

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 103



**Number 103 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Tuesday 13-04-2010**

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

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**Built at the Damen yard in Vietnam for the Vietnamese Coast Guard, the SOSRCEM**  
**For the oil spill combat the vessel is equipped with KOSDAQ oil recovery arms and**  
**pumps supplied by Mariflex from Vlaardingen, the training of the crew is done by Joop**  
**Harder from the Netherlands**  
**Photo : Joop Harder (c)**

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## EVENTS, INCIDENTS & OPERATIONS

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## Car-carrier Asian Glory sending SOS to Queen of England

Relatives of the car-carrier **Asian Glory** published open letter to Her Majesty Queen of the UK, pleading her to do something to ensure vessel will be released as soon as possible. They have very sound reasons to go public, for two reasons. First, Asian Glory became pirates' favourite carrier either to help their kin disabled in ocean, or to chase other vessels, i.e. – use **Asian Glory** as a pirate ship. Each such voyage is a very serious danger to crew, not only to **Asian**

**Glory** crew, but to vessels they may find and attack. Second, once during talks between pirates and Zodiac pirates switched on loudspeaker system, and crew heard, how Zodiac in reply to pirates' sum request said – you may better sink vessel with the crew, everything is insured, we'll pay families of each crew member 80,000 USD and get out of this with a profit.



**Girl on pic left is a daughter of 3-rd engineer, Odessa.**

As for UK's well-known no-ransom position, there is one point we have to make clear. Ok, let's accept no-ransom policy. But then, we have to warn all seafarers in advance, in 2-3 months period, that they are on their own from

deadline and on. All of them should decide for themselves beforehand, whether they want to sail Indian ocean or leave the ship before she enters dangerous waters. Let them decide, if their salaries are worth it.

Source : Mikhail Voytenko



Above seen the **Svitzer Menja** and **Svitzer Mercur** getting loaded onboard SAL's **ANNEGRET** in Bremerhaven  
Photo : Steffen Urbschat (c)

## Pirate talks begin, Navy ship returns to its port

The Korean naval destroyer that has continued to keep short distance from a Korean supertanker hijacked by Somali pirates pulled out of the coast of Somalia on Saturday afternoon, Korean time, according to Foreign Ministry here yesterday.

The withdrawal of the destroyer **Yi Sun-sin**, named after Admiral Yi Sun-sin of the Joseon Dynasty, came after Samho Shipping Company, the Busan-based operator of the seized 300,000-ton ship **Samho Dream**, begun negotiations with the pirates for the release of the ship and its crew, the ministry said. No progress in the negotiation has been reported as of yesterday evening. In the past, it took as short as 37 days and as long as 173 days for a ransom negotiation to rescue abducted crew of a Korean commercial ship from pirates in the region.

The tanker, which was carrying \$160 million of crude oil from Iraq to Louisiana in the United States, was hijacked around 4:10 p.m. on April 4, Korean time, in the Indian Ocean. Its 24-person crew is made up of five Koreans and 19 Filipinos. The names of the abducted Korean crew members have not been disclosed due to "concerns for their safety." According to the ministry, the destroyer reached waters near the tanker around 1:20 a.m. on April 6, Korean time.



The hijacking took place about 1,500 kilometers (932 miles) southeast of the Gulf of Aden, where the Korean Navy is currently operating an anti-piracy unit called Cheonghae. The **Yi Sun-sin** is part of that unit. Source : **JoongAng Daily**



Above seen the **Red Teal** passing the Sound northbound April 10<sup>th</sup> 2010  
Photo : **Lars-Eric Frennesson** ©

## Salvage crews bid to refloat stranded Barrier Reef coal ship

Salvage crews were Monday expected to try and refloat the coal carrier that ran aground on the Great Barrier Reef nine days ago. Pumps are in action transferring the 950 tons of fuel oil from the **Shen Neng 1** to a barge alongside while engineers test ballast tanks to make sure they will hold when air is pumped in to help lift the ship.

'A decision on the refloating will be made as earlier today,' Transport Minister Anthony Albanese said. 'Weather conditions were very good but we can't rely upon that continuing to be the case. Predictions are that weather conditions won't be as favourable from Tuesday.'

The **Shen Neng 1** ploughed into the reef at full speed April 3 carrying 65,000 tons of coal loaded just hours earlier at Gladstone. Initial fears that the Chinese-owned vessel would break up and despoil the reef have subsided. Less than 4 tons of oil has escaped and salvors are confident the ship is sound enough to be dragged off the reef.

In response to allegations the **Shen Neng 1** was taking an illegal shortcut through the reef, China Ocean Shipping (Group) Company (COSCO) declared its vessel was 'entirely within legal waters' and on a course through a passage 'regularly used by many large ships.'

COSCO admitted human error was behind the grounding, saying the crew 'did not alter course to the east to go through the passage as planned, and as a consequence the vessel ran aground on Douglas Shoal.' The captain and crew are still aboard the vessel and have been interviewed by police after a request from the Great Barrier Reef Marine Park Authority. Charges are expected to be laid. Albanese said coal carriers had been taking short cuts through the reef. 'It's time to get tough - we are quite prepared to take whatever measures are required,' the minister said.

The day after the **Shen Neng 1** got stuck, a Panamanian-registered coal carrier, **MV Mimosa**, was detected taking an unauthorized route through the reef. A South Korean and two Vietnamese have been charged with entering a prohibited zone without permission and are expected to appear in court in Townsville on Monday. Police will also allege that the **MV Mimosa** was not registered with the Reef Vessel Tracking System and failed to provide a pre-entry report.

Albanese said the government was considering extending extra safeguards to protect the world's largest reef system. 'The cost will not be a consideration at all because the cost of damage to our reef is incalculable, not just in economic terms but in environmental terms for future generations,' he said. **Source : monsterseandcritics**



Super yacht "**Trident**" out bound from Grand Harbour marina, Malta on 11-4-10. In the background with blue hull yacht **Maltese Falcon** and white hull yacht **Arkley**.  
**Photo : Anthony Vella (c)**

## **Pirates seize cargo ship off Seychelles**

Pirates seized a Saint Vincent and the Grenadines flagged merchant ship off the coast of the Seychelles on Sunday, the EU naval force said. A regional maritime body warned other vessels to avoid the area for the next two days as the weather was suitable for more hijackings.

"The ... cargo ship **MV Rak Afrikana** has been hijacked this morning ... approximately 280 nautical miles west of Seychelles," EUNAVFOR said in a statement. "The **Rak Afrikana** has currently stopped due to engine problems."

Andrew Mwangura, head of the East African Seafarers' Assistance Programme, said the ship had a crew of 23 Chinese.

EUNAVFOR said Seychelles' Rak Afrikana Shipping Ltd owned the 7,561-dwt ship. Gangs have seized dozens of ships in the Indian Ocean and Gulf of Aden over the last few years. Despite international naval patrols, pirate activity is predicted to rise in coming months as the weather improves. Mwangura said ships should avoid the seas around where the **Rak Afrikana** was taken for the next two days.

"This area will remain high risk for the next 24-48 hours as weather conditions continue to be conducive to small boat operations," he said in a statement. Somali pirates have made millions of dollars in ransoms by hijacking ships off their anarchic country's coast and have extended their range using mother ships, sometimes seized vessels, from which to launch attacks with smaller craft. **Source : The Star / Reuters**

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



The **GAN SWORD** seen passing the Kiel Canal – **Photo : Michael Brakhage (c)**

## **Hulpdiensten zoeken naar drenkeling**

Hulpdiensten zijn sinds maandagochtend bezig met een zoekactie naar een vermoedelijke drenkeling, tussen de containerterminal ECT in Rotterdam en een boei 12 kilometer uit de kust. De kapitein van het schip **Libra Corcovado** meldde maandagochtend vroeg dat een van zijn bemanningsleden vermoedelijk overboord gevallen is.

Volgens een woordvoerder van het Kustwachtcentrum in Den Helder heeft de kapitein te laat gewaarschuwd. Het bemanningslid werd zondagavond al vermist. „De kapitein waarschuwde ons om tien voor vijf, per e-mail." Het gebied waar moet worden gezocht, is daardoor groter geworden. Bij de zoektocht zijn vijf vaartuigen en twee helikopters ingezet. De identiteit van het bemanningslid is niet bekend. De **Libra Corcovado** vaart onder Cypriotische vlag.





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The **BRAEMAR** seen arriving in Willemstad (Curacao)  
Photo : Kees Bustraan - [community.webshots.com/user/cornelis224](http://community.webshots.com/user/cornelis224) (c)

## 2 more Japanese whaling ships return to home port

Two more of the five vessels in the Japanese whaling fleet that was met with obstructions by activists of the Sea Shepherd Conservation Society returned to their home port on Sunday after completing activities in the Antarctic Ocean. The **Yushin Maru** and the **Yushin Maru No. 2** arrived at Shimonoseki port in Yamaguchi Prefecture, with Toshiyuki Miura, captain of Yushin Maru No. 2, saying at a ceremony, "There were times when our research was interrupted due to obstructions, but we were able to obtain numerous valuable data (on whales)."

The Japan Coast Guard plans to examine the vessels and interview crew members about confrontations with Sea Shepherd. The two ships left Shimonoseki port last November for the Antarctic Ocean and crew members conducted

ecological research by catching Antarctic minke whales and other types of whales and examining their age and stomach contents, according to Japan's Fisheries Agency. In February, Sea Shepherd boats obstructed their activities, including spraying water on the two vessels, but none of their crew members was injured and there was no damage to the ships, the agency said. From the Japanese fleet, the **Yushin Maru No. 3**, which collided with a Sea Shepherd vessel, returned to Shimonoseki port in late March and the **Shonan Maru No. 2** arrived at a Tokyo port earlier that month with Sea Shepherd activist Pete Bethune on board.

Bethune, who was detained on the whaling fleet security vessel after boarding it Feb. 15, was arrested for trespassing after the **Shonan Maru No. 2** docked at port. **Source : breitbart**



## **Stranded ship near Aussie reef highlights conflicts**

**Divisions between environmental and commercial interests will deepen**

A stricken Chinese ship that leaked oil onto the Great Barrier Reef is a loud wake-up call about the environmental risks of Australia's booming trade with its Asian neighbours, conservationists say. The coal vessel ran aground amid a massive increase in the number of multi-billion dollar coal and gas deals between Australian companies and Asian energy firms that are underpinning the country's economic growth. Conservationists say because much of the coal and gas will be taken from or shipped through pristine landscapes, such as the Great Barrier Reef, the giant, stranded **Shen Neng 1** is a sign of things to come.

'The current lack of safeguards around shipping in the Great Barrier Reef is akin to playing Russian roulette with one of the world's most treasured natural icons,' WWF-Australia conservation director Gilly Llewellyn said. 'We're only going to see an escalation of large vessels . . . transiting up inside the Great Barrier Reef. So as the frequency of vessel numbers increases, then you will also see an escalation of the risk of a major environmental catastrophe.'

Police have also arrested three men over another bulk carrier that illegally entered the reef's marine park, following allegations that ships were using one of the world's great ecological treasures as a short cut. Ms Llewellyn said the **Shen Neng 1**, which veered off an authorised route after leaving Gladstone port for China carrying 68,000 tonnes of coal and nearly 1,000 tonnes of heavy fuel oil, had been 'bouncing around like a jackhammer on the reef'.

'I think it is a wake-up call that as we look at some of these massive developments, that we equally need to step back and have a close strategic look at all aspects of environmental risks,' Ms Llewellyn told AFP. Although a major disaster appears to have been averted - chemical dispersants have cleaned up the initial spill, and workers are pumping fuel from the vessel - fears remain that the ship could break up or leak more oil.

It is also the third major accident to affect Australia in just over a year. In March 2009, containers that fell off a cargo ship during a cyclone punctured the vessel and caused a 270,000 litre oil spill on the beaches of the north-eastern state of Queensland. In August, the Montara oil well platform off western Australia caught fire and dumped up to 28,000 barrels of oil into the Timor Sea in what has been termed one of the nation's worst environmental disasters.

'This coal carrier running aground highlights the risks associated with shipping. What Montara has underscored is the risks associated with the exploration and production side of oil and gas,' Ms Llewellyn said. The Australian



Conservation Foundation said the clash between environmental and commercial interests will intensify as companies and governments rush to take advantage of strong Asian demand for natural resources.

'These are industries that claim to be benign on the marine environment but they are certainly having a big impact,' campaigner Chris Smyth said. Mr Smyth said export ships should use alternative routes that avoid the world heritage-listed coral reef, which stretches for some 3,000 kilometres along Australia's north-east coast.

Penalties for accidents like the Shen Neng 1's can extend to fines of US\$5.5 million and jail terms of up to three years, while officials are also discussing placing Australian pilots on ships. Greg Webb, senior lecturer at Queensland University of Technology, said environmental safeguards were often seen as a luxury when it came to business.

But he said the port of Gladstone - likely to be the export centre for Queensland's burgeoning coal seam gas sector - was used successfully by thousands of ships each year. 'This is as good a navigable shipping channel as anybody has - it's just that it does go through this terribly sensitive area that we have to protect,' he said. 'This is very much an unusual event, thankfully. But I think it does have to serve as a warning for us, that even under the best laid plans accidents happen. We have to be prepared for them.' **Source : AFP**

### LATEST UPDATE :

## Reef coal-carrier refloated

Authorities have successfully refloated the bulk coal carrier that had been stranded on the Great Barrier Reef.

The 230-metre Chinese vessel, the **Shen Neng 1**, ran aground on Douglas Shoal off Rockhampton on April 3, spilling at least two tonnes of oil. A spokesman for Maritime Safety Queensland (MSQ) on Monday said the vessel had been refloated at around **8pm** and so far there were no sign of any more oil spilling.

"They have moved it to a position off the shoal. It has been stabilised and will probably be floating there for another hour," he said. Authorities were desperate to refloat the vessel before bad weather hit the region.

Most of the 970 tonnes of heavy fuel oil aboard the ship had already been pumped out ahead of the refloating attempt, but there had remained a chance of a further spill. **Source : AAP**

## Griend vaart voor omgeslagen Catamaran.



Zondag 11 april om 15.17 uur werd de bemanning van de **Griend** van KNRM station Ouddorp binnen, door het Kustwacht Centrum gealarmeerd voor een open catamaran die ter hoogte van de RB 5, op de Grevelingen in de problemen was geraakt en een rode vuurpijl afgevuurd had.

Deze was waargenomen door passerende zeiljachten en de Kustwachtpost Ouddorp. Een passerend zeiljacht kon geen assistentie verlenen, maar zag wel dat er 2 opvarenden in het water lagen, en zij de catamaran door materiaal pech niet meer recht konden krijgen. Het zeiljacht verzocht met spoed assistentie van een reddingboot, Door de **Griend** werd uitgevaren, en eenmaal ter plaatse aangekomen werden de twee

opvarenden aan boord genomen en gecontroleerd op onderkoeling. Zij waren ervaren watersporters en hadden goede

pakken aan, en waren niet onderkoeld. De catamaran werd met behulp van eigen bemanningsleden overeind gezet, en er werd een sleepverbinding gemaakt, en richting het verhuurbedrijf op de Kabbelaarsbank gevaren. Onderweg bleken de man en vrouw het toch wel koud te hebben. Bij aankomst bij het verhuurbedrijf na enkele minuten werden de man en vrouw opgewarmd onder de douche en na het afleveren van de catamaran en het opnemen van de gegevens werd retour station gegaan. Onderweg terug werd nog een catamaran aangesproken die mogelijk ook in de problemen was geweest, maar dit bleek niet het geval. **Foto : Patrick Flohil (c)**



The tanker **FREYJA** seen at Great Yarmouth April 11<sup>th</sup> 2010 - **Photo : Paul Gowen (c)**

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The **KWINTEBANK** seen at the river Tyne – Photo : Kevin Blair (c)

## NAVY NEWS

# Indian Navy ship in Sri Lanka on goodwill visit

The Indian Navy ship '**Magar**' arrived at the Port of Trincomalee on a goodwill visit Saturday. The ship was received by the Sri Lanka Navy in accordance with naval traditions. Later Captain Commander Simon Mathais paid a courtesy call on Eastern Naval Area Commander Rear Admiral Jayantha Colombage.

**INS Magar**, a landing ship tank with a Chetak helicopter on board, is used for amphibious and replenishment operations. The ship is 125 metres long and has a displacement of 5,700 tons. It carries a crew of 20 officers and 235 sailors on board. Over 100 Sri Lanka Navy Officers under trainees and sailors embarked on board **INS Magar** for a practical training session on navigation, communication, seamanship, Naval knowledge, damage control and fire fighting. Source : Sri Lanka Daily News

## Singapore naval ships in city

As a part of SIMBEX-10, the ongoing Joint Naval Exercise between Navies of India and the Republic of Singapore in the Bay of Bengal region, two ships of the Singapore Navy, **RSN Intrepid** and **RSN Victory** with Commanding Officer 185 Squadron, Colonel Glam Hock Koon Tan Kai Hoe onboard, arrived in Visakhapatnam on Saturday.



They are scheduled to take part in the next phase of the Exercise to be held off Visakhapatnam from Tuesday to Thursday. **RSN Intrepid** is a French-built Delta Class Frigate, under the Command of Lieutenant Colonel Vince Tan Tit Lee, while **RSN Victory** is a Missile Corvette commanded by Lieutenant Colonel Anthoy Lee Kok Long. Colonel Glam Hock Koon Tan Kai Hoe, accompanied by the Commanding Officers of

the two ships will call on Rear Admiral P. Murugesan, Flag Officer Commanding Eastern Fleet.



During their stay at Visakhapatnam, the officers and sailors of the Singapore Navy will be engaged in various activities involving professional and social interaction. They will also be visiting places of interest in and around Visakhapatnam that include Kailashgiri, Ramakrishna Beach, Maritime and Kursura Museums. The ships of the two Navies have been exercising regularly with the aim of enhancing cooperation and interoperability between the two navies. The visiting ships are expected to depart Visakhapatnam on conclusion of the exercise on April 17. **Source : The Hindu**

## Carrier battle groups to add muscle to Navy

Nothing projects geostrategic power better than aircraft carriers prowling on high seas. Powerful fighter jets tearing into the skies from a moving airfield, which can travel 600 nautical miles a day, can send shivers down any adversary's spine. Carrier-battle groups (CBGs) can, after all, rapidly respond across the entire spectrum of operations as "situation changers" in times of crisis. It's no wonder then that US has as many as 11 CBGs to deploy around the globe, giving it the capability to strike almost anywhere.

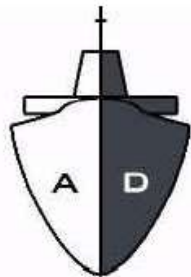
India has been making do with a solitary carrier, the 50-year-old **INS Viraat**, since 1987. But now, with India and Russia finally ending their bitter wrangling over the huge cost escalation in **Admiral Gorshkov's** refit, the Navy is steaming towards its aim of deploying two CBGs in Indian Ocean and beyond. "By 2014-2015, we should have two full-fledged CBGs, with their accompanying fighters and other aircraft, destroyers, frigates and tankers. It will make a huge difference," said Navy chief Admiral Nirmal Verma, talking exclusively to TOI.

The first CBG will be centred around the 44,570-tonne **Gorshkov**, rechristened **INS Vikramaditya**, which India will now get in early-2013 under the fresh \$2.33 billion deal inked last month. "We hope to run **Vikramaditya** for 40 years," said Admiral Verma. The second CBG will be around the 40,000-tonne indigenous aircraft carrier (IAC), whose keel was laid at Cochin Shipyard in February 2009. "There is some delay but it will be launched by first half of 2011. We should get it by 2014," he added. The 45 MiG-29K fighters, contracted from Russia for about \$2 billion, will operate both from **Vikramaditya** and IAC. Incidentally, a 65,000-tonne IAC-II is also on the drawing board. "It will be much bigger and capable of operating fighters, AEW (airborne early-warning) aircraft, tankers etc," Admiral Verma said.

But for now, Navy's intention is to "stretch" the operational life of the 28,000-tonne **INS Viraat**, even though it's left with only 11 of its Sea Harrier jump-jets, till IAC is commissioned. With as many as 40 warships and submarines on order, coupled with a dedicated communication satellite to be launched later this year by Isro, Navy is fast emerging as a true-blue three-dimensional blue-water force. This is critical since India's geopolitical interests stretch right from Hormuz Strait down to Malacca Strait. "Construction of support and escort warships for the CBGs is going well," said Admiral Verma. Under the Rs 8,101 crore Project-17 at Mazagon Docks, for instance, the first of the 5,300-tonne stealth frigate **INS Shivalik** will be commissioned this month. "The second (**INS Satpura**) will be delivered later this year and the third (**INS Sahyadri**) next year," he said. **Source : Times of India**

## SHIPYARD NEWS

### ANGLO DUTCH SHIPBROKERS bvba



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The completely overhauled **RPA 14** seen moored at the De Haas Shipyard in Maassluis  
**Photo : Jan Oosterboer ©**

## **Hanjin Subic to build tankers, capesize carriers worth \$450M**

Hanjin Heavy Industries and Construction-Philippines Inc. -Philippines (Hanjin Philippines) has signed \$450 million worth of contracts to construct 4 Suezmax tankers and 4 capesize bulk carriers. Hanjin Philippines have a total of 11 large vessels orders so far for this year, which showed global competitiveness of the Hanjin Subic Shipyard.

Last April 7, Hanjin signed the contracts worth a total of \$450 million for the construction of 4 tankers (160,000 DWT) and 4 bulk carriers (180,000 DWT) with Chinese, Singapore and Greek shipping companies.

It is the first time Hanjin Philippines signed a contract to build Suezmax tankers.

Hanjin signed a contract to build 4 Suezmax tankers (160,000 DWT) for Tanker Pacific in Singapore, 2 bulk carriers (180,000 DWT) for Henghou in China and 2 bulk carriers (180,000 DWT) for Star Bulk Carrier Corporation of Greece.

The state-of-the-art bulk carriers measure 292m in length, 45m in width, 25m in height, and has a speed of 15.5 knots. They are targeted to be delivered in the second half of next year.

The double-hull tankers which measure 274m in length, 48m in width, 23.5m in height and has a speed of 15.7 knots, will be delivered from March 2012. Early this year, the company had already won contracts to build two Capesize bulk carriers (180,000 DWT) which was signed in January and another in February.

It is expected that this successful bid will be helpful in winning additional Suezmax tanker contracts. It said that more negotiations are under way. "After winning orders for 7 capesize bulk carriers this year, Hanjin's advanced technology and capacity have been praised by the world. In addition, the company has been able to reduce manufacturing costs," it said.

According to industry reports, Hanjin Philippines has emerged as a new leader in the capesize bulk carrier and large tanker markets, as Yeongdo Shipyard is too small to handle these large vessels. Hanjin Philippines' Subic Shipyard advantages include excellent geographical location, large space which is 10 times the size of Yeongdo Shipyard.

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The Subic shipyard has advance facilities and abundant labor at low costs, or about one-tenth of Korean labor costs.

In addition, it has one of the world's largest dock (the Dock 6) which has been in full operation since last year.

Source : **Malaya Business Insight**



The advertisement for LAMNALCO GROUP features a blue background with a faint image of a tugboat. In the foreground, there are two tugboats: one on the left with a worker in an orange life vest and white hard hat, and one on the right with two workers in orange suits and white hard hats. The LAMNALCO GROUP logo is at the top center. The text 'Customer inspired' and 'Quality & performance' is centered. At the bottom, the head office address and contact information are listed.

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The **West Orion** seen at the ATTV1 Anchorage Singapore - Seadrill New Build Semi-submersible by Jurong Shipyard - Preparing for transit to Brazil - **Photo : John McAuslin ©**



## ROUTE, PORTS & SERVICES



Stemat latest fleet addition the **STEMAT SPIRIT** seen arriving in Rotterdam - **Photo : Frits Janse (c)**

## Dannebrog cancels tanker orders

Danish shipowner Dannebrog has cancelled orders for two MR chemical and oil tankers. The 45,000 dwt vessels were originally contracted at SLS Shipbuilding in May 2007 for around \$51 mill each. Dannebrog cited considerable delays and financial problems, which has beset the shipyard. **Source: Tanker Operator**



The newbuilding Ulstein SX124 survey vessel **WG TASMAN** seen during trials offshore Dubai  
**Photo : Crew HAM 318 (c)**

## Odessa Port, Marseille Port to sign a cooperation agreement in April

French businessmen from Marseille are expected to visit Odessa in the third week of April, Galina Besicovitch, the head of the Directorate for Foreign Economic Affairs and European Integration of Odessa regional administration said in an interview with journalists, Most-Odessa reports. The visit of the French delegation should result in a cooperation agreement between the state-owned Odessa Commercial Sea Port and the Port of Marseilles. "The French would be willing to invest in the Port of Odessa. A draft agreement has been prepared and will be submitted for approval to the Ministry of Foreign Affairs (of Ukraine)," Galina Besicovitch said.

Port of Marseille is located in the south of France, on the shore of the Gulf of Lions the Mediterranean Sea. There are petrochemical and chemical industry enterprises, shipyards and dockyards at the Port along with other facilities. State-run Odessa Commercial Sea Port is one of the largest ports of the Black Sea-Azov Basin. The Port's facilities allow handling annually more than 14 million tons of dry cargoes and 14 million tons of petroleum products. In 2009 Odessa Port posted a year-over-year 19% drop in freight volumes, at 28.007m tons. **Source: Portnews**



The 1990 built woodchip carrier **Zui Yoh** arriving in Newcastle, Australia. Registered in Manila she is operated by Mitsui, Japan.

**Photo : Alan Calvert (c)**

## DP World and Dubai World chairman first person to set foot on new land at London Gateway

The Chairman of DP World and Dubai World has become the first person to step on land created at the UK's newest port and logistics development, London Gateway. Sultan Ahmed bin Sulayem has inspected the first section of reclaimed land as part a visit to see DP World's newest development get underway. The dredge and reclamation programme is a key element in the £1.5 billion project at London Gateway.

London Gateway is currently one of the largest inward investments into the UK and is the single largest jobs creation project, which will create some 36,000 jobs when complete. The project will be a major positive contribution to UK business.

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The deepening of the River Thames for the project will allow the world's biggest trading vessels to once again deliver goods to the heart of the UK consumer market. This will save UK companies significant transportation and distribution costs as well as improving carbon footprints. Over 65 million freight miles will be saved every year and 140,000 tons of CO2 emissions. Sultan Ahmed bin Sulayem said: "Seeing new ground here at London Gateway is an excellent achievement for DP World and the London Gateway team. I'm very pleased to be able to stand on the land where the world's largest cargo ships will once again visit London and bring goods straight into the heart of the UK markets." Simon Moore, CEO of London Gateway said: "We are progressing with the project very well and we are on course to deliver an exceptional piece of infrastructure for the UK."

The Logistics Park will offer over nine million square feet for the distribution, manufacturing and high-tech sectors. The port, which will be one of the most automated and efficient in the world, will add an additional 3.5million TEU (twenty foot equivalent units) to the UK's port capacity.

DP World has invested in a major hi-tech scheme, unprecedented in scale, to ensure the dredging is carried out safely and responsibly. The dredging work at London Gateway has triggered one of the most comprehensive marine and wildlife monitoring projects ever recorded. Work carried out, in order to meet some of the toughest environmental laws in the world, includes assessments of the impact of the dredge to wildlife including internationally significant wading bird populations, fish and marine life, as well as to fishing communities, local habitats and resources of historic and archaeological significance. **Source: DP World**

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The **BASLE EXPRESS** seen enroute Antwerp – Photo : [www.tugspotters.com](http://www.tugspotters.com) (c)



## 'K' Line modifies its America East Coast Service via Suez

"K" LINE is to offer direct calls at Savannah and Jacksonville via Suez on its all-water service the AWE-4 it operates on behalf of CKYH Alliance (Cosco, "K" Line, Yang Ming and Hanjin) with increased capacity and new port stops as of May 15 with the sailing of Suez Canal Bridge from Shenzhen-Shekou.

The new Asia-North America east coast service will deploy nine vessels of 5,500-TEU, two of which operated by MOL, bumping up its existing capacity of eight ships in the 4,700 TEU range operated by "K" Line.

The revised port rotation will be to Ho Chi Minh City on (Tuesday/Wednesdays) Shenzhen-Shekou (Friday/Saturday), Hong Kong (Saturday/Sunday), Shenzhen-Yantian (Sunday/Monday), Singapore (Thursday/Thursday), Halifax (Tuesday/Wednesday), New York (Thursday/Friday), Norfolk (Friday/Saturday), Jacksonville (Sunday/Monday), Savannah (Monday/Tuesday), Singapore (Sunday/Monday) and back Ho Chi Minh on Tuesday.

The current rotation for the AWE-4 is Singapore, Ho Chi Minh, Shenzhen-Shekou, Hong Kong, Yantian, Norfolk, New York, Halifax and Singapore. **Source: schednet**



The **FALCON** seen approaching Rotterdam – **Photo : Fred Vloo (c)**

## Singapore's Ezra profits up in first half

Ezra Holdings reported an 18% jump in profits for the first half of the year. The Singapore-listed offshore vessels owner and operator said profits for the six month period ended 28 February 2010 were \$28.8m, up 17.5% on the same period a year earlier. The company concluded \$79m worth in new contracts for its three core businesses in the six month period. Ezra's first half revenues declined 23% to \$135.4m. "The strong demand for our comprehensive range of sophisticated vessels, equipment and services is backed by high oil prices and higher capital expenditure coming through from the world's oil majors," said Lionel Lee, managing director of Ezra. "We will continue to focus on extracting more value from all our assets and expanding our capabilities, especially our reach in the deepwater segment." **Source: seatradeasia-online**



The **CAPTAIN NICHOLAS ML** seen at the Westerscheldt River outward bound  
Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)

## Several Asian carriers reduce owned fleets

Several Asian carriers have significantly trimmed the number of containerships they own in their fleets over the last 15 months as they sought to reduce exposure to the fragile liner shipping markets, according to Alphaliner's latest newsletter. The seven major Asian operators surveyed by Alphaliner have disposed of 282,000 20-foot equivalent units of capacity during the period, representing 16 percent of their combined fleet. This includes 155,000 TEUs that these operators scrapped and a further 127,000 TEUs that were sold in the secondhand market and in financial engineering deals.

The Asian carriers were not the only operators trimming their fleets. Among the other main carriers, CMA CGM, MSC and Maersk have also taken steps to dispose of parts of their fleets. However, for most of the Asian carriers, the disposals were not compensated by the delivery of new ships or through new charters, as was the case for CMA CGM and MSC, which resulted in a loss of market share for the Asian carriers. Also as a percentage of the total owned fleet, the Asian carriers' disposals are significantly higher.

In particular, the moves by the three Japanese carriers -- NYK, MOL and "K" Line -- to reduce their exposure to the liner trade, mark a longer-term shift in these carriers' corporate strategies to downgrade the container shipping business segments. Within the last few months, NYK and "K" Line (as well as Japanese owners related to "K" Line) have sold nine over-Panamax containerships. **Source: [joc.com](http://joc.com)**

## India's Krishnapatnam port doubles volumes in fin 2009 – 2010

Krishnapatnam Port saw 100% growth in its second year of operations. The port handled 16.1m tonnes of cargo in the financial year 2009 – 2010, compared to 8.2m tonnes in the previous year. Krishnapatnam Port handled 407 vessels during the fiscal year that just ended as compared to 206 vessels the previous financial year. KPCL is a multi-purpose port, handling export cargo like iron ore, granite whereas its import cargo consists of coal, coke, fertilizers, raw sugar, gypsum, project cargo and crude palm oil. The port has set an achievable target of 35m tonnes of cargo to be handled for the current financial year 2010-11. **Source : [seatradeasia-online](http://seatradeasia-online)**



The **BOW DE FENG** seen in Hobart – Photo : Glenn Towler (c)

## UTEC Survey awarded Port Hedland Port Authority contact

Port Hedland Port Authority in Australia has awarded UTEC Survey Australia Pty Ltd in Perth, Australia, a contract to provide bathymetric survey services to the Port Authority's channel and harbour capital dredging campaign.

The survey work is being carried out offshore Port Hedland in North West Australia.

Under the terms of the contract, UTEC Survey is supplying pre-dredge, progress, clearance surveys and final charting services. UTEC Survey is using a high resolution Reson 8125 coupled with a PosMV installed onboard the vessel No Limit to meet the stringent requirements of IHO Special Order for Class-A Dynamic Under Keel Clearance surveys (DUKC).

Operations began in March 2010 and are expected to run through April. Source : Dredging News Online

**Mother Theresa said :**

**" Let us not be satisfied with just giving money.  
Money is not enough, money can be got, but they need your hearts to love them.  
So, spread your love everywhere you go."**

**<http://www.directaidperu.org/>**





The **TUMAK** is seen getting the Iskes colours - **Photo : Hans Koster (c)**

## Westports first quarter container volume up 27%

Westports Malaysia Sdn Bhd has posted a 27% increase in container volume in the first quarter of this year compared with the previous corresponding period. Improvements were seen in both performance and productivity, especially in container operations. Westports' container throughput for the first quarter stood at 1.244 million TEUs (twenty-foot equivalent units) compared with 981,000 TEUs last year. Ruben Emir Gnanalingam For the period under review, local TEU volume increased by 24% while transshipment was up 22%.

"If we compare our first quarter figure this year with that of 2008, which had a stronger performance compared with the slower and weaker 2009, we actually grew by 7%. This puts us on a stronger platform to achieve 5.2 million TEUs for 2010," executive director Ruben Emir Gnanalingam said in a statement.

Westports' first quarter volume for 2008 was 1.166 million TEUs.

"The outlook for 2010 will be generally better than in 2009. There has been an uptrend in Westports' throughput in recent months and that could well extend into the rest of the year," he said. Most encouraging was the growth of local boxes, which saw Westports' market share in Port Klang rising to 44%, while that for transshipment was maintained at 71%. Overall, Westports commanded a market share of 61% in Port Klang. **Source : The Star**

## Van Oord outlines recent work in America, the Mediterranean and Africa

Dutch dredging contractor Van Oord provided an update on recent projects in the Americas, the Mediterranean and Africa with its most recent financial results.

"Brazil has been our home base in South America for 25 years," said Van oord. "We have a permanent branch office in Rio de Janeiro and deploy our own equipment – sailing under the Brazilian flag – on projects in Brazil, in particular port projects in such places as Recife, Rio de Janeiro, Itajai, São Luis and Suape," noting that the Brazilian market for marine contracting consists mainly of port and waterway maintenance.

"In Mexico, we were involved in the beach replenishment project in Cancun, important for the area's tourism industry.



For the past several years, we have been carrying out regular maintenance in Venezuela's Orinoco River and the shipping lane in Lake Maracaibo," said the company.

**Photo :**  
**Johan de Bue (c)**

"Spain is an important base in the region," said Van Oord, "and our main activities

there consist of port expansion and maintenance and beach maintenance. We have a joint venture in Spain with Dragados, one of Europe's biggest contractors, which operates under the name Dravo SA. This company has its own dredging equipment. Spain is also our base for projects in Portugal and Italy."

"Van Oord has been active non-stop in Nigeria since 1963. At the moment, our most important projects there involve work for the oil and gas industry, land reclamation, and maintenance to ensure the navigability of waterways. Our biggest and most significant project in 2009 involved deepening the River Niger," said the company.

"In Tunisia, we undertook maintenance work for the ports of La Goulette, Sfax and Radès." **Source : Dredging News Online**

## **DNV: A new container ship concept introduced**

Quantum is the name of a new container ship concept introduced by DNV. The new concept is based on both technical and market research and innovation and is designed to transport more cargo while using less fuel and with a reduced environmental impact. In the future of the shipping industry in general and the container ship segment in particular, uncertainties will remain as a challenge while flexibility will be a key to prospective success. The new container ship concept is designed to meet the perceived market needs. It has a design speed of 21 knots, but can operate efficiently at speeds between less than 10 knots and more than 22 knots. A beam of 42.5 metres gives it good stability while its novel 49.0-metre Widedeck design increases its container capacity. To mention some more examples from a long list of innovative solutions, the need for ballast water is minimized and LNG is introduced as part of the ship's fuel.

"Even if it would be possible to realise the Quantum within three to five years, this is a concept ship designed to stir up a debate about shipping innovation. All the aspects of the concept design is unlikely to appear in a single ship, but certain aspects will be taken further on a case by case basis. I am convinced of this," says Tor Svensen, the president and chief operating officer of DNV. He refers to the automotive industry, which has long traditions of introducing new concepts as a lodestar for the future development of new cars. Mr Svensen adds: "We all know that the shipping industry is facing tough times. But now is the time for innovation and a focus on new solutions. DNV has a strong

technical and financial platform. This platform is to be used to solve problems we all are facing, especially the environmental challenges." If Quantum as it is designed was realised, it would be a 272.3-metre-long ship. Its beam would be 42.5 metres at the water line and 6.5 metre wider than this at deck level. Its total container capacity would be 6,210 TEU.

Through the market research conducted ahead of this project, Alphaliner, a provider of shipping market intelligence, concluded: "Ships in the 5,500 TEU region may become the new workhorse of this industry." **Source: DNV**



The **DMS GLOBE** – Photo : Fred Vloo (c)

## OLDIE – FROM THE SHOEBOX



The coaster **SAMBRE** - Photo : Coll. Kees van Huisstede (c)



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| <p>GLOBAL SHIP DELIVERY &amp; CREWING</p>  | <p>info@redwise.nl</p>   | <p>www.onwijswerk.nl</p> |

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



Above seen the 1968 built tugboat **CHARLOTTE W** (originally **RMS DAISY A 145**) piloted by Capt. Paul Camilleri towing the flat top pontoon **STEMAT 79** piloted by Capt. Anthony Chetcuti to Church Wharf, Grand Harbour on Saturday 10th April 2010. **Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

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