overboord na aanvaring tanker en jacht

In Papendrecht zijn donderdagmiddag twee mensen te water geraakt door een aanvaring tussen een tanker en een plezierjacht. Dat heeft de politie gemeld. Het incident gebeurde bij de Kerkbuurt op de Merwede op de grens tussen Papendrecht en Dordrecht, aldus een zegsman.

De twee drenkelingen zijn uit het water gehaald en naar een ziekenhuis gebracht. Volgens de woordvoerder leken zij aanspreekbaar. Volgens hem is er geen sprake van vermisten. De scheepvaart heeft geen last van de aanvaring, aldus de woordvoerder.

## NAVY NEWS



The Dutch AOR **A 836 AMSTERDAM** seen enroute Amsterdam – Photo : Cor van Niekerken ©

## New navy ship arrives nearly two years late

The New Zealand's navy's newest ship arrives in Auckland nearly two years late. The 85-metre long offshore patrol vessel, **HMNZS Otago** was due in New Zealand from the shipbuilders in Melbourne in the middle of 2008 but a range of issues delayed the final acceptances of the ship by the navy.

More than a fortnight ago as the ship was about to leave on its maiden voyage to New Zealand faults in both engines delayed its departure and the ship limped back into port on one engine.

The engine faults were repaired under warranty and the ship sailed from Melbourne earlier this week for the four-day voyage across the Tasman Sea.

The navy said the new ship would sail up the Hauraki Gulf and into Auckland's Waitemata Harbour today accompanied by two other new navy ships, the new inshore patrol vessels, **HMNZS Hawea** and **HMNZS Taupo**.

On board would be Defence Minister Wayne Mapp and other top navy brass, including the navy's maritime component commander, Commodore Ross Smith. Cdre Smith said today there were always delays in ship building projects but the navy was getting a particularly good deal for \$500 million in the Project Protector programme which would give the navy seven new ships.

"We are particularly happy with what has been delivered and will put them to good use," he told Radio New Zealand.

Otago is the second to last ship to be delivered in the programme. The multi-role ship **HMNZS Canterbury** and four inshore patrol vessels have all been commissioned. **Otago** was one of two offshore patrol vessels. Her sister ship **HMNZS Wellington** was nearly finished at the BAE Systems shipyard in Melbourne and was due to be delivered to the navy later this year.

**Otago** was ice strengthened for work in the Southern Ocean. The navy said both **Otago** and **Wellington** would work with other government agencies, including the Ministry of Fisheries, police, Maritime New Zealand and the Department of Conservation around New Zealand, in the Pacific and the Southern Ocean.

The primary tasks of the new offshore patrol vessels would include maritime counter-terrorism, surveillance and reconnaissance, surface contact and boarding of other vessels, and maritime search and rescue. The ship has a top speed of 22 knots and a range of 6000 nautical miles. It carries a crew of 35 but can take an additional 34 people, depending on its tasking. **Source : Otago Daily News**

## Russia's Warships Won't Last to 2015

The Russian Black Sea Fleet may not be fit for sea missions by 2015 because most of its warships have been in service for over 30 years, according to a Russian newspaper. Gazeta said the crews will try to keep their ships in decent condition until the last moment, but the iron used on the vessels had reached the end of its service life.

The Black Sea Fleet is to decommission the **Ochakov** destroyer and a diesel submarine built in 1982, which will then be followed by the **Kerch** destroyer and several large support ships. A Navy official said the only solution for the looming crisis would be the construction of at least a dozen of Project 20380 corvettes that were designed to protect Russia's coastal waters and oil and gas sea transportation routes, especially in the Baltic Sea and the Black Sea.

In October 2008, the first Project 20380 corvette, the **Steregushchy**, was inducted into the Russian Baltic Fleet and the second, the **Soobrazitelny**, was floated out on 31 March while two other ships - the **Boyky** and the **Stoyky** - of the same series are currently under construction. **Source : naval-technology**

## SHIPYARD NEWS



In Brest the **Pourquoi Pas ?** left the drydock  
**Photo : Jan Plug (c)**

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Busy days at the Curacao Drydock Company Inc, in A-Dock the m/t "**BALTIC COMMANDER 1**" and small Danish coaster for survey. - **Photo : John Smit ©**

## Keel laid for Egyptian navy ship

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 100

VT Halter Marine's \$807 million deal to build four fast missile craft for the Egyptian navy exemplifies friendship and trust between the two nations, leaders said during a keel laying ceremony for the first ship.



"The FMC is a key program in the relationship between our two countries," Halter Marine

CEO Bill Skinner said during the event held Wednesday at the company's Pascagoula yard. The fast missile craft is designed to perform coastal patrol, surveillance, interdiction, surface strike and naval battle group support. Vice Adm. Mohab Mameesh, commander in chief of the Egyptian navy, said the ships will allow Egypt to "gain stability" and "establish and maintain war and peace" while securing its coasts and the Suez Canal.

"We offer our thanks and deepest appreciation to the U.S. government," Mameesh said, offering "best wishes for ... people in both countries." VT Halter Marine announced in December 2005 that it had a \$29 million design contract for the vessel, and subsequent contract modifications raised the contract to \$249.2 million.

In a second phase, awarded in September 2008, the contract for constructing the first three vessels raised the deal to about \$642 million. The fourth ship, worth an additional \$165 million, was contracted last month. The first vessel is slated for completion by mid 2012, and the fourth vessel should be done by yearend of 2013.

Rear Adm. William E. Landay III, program executive officer for U.S. Navy ships, said the keel laying was a chance to "celebrate a platform, a program and a partnership."

In 2009, Landay's office secured 180 craft for partner navies and coast guards around the world, he said, noting a global partnership benefits the U.S. as much as its ally countries. Adm. Gary Roughead, chief of naval operations for the U.S. Navy, agreed. "The laying of this keel is cause for celebration," he said. "The Egyptian navy is indeed a true friend of ours."

After the event, U.S. Rep. Gene Taylor, D-Bay St. Louis, said these deals have a great impact on defense contractors on the Gulf Coast and nationwide. "It comes down to high paying skill jobs here in South Mississippi," said Taylor, who is chairman of the subcommittee on Seapower and Expeditionary Forces within the House Armed Services Committee. Skinner said the four-ship contract will allow the company to hire 300 new workers over the next 15 months.

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The **HYUNDAI PROGRESS** seen arriving in the port of Colombo - Photo : Piet Sinke ©

## Paradip port posts record growth on rise in oil traffic

In 2009-10, Paradip Port Trust (PPT) posted the highest traffic growth among the country's major ports. During the year, the port handled a total traffic of 57.01 million tonnes (mt) as compared with 46.41 mt in 2008-09. Giving this information to Business Line here, Mr K, Raghuramaiah, Chairman of PPT, said Paradip topped the list in terms of percentage growth, 22.84 per cent against the national average of 5.74 per cent, as well as additional absolute volume, nearly 11 mt

Mr Raghuramaiah attributed the growth to factors such as significant jump in oil traffic, both crude and petroleum products, and overall improvement in productivity.

The mechanisation of operations entailed improved berth-day output of 13,853 tonnes, which was significantly higher than the previous year's 12,670 tonnes. The other items whose throughput also increased included iron ore, 16.16 mt (14.27 mt) or a growth of 13.24 per cent, thermal coal, 14.82 mt (14.70 mt), or a growth of 0.81 per cent, other cargoes, 9.3 mt (8.57 mt), or a growth of 8.52 per cent. Also, the record quantity of 5.57 mt was handled in a single month, January 2010, surpassing the previous best of 5.22 mt in December 2009. The volumes of coking coal and fertiliser raw materials, however, posted negative growth during the period under review. The throughput of coking coal at 5 mt (5.46 mt) registered a decline of 8.42 per cent and of fertiliser raw materials at 0.08 mt (0.17 mt), a decline of more than 52 per cent. "In the first half of 2009-10, steel plants virtually did not import any coal due to the slump in the steel industry and the import of raw materials by Paradeep Phosphates too was low due to skyrocketing of prices in the international market," he said. **Source: The Hindu Business Line**



Overview of some vessels seen moored in the port of Fremantle (Australia) on the right the Chinese **XUE LONG** with moored on her stern the Boskalis TSHD **CORNELIS ZANEN**

Photo : Stuart Warmink (c)

## Kelvin Hughes expands Singapore office

Kelvin Hughes, a world leader in the design and manufacture of marine navigation systems and the supply of navigational data, has moved into larger premises in Singapore to cope with a growing demand for its products and services. "We have upgraded our IT systems and processes and also now carry a greater number and variety of charts and publications as standard stock," says Jonathan Field, General Manager, Asia. "The demand for paper charts and publications remains strong and our market share is growing."

The office, with a staff of 30, holds stock of Kelvin Hughes navigational and bridge equipment which it supplies and maintains, as well the paper and electronic charts and nautical publications. It also offers training and intensive customer support. Kelvin Hughes, which is headquartered in the UK, has had a presence in Singapore since 1964 and also has offices in Norway, China, the Netherlands, Denmark and the USA. **Source: Kelvin Hughes**

## Unifeeder calls off Strike Surcharge at the ports of Finland

Unifeeder cancels from April 9th Strike Surcharge on lines to/from the ports of Finland, the shipping company statement said. Earlier reports said Finland longshoremen had gone on a wildcat strike from March 4th through March 20th this year.

Unifeeder, the largest feeder services in Northern Europe has been in the market since 1985 handling over 30.000 shipments annually. Unifeeder carries most types of cargo, such as hazardous chemicals, car tires, paper reels, pet food, etc. The Company operates its fleet of about 26 vessels of 500-1.500 TEUs. Unifeeder's sales revenues totaled in 2008 some €400 million **Source : PortNews**



The **SEAFOX 1** seen alongside the **Inde-Juliet** Platform during decommissioning works.

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Above seen at the Singapore Western ATTV 2 Anchorage Harms Bergung 'URANUS' preparing to tow the PetroRig  
3.

Photo : Richard Qualm (c)

## COSCO Cautiously Starts Capacity Restoration on CEN Service

COSCO Container Lines will restore capacity on their CEN service by bringing back six 7500 TEU vessels to replace the six current 5500 TEU vessels, starting April 24th; the phase in will be completed by the end of May. Along with restoring capacity on this service, COSCO will add the port call of Ningbo to meet customer demand.

A COSCO USA spokesman stated "Although we are still in a very challenging market financially, we have had many requests from both importers and exporters to restore capacity on this popular trade route and to consider adding a Ningbo call and we have heeded their advice. It should be noted however, that we are still in a precarious position as far as current freight levels and the rising cost of moving cargo. We are cautiously optimistic that we will see some freight growth this year and hope that freight levels can increase to the point that further capacity can return to our Trans-Pacific services". Source: COSCO Container Lines

## HALLIN EXPANDS FLEET WITH PURCHASE OF VESSEL.



Integrated subsea contractor Hallin Marine has expanded its fleet with the purchase of the dynamically positioned (DP2) vessel the **Penrith**. Hallin already knows the 67 metre **Penrith** well, having operated the vessel since its launch in 2008 under a time charter from owners Seacor Marine. Hallin believes the purchase of the **Penrith** from Seacor for an undisclosed sum will ensure it has total control of the vessel and allow it to offer clients competitive vessel packages, including its range of air diving systems, remote operated vehicles (ROVs) and survey equipment. The **Penrith** is powered by two MaK Caterpillar diesel engines, which produce 8,000 brake horse power, is ABS classed and has a fire fighting capability. The vessel is fitted with additional equipment to target subsea intervention programs, including increased accommodation for 52, has a 20t subsea

crane and additional position reference systems.

Hallin's marine management division will operate the vessel, along with the subsea operations vessels the **Ullswater**, the **Windermere**, which is currently being fitted out in Singapore, following its launch in December last year, and the **Sanko Angel**.

John Giddens, Hallin's chief executive officer, said: 'We know what an excellent vessel the **Penrith** is after operating it, so we know this is an excellent deal for both Hallin and for our clients. 'It gives us total control of the vessel and, by combining it with our own air spreads and ROVs, all of which are designed and built in-house, allows us to pass on our very competitive cost base to our clients. 'Now we are part of the Superior Energy group, we have the financial ability to do what is right for Hallin and for our clients and the purchase of the **Penrith** is an early benefit from joining the group. 'And because our new vessel already has the name of an area of the UK's Lake District, we don't even need to change it to make it fit in with the **Ullswater** and the **Windermere**!'



The DSV **Seven Pelican** seen during diving operations for Maersk at the Judy platform.

Photo : crew Olympic Champion ©



The **KESTREL** seen departing from Great Yarmouth April 7<sup>th</sup> 2010 - Photo : Paul Gowen (c)

## RosMorPort to carry out dredging works at Temryuk and Kavkaz ports

RosMorPort, the Russian federal state unitary enterprise has announced bidding for contract worth RUB 5.325m (about \$180.861) for maintenance and dredging works at the ports Temryuk and Kavkaz (Krasnodar Territory) in 2010, PorMorPort statement said posted on its website. The contract worth about 5.325 million rubles.

Temryuk seaport is located on the Taman shore of the Azov Sea. The port maintains and operates its 1200-m-length berths with loading facilities. The port handles primarily general cargoes, round timber, lumber, metal, as well as bulky goods and food. In 2009 the port authorities reported 2.1 million tons of handled volumes, a 8.2 percent drop from 2008.

Port of Kavkaz is situated between the Azov and the Russian Black Sea coast. The 4.5-m-deep harborage allows handling river and seagoing ships (at roadstead). The port's berths loading facilities are intended for handling bulked cargoes (mineral fertilizers, concentrates of various ores, grain) as well as general, timber, and containerized commodities. In 2009 freight flows via the port of Kavkaz reached 8.1 million tons and 2.500 ships were handled at the port. **Source : PortNews**

## Staking bij ECT

Bij containeroverslagbedrijf ECT is donderdagmiddag op verschillende plekken het werk neergelegd. Dat liet bestuurder Niek Stam van FNV Bondgenoten donderdag weten.

De staking, in gang gezet door het actiecomite ECT FNV Bondgenoten, is de eerste in een reeks van werkonderbrekingen als de vakbonden en het bedrijf er samen niet uitkomen.

De stakers leggen donderdag twee uur lang het werk neer voor onder meer een cao met minimumafspraken die gelden voor alle overslagbedrijven in de haven. Ook vrijdag en maandag zijn er stakingen gepland. De twee partijen liggen overhoop over een nieuwe cao. De oude liep vorig jaar april af. Sindsdien waren de bonden en ECT in gesprek over een nieuwe overeenkomst. In december liepen die onderhandelingen stuk.



The **COSTA ROMANTICA** seen moored in the port of Colombo (Sri Lanka) - Photo : Piet Sinke (c)

## Safety changes recommended after Peterhead tug capsizes

Safety changes have been recommended by a report into a tug boat that capsized in Peterhead harbour. Three crew had to be rescued when the Dutch-registered **Ijsselstroom** capsized during expansion work last June. They were not seriously injured.

The tug was assisting a barge bringing 5,000 tonnes of rock into the harbour. A Marine Accident Investigation Branch (MAIB) report has made a number of safety recommendations, including training improvements. The local lifeboat and coastguard teams were scrambled after the capsizing, but the men were rescued by the crew of a second tug.

The report said the owners, Van Wijngaarden Marine Services, relied too heavily on the knowledge and experience of its skippers, and did not have a formal staff training programme. It also said Peterhead Port Authority's safety management system had some inaccuracies that were not identified in an annual review and which could have prompted the selection of a more suitable tug for the task. Recommendations have been made to Van Wijngaarden to introduce a training programme for skippers, review the suitability of tugs for tasks, and introduce risk assessments and briefings as a standard operating procedure.

Peterhead Port Authority has been recommended to ensure operational limitations and working practices are understood when non Peterhead Port Authority tugs are working in the harbour.

The British Tugowners Association (BTA) and the UK port authorities have been recommended to share the lessons learned from the accident with members. **Source : BBC**



Above seen the **TEAL** of Dockwise loaded with a shearlegs barge off Koje, Korea. - Photo : Andre Korver (c)

## OLDIE – FROM THE SHOEBOX



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 100

Scheveningen Harbour on 5 September 1966 - the former Dutch coaster **ORANJEBORG** was discharging a load of timber from Scandinavia, imported by DEKKER HOUT of The Hague. The then Scheveningen based Norfolk Line NV was agent for the ship. After discharging she left Scheveningen for Scandinavia again.

Foto : Capt. Frank Haalmeijer ©

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



Above seen the " **JOYCE McCALL** " inbound from offshore Baku , Azerbaijan .

Photo : Graham Lyon - Seacor Marine (c)

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