


DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 101



Number 101 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 11-04-2010**

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The **JUMBO JAVELIN** seen installing foundations at the Greater Gabbard offshore windfarm

Photo : Jeroen Hof (c)

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EVENTS, INCIDENTS & OPERATIONS



The **TOG MOR** seen moored in Curacao – Photo : Robin Gijzel (c)

Coal Carrier Owners Admit Ship Deviated, Ran Aground On Australia's Great Barrier Reef

The owners of a Chinese bulk carrier grounded on Australia's Great Barrier Reef admitted Friday the vessel deviated from its planned route through the marine park before running aground, and vowed to work closely with authorities to salvage the vessel. "We appreciate the environmental and economic significance of the Great Barrier Reef. We are fully committed to cooperating with and assisting the authorities to minimise any environmental damage and to ensure the matter is resolved safely and quickly," Hu Wei, chief of shipping and development at Shenzhen Energy Transport Co. Ltd., said in a statement. It comes as salvage crews began pumping oil from the vessel to reduce the risk of an oil spill. They must also repair any damage to the ship before an attempt can be made to refloat it. Australia's Environment Minister Peter Garrett said the next two days will be "critical". "In the next two days we will see the risk levels substantially lowered on the Great Barrier Reef if oil can come off this ship successfully," he said in a statement Thursday.

The Chinese-registered coal carrying ship, the **Sheng Neng 1**, ran aground Saturday night on a sandbar inside the marine park that encircles the reef. The ship is carrying 68,000 metric tons of coal and around 900 tons of fuel. So far, only small amounts of oil were discharged from the initial impact. Investigations are underway into how the ship strayed around 12 kilometers from a shipping lane after leaving the port of Gladstone, on the Queensland state coast, running aground on a sandbank about 65 kilometers east of Great Keppel Island. The Chinese shipping company said Friday the coal carrier's planned passage routed the vessel "entirely within legal waters".

The plan was to travel north from Gladstone across Curtis Channel and then eastward through the passage between Douglas Shoal and the reefs to the south. It is a passage "regularly used by many large ships", the company said. But the vessel didn't alter course to the east to go through the passage as planned, and as a result, ran aground on

Douglas Shoal, it said. The company has appointed international salvors **SVITZER Salvage Co.** to rescue the vessel. International oil pollution experts ITOPF also have flown out to Gladstone, at the request of Shenzhen Energy and its insurers, to provide expert advice. The Australian government has said it is awaiting expert advice before deciding whether any law changes are needed to prevent further incidents in the region, a busy shipping route for Australia's booming coal exports. Shenzhen Energy could face fines of up to A\$5.5 million under current marine laws, along with restitution costs. If found guilty of negligence, the master of the ship could face up to three years in prison under the current Great Barrier Reef Marine Park Authority Act. **Source: Dow Jones**



Last Thursday 8th April 2010 the ITC tug "**SIROCCO**" departed from the port of Shanghai with a newbuild barge of 100 x 33 metres, fully loaded with ship's hulls, destined for VEKA/BIJLSMA in the Netherlands.

Photo : via Landfall Transport & Towage bv

Asleep at the wheel? Shen Neng 1 case continues

Was the watchkeeper of the grounded **Shen Neng 1** fast asleep as the bulker veered 15km off course and smashed into the Great Barrier Reef? That's what investigators from the Australian Federal Police (AFP) are trying to ascertain as they go about grilling the captain and first officer of the Shenzhen Energy Transport-controlled ship.

The AFP were called in yesterday by the Great Barrier Reef Marine Park Authority. The AFP has the power to levy a fine and even ask a federal court to jail the ship's captain, Wang Jichang.

Australian media is rife with reports that the ship's watchkeeper had fallen asleep. The 69,110 dwt, **Shen Neng 1** ran aground on Douglas Shoal, east of Rockhampton near Great Keppel Island, on April 3, spilling a small amount of bunker fuel. **Source : SeatradeAsia**

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

Maersk has big hopes for CO2 transfer

The tanker division of shipping giant Maersk says it sees great promise in the transport of CO2 from power stations to undersea sequestration sites. So-called carbon capture and storage (CCS) is seen by many as one of the great hopes for reducing greenhouse emissions, involving burying carbon emissions underground in disused oil and gas fields

rather than venting them to the atmosphere. The viability of CCS is yet to be fully proven and best estimates put any wholesale take-off in the practice at one to two decades away. But with many empty oilfields lying beneath the seabed, Maersk says shipping the major greenhouse gas to burial sites long distances out to sea from coastal power stations is likely to be the most viable and promising option in the early years. Laying pipelines are seen as the longer term answer.

The European Potential for the Geological Storage of CO₂ (GESTCO) research project estimates that more than 750 million tonnes a year of CO₂ is emitted from plants close to the North Sea. Maersk says shipping CO₂ in such situations out to sea will be a cheaper and more flexible option, at least in the early phases of CCS.

CO₂ transport is set to become an emerging market driven by need for CCS to help tackle climate change, says Anders Schulze, head of CO₂ shipping at Maersk Tankers. "Shipping CO₂ in tankers requires less capital expenditure than moving it via pipelines. It also offers greater flexibility by providing access to multiple storage sites, which is important in the short term as we are testing out various potential locations." While planning a new generation of purpose-built CO₂ tankers, the company estimates that its biggest LPG/LNG tankers to current designs could carry 45,000 tonnes of CO₂. It's also working on projects to test the loading, unloading and transport of CO₂ from hub to hub and to offshore locations. **Source: Carbonpositive**



The Barge **Osprey Carrier** arrived in the Forth April 8th in tow of the tug **Vigilant**.

The cargo was two bow sections of the new Aircraft Carrier **HMS Queen Elisabeth**, these two sections were built by Babcocks Appledore Yard in Devon. The

65,000 ton aircraft carrier will be assembled in Rosyth with sections coming from various yards in the UK. The project is driven by the Aircraft Carrier Alliance which comprises of BAE Systems, Thales UK, and the MOD.

Photo's : Iain Forsyth (c)

Solar Powered Wavepiercer Cat

On March 31, 2010 the roof at the HDW Shipyard in Kiel, Germany slid open to reveal to the daylight the what is claimed to be the world's largest solar powered vessel, a wavepiercer catamaran named **Planet Solar**. Appearing small against the back drop of the giant crane hoisting her to the water and the enormous ship building halls she was assembled in, the 101.7 ft long, 52.5 ft wide carbon fiber craft was launched a few hours later into the Kiel fjord, floating to her lines and looking more like a misplaced space ship than an ocean going yacht.

Penned by New Zealand's LOMOcean Design (formerly Craig Loomes Design Group) and constructed by Knierim Yachtbau of Kiel, this unique craft is intended not only to serve as the ultimate 'green' motoryacht, but also - under the auspices of the eponymously named Planet Solar organization - to be the first vehicle of any kind to circumnavigate the globe under solar power alone.

Over the course of its eighteen month gestation period, the project has served to highlight not only the capabilities of current photovoltaic solar cell technology, but also the state of the art in wavepiercer catamaran hull design, of carbon fiber propellers and efficient electric motors, plus the best of advanced composite shipbuilding and the latest in lithium ion battery technology. The combination of these technologies allows the 85 tonne craft to run at a passagemaking speed of approximately seven knots from just 20kW of installed power. To put it into perspective, imagine a 100-ft yacht of any kind being propelled at seven knots by just a 25 hp outboard motor.

Of significant importance to her owner was that this boat should be supportive of passengers and crew in relative comfort – Planet Solar is not a stripped out race boat, optimized solely for the circumnavigation - rather she is a spacious motor yacht, with an interior arrangement offering six double cabins, each with ensuite bathroom, a large saloon and dining area plus a spacious aft deck and separate crew quarters. Sunbathing space is however at a premium, with over 5,380 sq ft of the deck surface covered in solar cells, with just a blister style wheelhouse breaking the expanse of blue-black paneling.

Fitting of the side and transom solar panels and dockside commissioning will occur in coming weeks. The circumnavigation is scheduled for mid 2011 and more details relating to the challenge are available on the **Planet Solar** website www.planetsolar.org , source : **MarineLink**



Asian Glory as a pirate ship – trials or just once?

On April 9 I received an alarming letter from relatives of Ukrainian members of car-carrier **Asian Glory**, highjacked by Somali pirates on January 2. During past weekend vessel was taken by pirates to the ocean again (confirmed by manager of the vessel, UK-based Zodiak), and as relatives said, no doubt, vessel is used as a pirate ship. They said **Asian Glory** attacked boxship **MSC Anafi**, attack lasted for several hours and was so frightening, that nearly all of the MSC Anafi crew asked for replacement after vessel managed to escape and arrived to Mumbai, vessel is to sail to Dubai and then back to Indian ocean. That fact became known from relatives of **MSC Anafi** crew after they called

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families, families of Ukrainians of both vessels live mostly in Odessa. Zodiak strongly rejects Asian Glory used as a pirate ship, Master of MSC Anafi said on the phone to Ukrainian media, that he wasn't able to recognize assault vessel, as it was too dark. But he said, attack was not all that scaring, boxship easily overrun pirates and escaped, there were several shots in their direction, nothing unusual. Relatives tell a different story – Asian Glory closed on MSC Anafi and chased her several hours, pirates firing from Asian Glory high upper deck with no complications like pitch and roll, able to take a good aim.

This is at least third time pirates take Asian Glory to the ocean, and first time EU NAVFOR gave a warning, that there's car-carrier in Indian ocean, which is in fact, a pirate ship, predator. Later, there were no warnings. About a month ago navy started new tactics, trying to catch and destroy as many pirate mother-ships as possible. Pirates immediately returned the blow by highjacking about a dozen local dhows, disrupting coastal Somali trade. And we may well assume, pirates didn't restrict their countermeasures by highjacking dhows only. Comparing with dhows, ocean-going vessels are incomparably better ships for piracy hunting, opening up new horizons for pirates. Let's consider some aspects of ocean-going vessels in the role of a pirate ship:

- pirates may ply high seas for weeks in big numbers, much more than on board of usual dhow;
- pirates may approach hunted vessel as close as they want to, and fire the vessel from high upper deck, taking good aim, and waiting either for a chance to board vessel in usual way from skiffs, or compelling vessel to stop, by firing her;
- pirates have nothing to fear from navy, they're protected by a crew of a mother-ship, if only navy wouldn't change no-harm policy and start to storm vessels with no care for crew lives;
- so, one such ship may replace a dozen of traditional dhows with about absolute immunity from navy, they may attack for hours even in Gulf of Aden.

There's only one guarantee from pirates then, armed guards on board, preferably not private, but state military. Navy will be helpless in such cases. Asian Glory looks like a natural choice – not a bad speed, if I correct, it's up to 18 knots, and very high freeboard, they may attack VLCC in ballast. How will situation in region develop, if pirates fully appreciate possibilities of an ocean-going vessel as a pirate ship (I think it's more correct to call such a ship not a mother-ship, it's in full meaning pirate ship, taking part in a direct assault)?

Such a use is very dangerous from other aspects. It's dangerous for the crew, it's dangerous for vessel itself and assaulted vessel also, we can hardly imagine pirates caring for the safety of navigation and trying to comply with International Regulations for Preventing Collisions at Sea. It may end up with collision and sinking of both vessels. So we need to know, how many times **Asian Glory** was used as a pirate ship, what does it look like when vessels like Asian Glory assault, and where it may all develop. Sailors then must be warned of a new danger. There's a question to Zodiak – don't they think that in such circumstances there's need to hurry up with negotiations? There is another question – why do they treat relatives like some nuisance, sometimes just in insulting way? There's a question to international forces in area – do they consider such risk so small that there's nothing to talk about?

Source : Voytenko Mikhail



The **OPDR TENERIFE** seen outbound from Rotterdam – Photo : Hans van Ewijk ©

Laid-up tonnage in world box fleet edges downward to 8.9pc

Laid-up containerships have fallen to 8.9 per cent of the global fleet, dropping below nine per cent for the first time since February 2009, according to Paris-based Alphaliner's fortnightly survey. This is in spite of the anticipated 150,000 TEU in new deliveries this month, because new services and service resumptions are expected to employ 60 vessels between 3,500-6,500 TEU. There were 455 idle ships at the end of March, totalling 1.18 million TEU, said the report. The recent increase in demand led to a rapid reduction of idle tonnage with the idle fleet falling below 1.2 million TEU for the first time in 13 months.

Carrier-operated lay-ups fell faster than the non-operating owner (NOO) ships, falling from a record 1.04 million TEU in March 2009 to 596,000 TEU today. Alphaliner also expects a new round of reactivations of idle tonnage in the coming month could see the carrier-controlled fleet fall below 500,000 TEU as carriers line up for the forthcoming summer peak season. **Source: schednet.com**



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POSH-Semco's **SALVERITAS** seen moored in Cape Town – **Photo : Aad Noorland ©**



Above seen the 2003 built chemical/oil products tanker **BRITISH EXPLORER** off Valletta, Malta on Monday 5th April 2010 to deliver STS Fenders & equipment to the 1982 built utility vessel **MIGGI. MIGGI** was built in Singapore as the Ocean Inchcape utility vessel **OIL PUFFIN**.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

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An advertisement for MULTRASHIP TOWAGE & SALVAGE. The ad features the company logo, website (www.multraship.com), and phone number (+31 (0) 115 645 000). The background shows a large container ship being towed by a tugboat.

NAVY NEWS



The Dutch AGOS **A 803 LUYMES** seen arriving in Leith April 9th 2010 - **Photo : John Dunnet ©**

Strike Carrier Heads to America

Royal Navy fleet flagship HMS **Ark Royal** sailed from Portsmouth last month, to lead a series of multinational exercises in the North and West Atlantic.

Ark Royal, which is the nation's strike carrier, will head an international task group for the deployment called Auriga 2010 - a string of exercises between May and August.

Joining **Ark Royal** in the task group are Devonport-based Type 23 frigate **HMS Sutherland**, Royal Fleet Auxiliary vessel **Fort George**, French submarine FS **Perle** and the US destroyer USS **Barry**. Portsmouth-based Type 42 destroyer HMS **Liverpool** will leave on May 10 to join the task group. They will be supported by an amphibious force comprising Devonport-based **HMS Ocean** and RFA **Largs Bay**, together with Royal Marines from 3 Commando Brigade and RN helicopters.

Commander of the UK Harrier Strike Group Commodore Simon Ancona, said: "Auriga is going to be of extraordinary training value for the ship's company and it is a great feeling to have the Harriers back on board again.

"This is a mainly aviation and submarine exercise but it will also be an opportunity to test our amphibious capabilities as well.

"We will start off the coast of Scotland with an exercise called Joint Warrior and will then sail to the East coast of America to get back down to the business of training as a task group." Auriga 2010 will demonstrate the UK's ability to deploy, operate and sustain a task group out of area for a prolonged period. The ships will also undertake a series of goodwill port visits in the region to support International Security Cooperation initiatives.

Source : Three Wire Magazine



The Belgian Frigate **LEOPOLD 1** arrived in Den Helder under tow of the tug **SVITZER MARKEN**, The frigate will complete her maintenance periode at the Marine Bedrijf in Den Helder

Photo : Ron Damman (c)

India, US to enhance sub rescue measures

Away from the glamour of the forthcoming Malabar naval wargames and battling terrorism-piracy on the high seas, India and US are now on course to enhance measures to rescue Indian sailors if they get trapped deep underwater in a disabled submarine.

Even as the US chief of naval operations Admiral Gary Roughead is slated to hold talks with defence minister A K Antony, Navy chief Admiral Nirmal Verma and other top military brass next week, India is looking to extend the scope of US Navy's "global submarine rescue fly-away kit service" for its requirements.

When India had first inked the contract for the rescue service in 1997, with an initial payment of \$734,443, it was meant to be more of an interim measure till Navy acquired DSRVs (deep submergence rescue vessels) of its own.

A DSRV or 'mini submarine' can, after all, rescue 24 sailors at a time from a depth of around 600 metres after 'mating' with the hatch of the stricken submarine, equipped as it is with pressurised chambers, sonars, cameras and other advanced facilities.

But, 13 years later, Navy is still far away from getting something as basic and critical as DSRVs, despite the country spending big bucks on importing military hardware and software.

Indian sailors do have submarine-escape pressurised suits, as also diving support ships like INS Nireekshak, but they can only be used for relatively shallow depths. Consequently, as CAG reports have lamented, India continues to remain dependent on 'a foreign source' (US navy) for robust rescue facilities.

Under the agreement with US, the American navy is supposed to fly either a DSRV or a 'submarine rescue chamber' to an Indian port or airport nearest to the mishap site within 72 hours. Sources said discussions during Admiral Roughead's visit will, of course, also focus on the Malabar wargames, to be held on the western seaboard off Goa with Indian and American warships and submarines from April 22 to May 2, and ways to further bolster 'interoperability' between the two navies. **Source : Times Of India**

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The **BOURBON VIKING** seen moored at the Colombo Dockyard - **Photo : Piet Sinke ©**

Sri Lanka set to deliver new supply vessel

Sri Lanka's Colombo Dockyard said it was getting ready to deliver the first of a series of four multipurpose platform supply vessels (MPSV) for a Singaporean client.

The yard, which is majority owned by Japan's Onomichi Dockyard, said in a statement it is building four 78m MPSV for Greatship Global Offshore Services of Singapore. The newbuilding has an endurance of about 35 days and a cruising range of about 9,200 nautical miles.

"The vessel is capable of multi-purpose roles such as transportation of pipes, fresh water, diesel oil, bulk cement, stores, equipment, moving men, materials between platforms and shore, and also fire fighting."

The vessel was designed by Seatech Solutions International (S) of Singapore in consultation with the owner and the builder, Colombo Dockyard. "Over the past few years, Colombo Dockyard has accumulated a wealth of experience in building vessels for the offshore sector requirement," the statement said. "It is now well geared to meet any kind of requirement that may arise in the offshore oil exploration activities being carried out in the Sri Lankan waters and offer its expert assistance in marine engineering." **Source : The Motorship**

Bollinger celebrates new patrol boats, honors heroes

A ceremony Friday celebrated the launch of a new series of ships and honored heroes who have served in the waters of Louisiana and the nation. Bollinger Shipyards hosted a keel-laying ceremony for the first of its Sentinel Class First-response cutters, the most-recent generation of 154-foot patrol boats for the U.S. Coast Guard.

Among the audience of hundreds were workers from Bollinger's yards and an array of local state and federal officials, including U.S. Coast Guard Commandant Thad Allen and Louisiana Sens. Mary Landrieu and David Vitter.

"I can't overstate how important these ships are to Louisiana's economy and way of life," Gov. Bobby Jindal told the crowd. "Not only for protecting our country, but for being a part of the great economy of this state."

The Lockport-based company has for decades been the main provider of ships for the force, and its latest contract for as many as 58 vessels is valued at up to \$1.6 billion if fully exercised. **Source : Dailycomet**



The **RHOON** seen passing the Bridge in Dordrecht - **Photo : Cees de Bijl ©**

2 LAUNCHES WITHIN 1 HOUR !!



Yesterday April 10th 2010 at the De Hoop Foxhol yard the **CABALO SIETE LEGUAS** was launched as can be seen above, and approx half an hour later at the Ferus Smit yard in Foxhol the **FLINTER AMERICA** was launched as can be seen below

photo's : Kees de Vries ©



Hanjin's Subic shipyard wins eight newbuildings

Hanjin Heavy Industries & Construction - Philippines (HHIC-Phil or Hajin's Subic shipyard), the overseas corporate unit of HHIC, has received new orders to construct four Suezmax 160,000 dwt oil tankers and four 180,000 dwt bulk carriers worth a total of \$450 million.

These orders were by ship owners in China, Singapore and Greece. The Subic shipyard has already won contracts to build 11 large-sized vessels in this year alone. The shipyard previously received orders for two 180,000 dwt vessels in January and one in February. This contract in particular will pave the way for HHIC-Phil to enter the large-sized oil tanker construction market. **Source : The Motorship**

Save EU yard industry by eco-bonus for old tonnage

A joint declaration by 33 regional governments within the European Union, with support from the yard industry and unions, has been handed over to the European Council, the European Commission, the presidents of the European Parliament and the Committee of the Regions, respectively. The senders require the EU to treat the yard industry as a top priority. More than 60 people are standing behind this position expressed in this joint declaration of their regional governments. Ten thousands of jobs have already been lost due to the crisis ... We do not want to pay the price for unfair competition from Asia or the mistakes of the banks and speculators says CESA (Community of European Shipyards Association) and EMF (European Metalworkers Federation) in a pressrelease.

CESA and EMF also states that The current global crisis could cause irreparable damage to Europe's shipbuilding capabilities. The proposed action programme, which resulted from the LeaderSHIP high level meeting in September 2009, is considered the right way ahead ... The industry needs first of all new orders to limit the employment impact to the minimum. To this end, particularly the concept of an eco-bonus for the replacement of out-dated, unsafe and polluting tonnage in European waters could be effective to bridge the temporary demand gap
Source : ShipGaz

Pella Shipyard to build four boats for Russian Border Guard Service

Pella Fjord CJSC (a subsidiary of Leningrad Shipyard "Pella" OJSC) has signed a contract for the construction and deliverance two patrol boats of Bekas 1402B Project ordered for FSB's Border Guard Service of Russia, Pella Company statement said.

The patrol ships will be 11.25 m in length, 3.3 m in width, overall depth -1.67 m, 0.9 m draft, full load displacement about 11 tons, speed - about 10 knots.

The Shipyard Pella has reportedly signed a contract to deliver in Q3, 2010 two border patrol small boats of 21850 Chibis Project for the Russian BGS. The boats main specifications are as follows: length – 9.95 m, width – 3.0 m, height – 5.3 m, draft – 0.61 m, displacement – 6.02 tons, speed - approx. 35 knots.

Pella-Fjord Shipyard was founded in 1950. In 1992 the company assets were acquired by private owners. The company became a holding comprising the head office, and a number of its subsidiaries. **Source : PortNews**

Todd Shipyards Corporation Announces U.S. Navy Exercise of Option on Overhaul of USS John C. Stennis (CVN74)

Todd Shipyards Corporation announced that the U.S. Navy has awarded to its wholly owned subsidiary, Todd Pacific Shipyards Corporation a \$6,521,695.00 modification to previously awarded contract N00024-08-C-4416. This contract modification represents an exercised option for the Planned Incremental Availability for **USS JOHN C. STENNIS (CVN74)**, at Puget Sound Naval Shipyard which will commence on May 17, 2010 and is expected to be completed November 17, 2010. This modification represents the authorization of additional repairs and alterations of various ship's systems and equipment throughout the aircraft carrier Stennis, and is a portion of the work to be completed by Todd Pacific during the overhaul period. The Company anticipates that additional work on the carrier will be definitized by the Navy, resulting in total contract modifications in the range of \$21-24 million.

Todd's work in support of the PIA of the Stennis is being performed pursuant to the Company's five-year Multi-Ship Multi-Option contract with the Navy for the overhaul and continued maintenance of the aircraft carriers stationed at Bremerton and Everett, Washington. The cost-type MSMO contract was awarded to Todd Pacific in 1999 and 2004 for five years each, and was awarded again in 2008 for an additional five years.

ROUTE, PORTS & SERVICES



Nightshot of the city of Rotterdam as seen by **Marijn van Hoorn** from the **SS Rotterdam**

New ferry route between South Med and Middle East

A new ropax ferry service connecting Venice with Tartous, Syria and Alexandria, Egypt will allow onward lorry transport to Iraq, Jordan, Saudi Arabia and other Middle East destinations, says the Italian company responsible, Visemar Line.

The weekly service will begin May 20 using the Visemar One, a new vessel built by the Visentini yard which can sail at 24knots carrying up to 200 lorries, 80 cars and 400 passengers. The service is being launched by Venetian groups Visentini and Tosetti, co-owners of Visemar Line, under the EU shortsea shipping initiative Motorways of the Sea.

Source : [seatradeasia](#)

Evergreen plans to order 100 new ships

Evergreen chairman Chang Yung-Fa has been in Tokyo lately and has been speaking to media there about a gigantic series of ship orders his line is planning. The Kaiji Press reports that from May Chang's company, the largest containerline in Asia, will start negotiations with yards across the region for as many as 100 ships. Broken down, Chang's incredible shopping list includes 32 8,000 teu ships, 20 S-types (7,024 teu), 20 U-types (5,364 teu) and 20 2,000 teu feeders. Among the yards who are in the mix are STX Offshore & Shipbuilding, CSBC Corp, Taiwan and Nantong COSCO KHI Ship Engineering (NACKS). Regular yard Mitsubishi Heavy Industries will also compete for Chang's largesse. This is not the first time Seatrade Asia Online has reported Chang's century of newbuild plans. On January 6, 2009 the tycoon was reported as readying a war chest for 100 ships, something the firm later flatly denied.

Source: seatradeasia

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De in Indonesië gebouwde sleepboot van Kompania di Tou Korsou (KTK) **Orca** is gereed en feestelijk gedoopt in aanwezigheid van de directie van KTK en moederbedrijf CPA.



De **Orca** betekent een heel bijzondere aanwinst voor het Curaçaose sleepbedrijf, want het vormt een hoogtepunt in de internationalisering. De oceaansleper is met 40 meter lengte letterlijk geschikt voor het grote werk wereldwijd. De doop met champagne vond vorige week plaats bij scheepswerf Damen in Surabaya door CPA-bestuursvoorzitter Alexis Daou, peetmoeder van het schip.

De Curaçaose bemanning nam inmiddels zijn plek in op de sleper, die begint met een paar opdrachten in China en India. De kans is groot dat de **Orca** binnen twee tot drie maanden langs thuishaven Curaçao komt, na een oversteek van de Atlantische Oceaan. De KTK-directie

onderhandelt momenteel over een opdracht langs deze route.

Behalve de CPA-directeuren Agustin Diaz, Richard Lopez-Ramirez en president-commissaris Alexis Daou woonden ook Mercelino de Lannoy, CPA-directeur met ingang van 1 november, en vakbondsvoorzitter Angelo Meyer (PWFC) de ceremoniële ingebruikname bij. Source : Amigoe

Another Svitzer tug to Australia

The Svitzer Group has sold another M-class tug to its Australian operator. Apart from the sale of **Svitzer Menja**, the Swedish **Svitzer Mercur** will follow to Newcastle N.S.W., where the pair will start to operate from end of July this year. Presently both ships are moored in Bremerhaven, waiting to be loaded on the German-owned heavylift carrier **Annegret**, which will carry them to Newcastle.

Svitzer Menja and **Svitzer Mercur** are two of the latest deliveries in the M-series of ten units from Shipyard Baltija at Klaipeda. Both units are fitted with a Caterpillar engine plant developing 4,200 kW to a bollard pull of 70 tons.

Source : ShipGaz



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

MOL completes new concept for green ships

MOL said Thursday it completed the concept for the third ship in its series of next-generation vessels, which it said will be technically feasible in the near future. The latest concept is for an environment-friendly, large-scale iron ore carrier called the ISHIN-III that will play a key role in the Japanese carrier's future dry bulk fleet.

MOL already operates the very large iron ore carrier **Brasil Maru**, one of the world's largest iron ore carriers, which has an improved level of environmental performance. The ISHIN-III concept, which makes full use of the characteristics of that vessel class, aims to further reduce MOL's environmental burden by maximizing the use of technologies the company has developed and adopted. The ISHIN-III concept has two main features. It uses waste heat energy recovery to assist propulsion, and it cuts carbon dioxide emissions even at low speeds. The new concept seeks to maximize waste heat energy recovery with more advanced technology. A large amount of heat energy can be recovered from the large main engine's exhaust gas, converted to electricity, and utilized to provide additional propulsion, significantly reducing the vessel's environmental burden. This technology can also be applied to large main

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engines installed on tankers and containerships. The combination of a turbocharger that can operate at high efficiency even at low rpm and an electronically-controlled main engine reduces CO2 emissions even during a low-speed voyage. By introducing these two technologies, the concept aims to cut CO2 emissions by 30 percent. Overall CO2 emissions can be reduced by over 50 percent when a business model for a "Wind Challenger Project" is established. The development of a wind-driven vessel is being led by Tokyo University, MOL, shipbuilder and material maker Nippon Kaiji Kyokai and other ocean shipping companies. **Source: joc.com**



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The **VOLANTE** seen passing Dordrecht – Photo : Cees de Bijl (c)

Svitzer Scandinavia sells one and charters two

Svitzer Scandinavia has sold its Danish tug Svitzer **Menja** to Svitzer Australia and replaced it with two units on bareboat charters from Nordane Shipping, Svendborg. The **Svitzer Menja** is currently undergoing some alterations at Assens Skibsværft before sailing off to Australia, where it will be named **Svitzer Myall** and stationed in Newcastle N.S.W.

The replacements will be Nordane Shipping's latest deliveries, the **Stevns Icequeen** and the **Stevns Iceflower**. They were delivered from Canada in September 2009 and Januari 2010, respectively. Svitzer took over the **Stevns Icequeen** this week on a bareboat charter for a period of two years with options. The vessel has been renamed **Svitzer Njal**. Furthermore, her sister, **Stevns Iceflower**, will be taken over at the end of April and then renamed **Svitzer Nerthus**. Svitzer already has **Svitzer Nanna** on charter. Source : ShipGaz



The **SMIT PANTHER** seen operating in Rotterdam-Europoort - Photo : Frits Janse (c)

Baltic Trading Limited Takes Delivery of Initial Drybulk Vessel

Baltic Trading Limited, a drybulk company focused on the spot market, announced that it has taken delivery of the Baltic Leopard, a 2009-built Supramax vessel. The Baltic Leopard is the first vessel to be delivered to the Company under agreements signed in February 2010 to acquire four 2009-built Supramax drybulk vessels from an unaffiliated third party as well as two Capesize newbuildings from another unaffiliated third party.

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The Company also announced it has reached agreements to enter into spot market-related time charters for the Baltic Leopard and the Baltic Panther, both 2009-built Supramax vessels, with Oldendorff GMBH and Co. KG. Lubeck for approximately 11 to 13.5 months per vessel. The rate for both of the spot market-related time charters will be based on 95% of the average of the daily rates of the Baltic Supramax Index (BSI), an index published by The Baltic Exchange reflecting the average freight rate for six major Supramax time charter routes, as reflected in daily published reports. Hire will be paid every 15 days in arrears net of a 5% brokerage commission, which includes the 1.25% commission payable to Genco Shipping & Trading Limited. Baltic Trading will not be responsible for voyage expenses, including fuel.

The Baltic Leopard is expected to be delivered to its charterer on or about April 9, 2010. The spot market-related time charter for the Baltic Panther will commence upon delivery of the vessel, which is expected during the second half of April 2010. Both agreements are subject to the completion of definitive documentation.

John C. Wobensmith, President and Chief Financial Officer, commented, "We are pleased to take delivery of the first of six drybulk vessels we have agreed to purchase and secure the Baltic Leopard on a spot market-related time charter per our strategy. Building on our success, we expect to utilize proceeds from our Company's initial public offering and \$75 million contribution from Genco Shipping & Trading Limited to take delivery of four additional drybulk vessels in the second quarter of 2010 as well as one Capesize vessel in October of 2010. Going forward, we intend to take advantage of additional opportunities to expand our modern high-quality fleet in a disciplined manner that meets our strict return criteria while maintaining a strong balance sheet with little to no debt leverage. In further differentiating Baltic Trading, we intend to distribute a substantial portion of cash flows through quarterly dividends for the benefit of our shareholders." **Source: Baltic Trading Ltd.**



The **DAWN PRINCESS** seen moored in Sydney – Photo : Anko Staas (c)

The largest job site in the maritime industry celebrates 10 years online!

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Since launching in 2000, over 2,000,000 unique users have visited the site to find a better job, post a resume, and jump-start their maritime careers. With the largest online marine job database, MaritimeJobs is the first step to finding a new position. Thousands of jobs are available in all sectors of the maritime industry, with new openings posted daily.

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The Dutch pilot tender **EXPLORER** seen leaving her base in Vlissingen to operate at the Westerscheldt river 8/9 bft
Photo : Rob Oostdijk (c)

Globus Maritime Ltd to Acquire Two New Supramax Dry Bulk Carriers

Globus Maritime Ltd., a global shipping transportation company that owns and operates Supramax and Panamax dry bulk carriers, announces that in line with its fleet renewal programme it has agreed to purchase from an unaffiliated third party two geared and grab-fitted sistership 57,000 dwt Supramax vessels built at an established Chinese yard, for US\$32,825,000 each. The first vessel was built in the fourth quarter of 2009 and is expected to be delivered to the Company by the end of June 2010. The second vessel, a newbuilding, is currently under construction and is expected to be delivered to the Company by the end of May 2010. Upon delivery to the Company both vessels will fly the Marshall Islands flag.

Both vessels will be financed from the Company's existing bank facility and existing cash balances. The Company is currently negotiating the employment for these vessels and it is intended that one vessel will be fixed on a one-year time charter while the second vessel will be employed on the spot market.

On completion of this acquisition, Globus' fleet will comprise a total of four modern dry bulk carriers, consisting of three Supramaxes and one Panamax, with a total carrying capacity of 240,429 dwt and a weighted average age of just over 4 years.

George Karageorgiou, Chief Executive of Globus Maritime, commented: "Consistent with our strategy to own modern assets and our view regarding the dry bulk market, we have today initiated our investment program by adding two new sistership Supramax vessels to our fleet. Their acquisition occurs during this low phase of the shipping cycle, and is expected to significantly enhance our earnings, while decreasing the weighted average age of our fleet. As our investment program is implemented over the next two years we are confident that Globus will generate shareholder value." **Source: Globus Maritime Limited**

PGS names new seismic vessel



In a recent ceremony in Vigo Spain, PGS named its new 3D seismic vessel, the 10-streamer **PGS Apollo**. The ST 321 vessel offers a powerful and efficient 3D platform.

PGS Apollo, equipped with 10 full length streamers and 12 streamer reels, is a purpose-built and efficient seismic ship in the medium capacity segment. The vessel will be a valuable supplement to PGS' existing high capacity Ramform fleet. With a transit speed of 18 knots, she is designed to move rapidly between jobs, cutting non-productive steaming time by several days.

Several new equipment handling features and maritime components are implemented on this ship, including the low resistance hull for increased fuel efficiency, a new source handling solution and a central location of the streamer reels. These features are specially designed for the PGS Apollo's sleek 106m by 19.2/22m moulded hull and deck, offering speed, safety, productivity and efficiency. She has a power plant capable of generating over 15,000kW, and the flexibility to tailor power consumption and minimize fuel use during operations.

Rune Eng, PGS group president marine comments, "It is good to see this vessel completed, named, and ready for action. We are all looking forward to getting her quickly into production in the North Sea this spring. She offers high capacity and power on a small, fast platform and I believe she will be a highly effective addition to our fleet."

In addition to the state of the art seismic and maritime equipment, the new vessel is rigged with processing nodes, disk storage and tape drives capable of supporting full onboard seismic data processing. The PGS Apollo will enter production, after a brief shakedown, with a 10 streamer project in the North Sea. **Source : The Motorship**



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MOL launches New Asia-USEC Service

Mitsui O.S.K. Lines, Ltd. has announced a new all-water service to expedite cargo shipments from major Asian ports to key destinations on the U.S. East Coast, via the Suez Canal, the Company's press release said.

From May 15th, the South China/Vietnam - the US East Coast service will be jointly operated by MOL and "K"LINE. MOL will provide two ships and "K"LINE seven ships, with the average capacity of approximately 5,500 TEUs, replacing the existing service operated by "K"LINE. The introduction of the new service will enable MOL to offer direct connections from Vietnam/South China/Singapore to the U.S. East Coast, including a call at Jacksonville and brand-new coverage to Halifax, with competitive transit times. **Source : Port News**

Jaya Achiever sold to Polskie Ratownictwo Okretowe

Suil Na Mara Shipping Ltd reports that Polskie Ratownictwo Okretowe were behind the recent purchase of the 2009-built 5,150 bhp **Jaya Achiever**.

Re-named **Opal** the vessel has been repositioned from Southeast Asia to the North Sea/Europe. The sales price was not disclosed although is believed to be around the US\$12-13 million level. **Source : Offshore Shipping Online**

.... PHOTO OF THE DAY



Van Oord's **HAM 316** seen operating off Cuxhaven - **Photo : Martin Witte ©**

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