

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 106



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**Seen from the Nor Chief whilst towing the Rig Ocean Rover together with the Normand Atlantic and Normand Ivan in the South China Sea**

**Photo : NOR Offshore Ltd (c)**

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## EVENTS, INCIDENTS & OPERATIONS



The **STENA DON** seen shifting from Keppel-Verolme to Rotterdam-Europoort - **Photo : Marijn van Hoorn (c)**



Left : Prior to the departure of the **Stena Don**, the **RT Spirit** is squeezing herself towards the front of the rig. There was just enough space!! **Photo : Jacco van Nieuwenhuyzen (c)**



Right top : The **Stena Don** at the ADM moorings where the thrusters will be fitted in the next 8 days prior departure to Greenland. **Photo : Rene Halfweeg (c)**



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Landfall/Neptune's anchorhandling tug **NEPTUN 9** departing from Parkkade, Rotterdam, to the Northsea with a deckload of 8 and 10 tons anchors, buoys and cables for assistance to Stemat's cable-lay vessel "**Stemat Spirit**"  
**Joop Keesmaat - LANDFALL Transport & Towage bv ©**

## **Scandinavian Star fire to be investigated again**

The **Scandinavian Star** disaster in April 1990 will be investigated by another governmental committee. The Danish minister of Justice, Lars Barfoed, has decided to form a committee, which will investigate the circumstances that led to a fire on board, while the cruise ferry was on voyage from Oslo to Frederikshavn. 159 persons died in the fire. The

decision of another investigation committee comes after massive lobbying by Mike Axsdal, who lost several of his family on board. He has devoted his entire work to dig into the facts and figures around the vessel's sale from Stena Cargo Line via Sea Escape Cruises and further on to K/S Scandinavian Star, care of Da No Linien and Henrik Johansen, who was convicted as the responsible owner of the ferry. **Source : ShipGaz**

## **Emergency team collects 3.5 tons of oil spilled in the Chazhma Bay**

An active phase of collecting oil, discharged into waters of the Bay of Chazhma in Primorye a week ago, has been completed, Alexander Sergienko said in an interview with Interfax agency. Mr. Sergienko, the head of the Primoye Sea Supervising Department of Rosprirodnadzor's Far Eastern Department says the emergency team has already collected some 3.5 tons of oil waste products.

"The oil spillage area is being currently fenced by booms to prevent further leakage of fuel from the sunk boat" Mr. Sergienko said.

He told the news agency that a schooner Neptune sank on April 7th at the pier of the 30th Shipyard Plant. Earlier the boat had been arrested by the court decision at the request of the Russian Border Guard Agency and handed over to a commercial firm for safekeeping. The company in turn contracted with the military enterprise and the ship was docked at on of its piers. **Source : PortNews**



Above the New Zealand built Rampart 3200 ASD tug **OIDA** seen arriving in Cape Lambert, Australia.

**Photo : Bas van Hoorn ©**

## **Australian police arrest Shen Neng 1 master and watch officer**

The master and chief officer-on-watch of the **Shen Neng 1**, that ran aground on the Great Barrier Reef, have been arrested. The Australian Federal Police said the arrests followed a joint investigation along with the Great Barrier Reef Marine Park Authority (GBRMPA) and the Australian Maritime Safety Authority (AMSA). Investigations showed that the **Shen Neng 1** failed to turn at a waypoint required by the intended course of the ship. The two seafarers will appear in Gladstone Court tomorrow where it will be alleged in court that the men were the master and chief officer-on-watch of the vessel that caused damage to the Great Barrier Reef Marine Park. The master, a 47-year old Chinese national, faces a fine of up to A\$55,000 if found guilty, while the watch officer, a 44-year old Chinese national faces a maximum penalty of up to three years in prison and/or a \$220,000 fine. **Source : Seatrade Asia**



Early morning photo of Vroom's **SEBRING EXPRESS** seen moored in Antwerp - **Photo : Jas Louwen ©**

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## Somali pirates [to be] extradited to Germany

The Somali pirates who recently captured a Hamburg freight ship are being extradited to Germany for what is expected to be the first trial of such pirates from the collapsed African nation on German soil. The 10 men were put on a Dutch military plane on Wednesday in the African country of Djibouti and are bound for The Hague, where they will remain in custody until they are handed over to German justice officials, a spokesman for the Dutch Defence Ministry said.

They were captured by Dutch naval commandos on Easter Monday following a shoot-out aboard container ship The **Taipan**, which they had seized in waters about 900 kilometres off the Somali coast. One Dutch marine was injured in the shoot-out. The 15-member crew, who had barricaded themselves into a section of the ship, were unharmed. Wilhelm Möllers, a spokesman for Hamburg's state prosecution office, confirmed that Germany was pursuing extradition for what would be the first case against Somali pirates tried in Germany. A Hamburg court approved an arrest warrant for the pirates at the beginning of this week. The Taipan belongs to Hamburg-based shipping company Komrowski.

The Dutch navy launched the operation as part of an EU naval mission called Operation Atalanta which protects shipping along the key route off Somalia. EU Navfor has said that in March it collared 18 pirate gangs, destroyed 22 skiffs and apprehended some 131 pirates for prosecution. But there are still eight vessels and 157 hostages in the hands of Somali pirates, an official said on March 31.

**[N.B.: The ship, on which the suspected 10 Somali pirates were arrested, is named after the Taipan - a genus of large, fast, highly venomous Australasian snakes. The 10 Somalis were transported from the Dutch warship **TROMP** through Djibouti territory to a waiting KDC-10 military aircraft and have meanwhile landed in Eindhoven, Netherlands, where now first an extradition trial has to be held. The "Ten from the Taipan" might want to appeal against any extradition order, but it is not known if they will be granted that right. As AFP reported, they are to appear before a magistrate in Amsterdam on Thursday, said court spokeswoman Anna-Mieke Jeuring. If an accelerated extradition procedure is ordered, they could be transferred to Germany in 10 days, she said. If not, their extradition would be examined in a hearing that would occur in about 60 days.]** Source : DPA / The Local



The **CELANDINE** seen in Rotterdam approaching the Caland Bridge – Photo : Martin Kramer ©

## **Singapore posts a 15% gain in containers, 6.92m TEUs, Q1,10**

Containers throughput of the Port of Singapore in the 1st quarter of 2010 increased by 15% as compared with the same period of 2009, to 6.925 million TEUs, the Port Authority's provisional data said. In March, the volume of containers handled at the port rose by 5.5% to 2.4 million TEUs.

Singapore, a city-state is located on an island in the South-East Asia. Trade flows via the Port of Singapore reached in 2009 472 million tons. Source : Port News



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## NAVY NEWS



The **VLNS Visvaldis (M-07)** (ex HrMs Delfzijl (M851)) seen moored at the Dutch Navy jetty along the Haringvliet  
**Photo : Frans Sanderse (c)**

## New RNZN Ship Arrives; U.S. Policy Stirs Debate

On the same day that New Zealand welcomed a new Offshore Patrol Vessel, a former prime minister said he thinks it's time to allow non-nuclear U.S. ships to return to the country's ports.

**HMNZS Otago**, the sixth of seven ships ordered for the Royal New Zealand Navy (RNZN) under the 500 million New Zealand dollar (\$357 million) Project Protector, arrived in Auckland from Melbourne, Australia, on April 9 with Defence Minister Wayne Mapp aboard.

The 279-foot, 1,900-metric-ton Offshore Patrol Vessel, armed with a 25mm Bushmaster cannon, was ordered in 2004 and launched in November 2006. It was originally scheduled for delivery in 2007 but was only formally handed over to the RNZN in February.

Mapp said the **Otago** was value for money "even though maritime terrorism is not currently a problem for New Zealand. We haven't had those things in our area as yet, but the whole point of a defense force is to be prepared for contingencies that might happen. When you've got unstable states, you've certainly got the prospect of transnational crime, drug running, piracy and things of that nature," he said.





Photo : Andrew MacKinnon (c)

**Otago's** sister ship, **Wellington**, is expected to arrive by June. Also on April 9, Sir Geoffrey Palmer, a former prime minister and an architect of New Zealand's nuclear-free laws, told the DominionPost newspaper here that it is time U.S. ships were allowed to return to New Zealand.

Under the New Zealand Nuclear Free Zone, Disarmament and Arms Control Act 1987, nuclear-powered or armed ships have been barred from local waters. Palmer is not advocating a change to the legislation but said he sees no reason to stop U.S. Coast Guard ships - or any other non-nuclear American vessel - from entering New Zealand ports.

U.S. ship visits are "desirable" if they conform with New Zealand law, he told the NZPA news agency. "I'm just suggesting that ship visits could occur from almost any other nation that has a navy under New Zealand law, and there does seem to have been a change in American attitudes to the subject, and therefore the time may be propitious for this."

However, Foreign Affairs Minister Murray McCully said Washington takes the view that it will not send ships to New Zealand while the legislation is in place, and the Wellington government, he says, has no intention of changing that.

"We were elected on that policy, have adopted that policy and accept that there are some consequences that flow from that," he said April 10. The debate over nuclear warships has "bordered on hysterical" for years, Associate Defence Minister Heather Roy said in a statement April 10. "Confusion has been encouraged by many groups around nuclear weapons, nuclear propulsion and nuclear power, and this has been counter-productive to our relationship with the U.S. Repeal of the legislation that prevents nuclear propelled ships into our waters is long overdue."

Two RNZN ships, the Anzac-class frigate **Te Kaha** and fleet tanker **Endeavour**, left this week for the first RNZN visit to U.S. ports in 25 years.

The two ships will exercise in the South China Sea with the Singaporean, Malaysian and Australian forces. The RNZN vessels will then split up - **Te Kaha** sailing to support the New Zealand exhibition at the Shanghai Expo, and **Endeavour** visiting South Korea - before reuniting to attend the Canadian Navy centenary celebrations. The ships will then sail down the west coast of the United States, stopping at the civilian ports of Seattle, San Francisco, San Diego, and stopping in Hawaii at Honolulu. **Source : Defense News**

## GERMAN GUIDE MISSILE PATROL CRAFTS IN ROTTERDAM



Unexpected the German Type 143 A fast patrol crafts **S 79 Wiesel (P 6129)**, **S 80 Hyane (P 6130)** and **S 76 Fretchen (P 6126)**, equipped with guided missiles arrived in Rotterdam-Europoort.



one of the crafts ran a fishing net in one of the propellers which was cleared by divers before they continued their voyage. The type 143 A class patrol boats which are built in the eighties, are having a length of 57 mtr and are powered by 4 MTU 16V956 TB91 diesels each driving 1 prop with a total output of 16,000 bhp for a top speed of 36 knots, they are equipped with 4 x MM 38 Exocet SSM guided missiles, 1 x 21-round Mk 49 RAM point-defense SAM syst.( see top left) ; (RIM-116A missiles); 1 x 76-mm 62-cal. OTO Melara DP; 2 x single 12.7-mm mg; 2 x mine rails, the crew consist out of 4 officers, 18 petty officers, 12 ratings and the , with a fuel capacity of 116 tons they have a operational range of 600 nm with a speed of 30 knots or 2,600 nm with a speed of 16 knots.

**Photo's : Henk Dekker (c)**



The DUTCH trainingsvessel **A 902 VAN KINSBERGEN** arrived in Devonport

Photo : Ian Denton (c)

## SHIPYARD NEWS



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## Kreuz Shipbuilding fined for yard deaths

Kreuz Shipbuilding and Engineering has been fined S\$200,000 by the Singapore courts for two accidents that killed three workers and injured 10. The shipyard, owned by Swiber Holdings, was fined for a fire in April 2008 that injured four workers, and a flash fire on the vessel **Rainbow Star**, in June 2008 that left three dead and six injured. In the second case Kreuz admitted failing to ventilate the vessels tanks adequately during spray painting, resulting in a build-up of flammable gases. Lim Tan Kheng Yong, Kreuz shiprepair manager, was also fined S\$15,000 for failing to ensure workers carried torchlights. In the first case Wong Chun Hoong, Kreuz project manager, was fined S\$70,000 for flouting safety procedures. Kreuz could have been fined up to S\$500,000. **Source : Seatrade Asia**



## DRACO LAUNCHED IN SEATTLE



After successful launching of the **Aquila** in December last year, 12 april 2010 the second pilot tender **Draco** (out the series of three) was launched in Seattle. The third new pilot tender **Orion** will be launched next month.

Photo's : Ton Schouten ©



## Korean Shipbuilders Are Changing Course

According to an April 12 report from The Wall Street Journal, South Korea's shipbuilders are making a big push to diversify away from their notoriously cyclical industry. New contracts won by Korean shipyards for cargo container carriers and other commercial ships plunged 81% in 2009 to 3.35 million compensated gross tons, data from Clarkson show, as the economic crisis led to canceled orders and falling ship prices. **Source: The Wall Street Journal**

## Keppel fortifies market leadership in Brazil with new shipbuilding yard

Keppel Offshore & Marine Ltd (Keppel O&M), through its wholly-owned Brazilian subsidiary, Navegantes Maritime Construction and Services, has entered into an agreement with Brazil's TWB Group to acquire the Estaleiro TWB shipyard in Navegantes, Santa Catarina. This acquisition is subject to the fulfillment of conditions by TWB Group.

This 7.6-ha shipyard will be operated by Keppel O&M's specialised shipbuilding arm, Keppel Singmarine. It has a 300-metre long waterfront and is equipped with a slipway, pipe and hull shops and an outfitting quay. Keppel O&M's total investment in the yard, including further capital expenditure to upgrade and modernise the facility, will be in the region of about US\$50 million.

Mr Chow Yew Yuen, President (the Americas) of Keppel O&M, said, "Our latest acquisition reinforces Keppel O&M's Near Market, Near Customer strategy, and complements our BrasFELS yard in Angra dos Reis in offering a slew of comprehensive solutions for Brazil's offshore oil and gas sector.

"Petrobras has announced plans to charter some 147 locally-built Offshore Support Vessels over the next five years, with at least 70% of the work on each newbuild to be carried out within the country. Through this new facility, we will bring our specialised shipbuilding expertise to the doorsteps of Brazil's offshore field development market to help satisfy the demand for robust support vessels."

To be named Keppel Singmarine Brasil, the new yard will focus on the construction of Offshore Support Vessels such as Anchor Handling Tug Supply vessels, Platform Supply Vessels, Oil Recovery Support Vessels and harbour tugs, among others. It will also be equipped to undertake the fabrication of offshore modules, which will be an added advantage for Keppel to support the execution of major projects at the BrasFELS yard.

The modernisation programme planned for Keppel Singmarine Brasil will include upgrading the existing slipway, as well as constructing a new slipway, a wharf, heavy lift gantry cranes and pipe and hull shops fitted with modern machinery and equipment. Keppel's new yard is expected to be operational by the second half of 2010. At full capacity, it is estimated to be able to complete an average of eight vessels a year.

"Keppel Singmarine Brasil is set to offer a one-stop solution for customised vessels, backed by our proven proprietary technology and engineering capabilities. I am confident that we have a compelling proposition for ship owners operating in Brazil, which will poise us to capture new opportunities and meet Brazil's high local content requirements," Mr Chow added. The municipality of Navegantes, where Keppel Singmarine Brasil is based, is an hour's flight from the city of Sao Paulo. The shipyard is located 110km north of Florianopolis, the capital city of Santa Catarina, and is 15 minutes by car to the Navegantes airport. It is also in proximity of supporting marine industries in the Navegantes and Itajaí areas.

The above acquisition is not expected to have any material impact on the net tangible assets and earnings per share of Keppel Corporation Limited for the current financial year. **Source : Keppel**

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## ISANDLWANA LAUNCHED IN HEUSDEN

The naming and launch ceremony for the 4,200m<sup>3</sup> trailing suction hopper dredger **ISANDLWANA** took place on 14 April 2010 at the IHC Merwede shipyard Verenigde Scheepswerf Heusden (VSH) in Heusden, The Netherlands. The dredger is being built for Transnet National Ports Authority (TNPA), based in South Africa. The ceremony was conducted by Mrs. Beatrice Nkayi, Executive Manager Ports & Corporate Affairs at TNPA.



Photo : J.Roeland ©

The contract for the design, construction and delivery of the vessel was signed on 5 May 2008 between TNPA and IHC Dredgers B.V. The keel was laid on 16 September 2009. The construction of the ship will be completed at the IHC Merwede yard in Kinderdijk, The Netherlands. After the commissioning and dredging trials in The Netherlands, the **ISANDLWANA** will sail to her home port in Durban, South Africa. The commissioning is expected to take place in October 2010. The **ISANDLWANA** has been designed to perform maintenance dredging works in the ports of the Republic of South Africa. For this purpose a single suction pipe has been installed at starboard side, allowing for a dredging depth of 30m. The dredged material can be discharged directly into the sea through 10 conical bottom doors. The load can also be discharged through a self-emptying system, in which the dredged soil is pumped ashore through a floating pipeline, a fixed side connection or 'rainbowed', i.e. discharged through a spraying nozzle at the bow. Spacious accommodation with single and double cabins for the captain, the officers and the crew is provided. The deckhouse is fully air conditioned.

## Abu Dhabi MAR and ThyssenKrupp Marine Systems establish strategic partnership

Abu Dhabi MAR, the international shipbuilding group based in Abu Dhabi, and ThyssenKrupp Marine Systems have signed a contract for the sale of Blohm + Voss to Abu Dhabi MAR. The contract includes the acquisition of Blohm + Voss Shipyards in Hamburg and the civil shipbuilding facilities of the former HDW Gaarden including employees in Kiel. Abu Dhabi MAR will also acquire an 80% stake in each of Blohm + Voss Repair and Blohm + Voss Industries, both of Hamburg.

The parties also agreed on the formation of a 50:50 strategic partnership for the design and program management of naval vessels. The two companies had already signed a memorandum of understanding on this in October 2009.



His Excellency Ahmad Darwish Al Marar, Chairman of Abu Dhabi MAR, said: "This agreement is an important milestone for Abu Dhabi MAR in the implementation of our strategy to position ourselves as a world leading shipbuilding company. The aim of this transaction is to generate long-term growth, strengthen the international market position of the company, expand our product range and gain access to new customers."

"In Abu Dhabi MAR we have found a suitable partner for a highly promising long-term relationship. This strategic partnership represents a solid foundation for the future of the shipyard and will make it possible to attract new customers," said Dr. Olaf Berlien, member of the Executive Board of ThyssenKrupp AG.

The transaction is subject to clearance required under merger control laws. For the naval activities, the transaction is also subject to the approval of the German government under the provisions of the Foreign Trade Act (Außenwirtschaftsgesetz). The closing is expected to take place by the end of June 2010.

Abu Dhabi MAR was advised by International Investment House, the investment company headquartered in Abu Dhabi, as well as Corporate Finance Advisor Hans Lotter, the international law firm Allen & Overy LLP and Deloitte & Touche GmbH, the accounting firm. **Source: ThyssenKrupp**

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The new dredger **ZHONG GUO SHUI DIAN No 9** seen passing Spijkenisse – **Photo : Lia Mets (c)**

## Baltic Dry Index up 17 pts, to 2928 pts

As of April 13th, Baltic Dry Freight Index gained 17 points to 2928 points, the Exchange trading data said.

The BDI reached on November 19th 4661 points, the Index maximum for 2009. In May, 2008 BDI gained its highest level ever, more than 11700 points, beginning its slump in mid-July the same year. In Dec.5, 2008 it was at 663 pts, a minimum BDI rate.

BDI is an index that reflects changes in the value of the marine transportation of raw materials: metal, iron ore, coal and grain. The index includes three other indexes of freight rates, different sizes of ships for which they are calculated - Capesize, Supramax and Panamax. Dynamics of changes in BDI allows investors and market traders to analyze major trends in world demand and supply. Often the index is considered as the main indicator of future economic growth (if the index increases) or recession (if it falls), since the raw material on which the index is calculated, has a low potential for speculative operations. **Source : Port News**

## **Evergreen Container Shipping Freight Rates To Be Restored**

Evergreen Line, operators of the fourth largest container fleet in the world, with over 180 ships by capacity of approximately 650,000 TEU, announced they have decided to implement the general rate restoration programme on certain routes commencing the 1st May 2010. The rate increases will apply to Europe and Mediterranean to Far East (including Japan and Australia) and Indian Sub-Continent /Middle East (Red Sea and Gulf) Eastbound Trades and will be \$250 for 20 foot, 40 foot and 40 foot HQ boxes and will apply to all cargo and commodities, including reefers and special equipment.

The announcement follows a similar increase effective from the 1st April which applied to the same markets and reflects the mood and likely actions of other container carriers in the same trade areas. **Source: Handy Shipping Guide**



## **OOCL London named at Geoje Shipyard, Korea**

OOCL is proud to announce on April 13, 2010, the christening of our newest vessel, the **OOCL London**, the fifteenth SX class vessel (8,063 TEU) in OOCL's line of sixteen SX class vessels ordered from Samsung Heavy Industries. The

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OOCL London was named by sponsor Lady Rebecca Jane Purves, wife of Sir William Purves, former Group Chairman of HSBC.

Mr CC Tung, Chairman and CEO of OOIL Group, hosted the ceremony which was held at Samsung Heavy Industries shipyard on Geoje Island. Guests of honour included Mr I S Roh, President and CEO of Samsung Heavy Industries and Mr SY Bae, President and Shipyard General Manager of Samsung Heavy Industries. Speaking at the ceremony, Mr Tung said, "Throughout the recession, OOCL has maintained our commitment to deliver superior customer service, working with our customers to sustain and enhance their supply chains in a rapidly changing environment. In this endeavour, we are extremely fortunate to have dedicated partners such as Samsung Heavy Industries. The efficient service and excellent quality vessels built by Samsung Heavy Industries have helped OOCL maintain our competitive edge through good times and bad."



The **OOCL DUBAI** seen moored in the port of Colombo last Tuesday – **Photo : Piet Sinke (c)**

Mr Tung added, "We are pleased to see that after a very tough year for the container shipping industry in 2009, demand seems to be recovering, albeit tentatively. However, many uncertainties remain and the industry is still looking at a tremendous capacity overhang. It could be three to four years before the supply and demand balance reaches equilibrium. We will continue to listen to our customers' needs and provide sufficient tonnage to cover demand." The OOCL London will be deployed on the EU Loop C service, in response to the recovery of demand on the Asia-Europe trade.

The port rotation is: Rotterdam / Hamburg / Southampton / Singapore / Shekou / Hong Kong / Kaohsiung / Ningbo / Shanghai / Xiamen / Kaohsiung / Hong Kong / Shekou / Singapore / Port Kelang / Southampton and back to Rotterdam in a 70-day round trip.

Orient Overseas Container Line (OOCL) is a wholly-owned subsidiary of Hong Kong Stock Exchange listed Orient Overseas (International) Ltd. Headquartered in Hong Kong, OOCL is one of the world's leading container transport and logistics service providers, with more than 280 offices in 55 countries. Linking Asia, Europe, North America, the Mediterranean, the Indian sub-continent, the Middle East and Australia/New Zealand, the company offers transportation services to all major east/west trading economies of the world. OOCL is one of the leading international carriers serving China, providing a full range of logistics and transportation services throughout the country. It is also an industry leader in the use of information technology and e-commerce to manage the entire cargo process.

**Source: OOCL**



## FPSO RUBY-2 is installed by SWG OFFSHORE in Vietnamese waters.



This week the converted **FPSO Ruby 2** was installed by a team of SWG Offshore of Singapore and Perth offices. The contract with PTSC is to install the mooring system plus subsea equipment (completed in Phase 1) and in Phase 2, the tow out and hook up of the FPSO which was completed last week together with the now ongoing installation of flowlines / risers and spool pieces for the further development of the Ruby field offshore VungTau in Vietnam.

The FPSO was towed out by mv **Northern Chaser** and the project is further assisted by **KST54 / Lewek Plover / Sea Supporter** and the **Rockwater2**.

**Photo : Capt Hans R. Bosch**

## Carrier to Launch New Trans-Pacific loop

The recently created Containership Company will launch its inaugural trans-Pacific 'Great Dragon' service on Saturday with the first sailing from the Taicang International Gateway in Jiangsu that is scheduled to arrive at the TraPac terminal in Los Angeles on May 3.

The Containership Company, which is registered in Copenhagen, was created last year by two Danes with a long history in container shipping, Jacob Tolstrup-Moller and Franck J. Kayser, who worked for such groups as Maersk Line, CMA CGM and Boxtown Maritime.

The company was established as a no-frills carrier with five containerships that it chartered at rock-bottom charter rates. Kayser, the company's CEO, expects the Great Dragon service to generate an annual volume of 250,000 20-foot equivalent units between Los Angeles and Taicang. Taicang International Gateway, a subsidiary of Modern Terminals Ltd., is located about 40 miles northwest of Shanghai near several key manufacturing China hubs, including Suzhou, Kunshan, Wuxi and the Yangtze River Delta Region. **Source : The Journal of Commerce Online**

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# Cruise Lines to Drop Suit if Alaska Head Tax Cut

An agreement has been signed to settle a federal lawsuit over Alaska's cruise ship passenger head tax. But it hinges on whether the state Legislature lowers the charge.

The deal was signed Sunday by Attorney General Dan Sullivan and Alaska Cruise Association President John Binkley. Under the deal, the cruise association agrees that if Gov. Sean Parnell's tax reduction proposal or another tax reduction bill "without material amendment" is signed into law this year, the association would dismiss its lawsuit.



HAL's **VOLENDAM** seen in Alaskan waters – **Photo : Gaby Willemsen (c)**

Another term is that member cruise lines agree that the reduced costs accomplished by such a bill would help in making Alaska "a more attractive destination" and increase ship traffic.

"Each member line, as well as the state, will work to achieve that mutual goal subject to economic conditions and each member line's overall market strategy," according to the agreement. If legislation stalls, or the tax changes are materially different, the lawsuit can proceed, and support for a settlement cannot be used against either side. If legislation passes with an immediate effective date, passengers would get refunds and the state and lines would work on a way to encourage that they spend money in Alaska -- and not on the ships.

The attorney general's office has been trying to settle the case as Parnell sought to reduce from \$46 to \$34.50 the tax on cruise ship passengers and allow for deeper offsets for local head taxes for ships stopping in Juneau and Ketchikan.

Voters approved the head tax in 2006; supporters see it as a way to help cover the cost of infrastructure needed for large ships coming to port. In recent cruise seasons, according to Department of Revenue figures, it's generated about \$46 million a year.

But the cruise association has argued that the tax is onerous and unconstitutional. Binkley has blamed tax costs and the regulatory climate in Alaska, at least partially, for an expected loss of ships -- accounting for about 142,000 passengers -- this season.

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Parnell pitched the rollback after returning from a cruise ship trade show last month. He cast it as something the state could do to address industry claims that the cost of doing business in Alaska is too high. He also revived a proposal that seemed destined to die in this legislative session that would allow tax credits for corporations contributing to statewide tourism marketing efforts.

But Parnell said he has also been clear with industry representatives -- that if the state lowers the tax, they need to show this will bring more ships and create jobs here. Time is running out. The Legislature is currently scheduled to adjourn Sunday. And while finance committees on both sides have heard tax reduction bills since the governor's trip, so far, they haven't budged. Sen. Bert Stedman, a finance committee co-chairman, said it's been his intent to bring the measure back up but that the panel has been preoccupied with other issues -- like the capital spending proposal that passed out over the weekend and is awaiting a vote by the full Senate.

He expects the proposed tax structure that comes up to be "very similar" to Parnell's. "We're not getting too radical right now," said Stedman, a Republican from Sitka, a community that benefits from the cruise trade. In negotiating the agreement, Chris Poag, an assistant attorney general, said the term "material amendment" was left specifically undefined "to protect the Legislature's flexibility," and hopefully allay lawmaker concerns.

Poag said considerable time was also spent negotiating on the deployment provision. "It holds them to work with us, achieving their goal," he said. "But there are nine (cruise) lines involved, and this happened pretty quickly. And this is the most commitment we could get in that timeframe."

A report commissioned by the state commerce department found cruise traffic to Alaska was down 1 percent from 2008 and 2009, and passengers were traveling less within the state. Overall, the report found visitor traffic fell about 7 percent between the summers of 2008 and 2009. Chip Thoma, with Responsible Cruising in Alaska, said the Parnell proposal would be "disastrous" for infrastructure improvement funds. He has supported a lesser reduction, to \$39, but opposed additional local offsets. Thoma has also been among those skeptical that the tax -- not the recession or other factors -- are to blame for the expected lower visitor numbers.

House Speaker Mike Chenault said he doesn't believe the agreement puts any greater pressure on legislators to act.

Chenault said he believes a reduction and dismissal of the lawsuit could be a win-win for the state. But "it's a matter of, 'Is that what the Legislature would like to see done?'" he said. Binkley believes there's time to act. But the state also needs to look at marketing, he said. Alaska has "really gotten beaten out" and demand has begun to drop as a consequence, Binkley said. The Senate has supported giving the Alaska Travel Industry Association a \$5 million grant, rather than implementing a tax credit program, to address marketing. **Source : New York Times**



The damaged (by collision) **CMA CGM VERLAINE** seen after discharging in Yilport, Turkey. The vessel is at present enroute a shipyard for repairs



## MSC Adds U.S-South America Rate Hikes

Mediterranean Shipping Co. will raise prices on U.S.-South America trade lanes next month, taking this year's rate increases to new markets, the carrier announced Monday. MSC, the world's second largest ocean container carrier, said the "rate restoration" will be effective May 20 on business from the United States to the east coast of South America.

The rates will rise \$150 per 20-foot container and \$250 per 40-foot container. "The increase is deemed necessary to continue to improve service and equipment availability," the carrier said. **Source: Journal of Commerce**

## Taiwan marine giant Evergreen to expand its fleet

Taiwan marine giant Evergreen Marine Corp is going to expand its fleets by adding another 32 "8,000TEU (20-feet container ship)," a contract worthy of some US\$5 billion, announced its President Chang Yung-fa, according to Economic Daily Report. Chang said that the company will negotiate with interested bidders over specifications, price and number of these new containers due 2013 at an interview by Kaiji Press, a Japan media focusing on marine news and service.



The **EVER UNISON** seen departing from Colombo (Sri Lanka) yesterday – **Photo : Piet Sinke (c)**

The report said that shipbuilding plants such as Korea's STX Offshore & Shipbuilding, Taiwan Shipbuilding Corp and China's NACKS have casted their bids in the hope of winning the big contract, which has been seen as a shot in the arm for the dull marine industry in Taiwan. According to the latest statistics by AXS-Alphaliner, a French marine consulting organization, the Evergreen has dropped to No.5 from the top 4 of world's biggest marine companies for lack of capacity replenishment recently. With these freshly-built troops, the marine giant is expected to back on one of the top 3 in the world, the report added. Other local marine operators noted yesterday that Evergreen's move carries an auspicious sign for the recovery of the industry and will bring a wave of freight charge surge from the unprecedented nadir before. **Source: Taiwan News**

## Samskip launches a new Zeebrugge – Teesport service

Samskip Multimodal Container Logistics will start a new weekly service between Zeebrugge in Belgium and Teesport in the UK this month.

Samskip will offer the service on a door-to-door basis with its own fleet of equipment, as well as on a quay-to-quay basis for shippers' owned equipment. Samskip currently operates services between the port of Rotterdam and the ports of Tilbury, Hull and Grangemouth.

According to route director Diederick Blom, Teesport's central position between the ports of Grangemouth and Hull makes it a logical addition to Samskip's network, and the Zeebrugge call will expand service coverage to the western region of Belgium, Northern France and Southern Germany. **Source : Eyefortransport**



The **ALUMERCIA** seen in Rotterdam – **Photo : Dick Buitenhuis (c)**

## **Maersk Container leaves Spain to Morocco**

The Danish shipping company will move 500 thousand TEUs from Algeciras to Tangier Med port. The Spanish port relaunched with a new terminal in Isla Verde Exterior. Competition from North African transshipment ports is pressing on the ports of the European side. At the forefront there is Moroccan Tangier Med, although it operates only partially if compared to its potential, it is already attracting traffic from Western Mediterranean. The latest blow comes from Maersk Line, which will transfer 500 thousand TEUs per year from the APM Terminal in Algeciras (which belongs to the Danish group too) to Tangier Med. The reason is purely economic: in Morocco, Maersk save about one-fifth the handling cost. This decision takes almost one-sixth of the yearly handled goods away from the Spanish port.

However Algeciras is already turning on its countermoves. The first is the launch of the new container terminal in Isla Verde Exterior, which has already garnered the attention of China's Cosco. On April 7 the Chinese company representatives met with the Port Authority of Algeciras to confirm the reception of Hanjin Casablanca on April 27, which is the first container that will touch the new Spanish platforms. The ship operates on the NE-1 service, which connects Southeast Asia with the Mediterranean.

In recent days Spanish labor unions have moved as well, meeting the leaders of the APM Terminal in Algeciras, to clarify the strategy of the port. According to the players' statements after the meeting, the prospects look positive and executives say that the terminal will close 2010 with a handling of two million TEUs, that is similar to 2009. The recovery should be done by other companies, who have shown interest in the APM terminal, but without mentioning names. During the meeting the topic of how to increase the port's competitiveness facing the competition with North Africa was also discussed. **Source: Greenmed**

## **Maersk Line Relaunches ME3**

Maersk Line has announced enhancements of its North/West India-Europe service with the reintroduction of ME3, according to a company release. The ME3 service, according to the release, has been reintroduced with new ports of call with direct coverage of Turkey.

The new rotation will be – Pipavav (India)-Jawaharlal Nehru port (India)-Jebel Ali (UAE) – Salalah (Oman)- Port Said (Egypt)- Ambarli (Turkey) – Gioia Tauro (Italy) – Port Said (Egypt) – Jebel Ali (UAE).

### Tuticorin service



The **MAERSK RONNEBY** seen arriving in Colombo – Photo : Piet Sinke (c)

Meanwhile, Maersk Line India Private Limited, a wholly-owned subsidiary of AP Moller-Maersk Group, has clarified that its **Tuticorin service**, a feeder service to Colombo, has not been suspended. Source: The Hindu Business Line

## ALMACO to modernize public areas onboard Moroccan ship owner Comarit's vessels M/S Biladi and M/S Berkane

Ship owner Comarit has awarded ALMACO two contracts for large scale modernization of public areas onboard their vessels **M/S Biladi** and **M/S Berkane**. The contracts were signed in March 2010 and the projects are scheduled for delivery by the end of June 2010. The work will be done on dry docks in the western Mediterranean.

On **M/S Biladi**, built in France 1980 and revitalized in 1991, ALMACO is performing a turnkey refurbishment project in public areas on decks 5 and 6 of the vessel. New areas to be added in the refit are the Moroccan Tea Room, VIP lounge and restaurant, Tax free Shop, Children's playroom and a seating area on deck 2. The Cafeteria, Bar and public bathrooms will receive a modernized look.

**M/S Berkane** was built in France 1976 and revitalized in 2004. ALMACO's contract includes conversion and refurbishment work in public areas on decks from 3 to 9. The modernization will include a new shopping street concept with Hair Salon, Tax Free Shops and Moroccan Tea Room. ALMACO will add a new Mosque and Luggage room and a Kids' area; additionally the cinema will be converted into a new Bar/Night Club. Areas to be modernized are the Reception area, Cafeteria, Restaurant and Bar, corridors, lobbies, staircases and public restrooms.

For both vessels, ALMACO's scope of supply includes engineering and design, project management, demolition and scrapping, supply and shipping of materials including loose furniture, all interior work, supply and installation of catering equipment for bars, modification of the ships systems where necessary, as well as commissioning.



In July 2010 the newly refitted ships, featuring a modern Moroccan atmosphere with functional refurbished and converted public areas for added travel comfort and convenience will start operating in the Mediterranean between Tangier (Morocco) and Genoa (Italy) and Tangier and Sète (France). **Source : Alamco**



After the trawler **SCH 81 CAROLIEN** was put on the blocks in the drydock at Shipdock in Amsterdam and the drydock was pumped out the above seen fish appeared to be in the drydock

**Photo : Shipdock – Amsterdam (c)**

## Overslag Rotterdamse haven herstelt sterk

De goederenoverslag in de Rotterdamse haven is in het eerste kwartaal met 14 procent gestegen ten opzichte van dezelfde periode vorig jaar. In totaal werd 107 miljoen ton goederen behandeld. Dat blijkt uit cijfers die het Havenbedrijf Rotterdam donderdag bekendmaakte. De meeste goederensoorten lieten in de eerste drie maanden van dit jaar een plus zien. Zo steeg de overslag van ijzererts en schroot met 77 procent, van overig droog massagoed met 32 procent, van minerale olieproducten met 30 procent en containers met 21 procent.

De overslag van agribulk daalde daarentegen met 32 procent en van kolen met 17 procent. De overslag van overig stukgoed en ruwe olie bleef vrijwel constant.

Topman Hans Smits van het Havenbedrijf Rotterdam noemt het herstel in het eerste kwartaal „heel fors" ten opzichte van 2009, maar hij vergelijkt liever met 2008. „Dat was een topjaar en daar komen we tot nu toe heel dichtbij. Omdat de consumenten nog terughoudend blijven en de overheden sterk gaan bezuinigen, hou ik een slag om de arm. De groei zal afvlakken. De vraag wordt of de haven dit jaar in één keer de terugval van vorig jaar goed kan maken. Dat

zou een geweldige prestaties zijn", aldus Smits in een verklaring. De Rotterdamse haven kreeg in 2009 te maken met een daling van de goederenoverslag met 8,1 procent. Zo'n grote terugval was de laatste dertig jaar niet voorgekomen.

## OLDIE – FROM THE SHOEBOX



Above seen the Dutch **TRITO** of Hudig & Veder during 1930, the vessel served the route Rotterdam <> Dublin

Photo : coll. Hans ten Katen Sr

## REQUEST

Newsclippings reader **Jan Visser**, who sailed for years as Captain for **Rederij Goedkoop** in Amsterdam is collecting photos of Goedkoop tugs, and he is looking at present for photos of the of 3 former Goedkoop tugs which are operating at the Parana river in Argentina, according Jan this vessels, on which he sailed in the past as Captain, are operating as pusher tugs between Escobar and San Lorenzo ( above the Yacryreta dam), the tugs are named **Jupiter**, **Mercurio** and **Marte**, is any of the readers able to help Jan with this, his e-mail address is [jvisser53@prettel.nl](mailto:jvisser53@prettel.nl)

Everybody please look into you archive / collection , many thanks in advance !!

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



The Dutch MCM **M 859 HELLEVOETSLUIS** seen in IJmuiden - **Photo : Cor van Niekerken ©**

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