

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 107



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Harm's CENTAURUS seen from Heerema's THIALF
Photo : Fedde Visser (c)

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EVENTS, INCIDENTS & OPERATIONS



The **FRONTIER** (ex DEAWOO FRONTIER ex REPUBBLICA DI GENOVA) seen moored in Hamburg

Photo : Cornelia Klier (c)

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

China's naval escort task force responds to rampant pirate activities

In the wake of the winter monsoon, the calm seas near the Gulf of Aden and the waters off Somali coast spurred a fresh spate of attacks by pirates. According to Zhang Wendan, commander of China's fifth naval escort task force and deputy chief of staff of the South China Sea Fleet of the Navy of the Chinese People's Liberation Army, just in March of 2010, 51 pirate attacks occurred to the Gulf of Aden, the waters off Somali coast, the eastern sea areas of Africa and the Arabian Sea, and 20 ships of various types were hijacked. The number of attacks and the successful rate of hijackings all set the new records in history.

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It is said that in view of the increased striking efforts by international organizations and the strengthened self-defensive measures by commercial ships, the pirates accordingly changed their way of practicing. They expanded their operational area, diversified their raid targets, tried every means to cover their operations and became more violent in hijacking.

Zhang Wendan said that in response to the above-mentioned new trends of Somali pirates, the China's fifth naval escort task force increased the exchange of information with escort warships from various countries, and worked out many pre-plans, especially the countermeasures against the pirate attacks on the escorted ships or the escorting warships. Zhang added that the China's fifth naval escort task force had the confidence and capability to guarantee the safety of escorted ships. **Source : Zhang Qi, Cao Haihua / PLA Daily**



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Above seen an ex Lifeboat, now called **STORM** which has a secure berth at Bowling Basin on the River Clyde.

Photo : Tommy Bryceland, SCOTLAND ©

RT PETER ARRIVED WITH FLINTERCORAL



Photo : Wil Kik ©



Photo left : Frits Janse ©



Photo top : Ruud Zegwaard ©

KOTUG's newbuilding **RT PETER** arrived in Rotterdam with in tow the newbuilding **FLINTERCORAL** which was loaded with several newbuilding hulls from Shanghai

Slow steaming, rising peak season demand draw ships back into service

The number of laid-up container ships above 5,000 20-foot equivalent units capacity has shrunk to the lowest level in over 14 months, largely due to slow steaming. And the number likely will fall even further in the coming two months as the peak shipping season gets underway and ocean carriers launch new line haul services to cope with rising cargo demand, Alphaliner, the Paris-based consultancy said.

The number of unemployed box ships is expected to fall below 20 by June from a peak of 82 in March 2009 with the introduction of ten new services on the Far East-Europe and Far East-North America routes in the March-May period.

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Rising cargo demand also is expected to absorb all the large new containerships coming on stream during the first half of the year.

All 20 container ships over 5,000 TEUs delivered since 1st January have found work. However, with more than 100 new ships of over 5,000 TEUs scheduled for delivery in 2010, the idle capacity could rise again at the end of the peak season," Alphaliner cautioned.

Larger container ships have benefited most from the move by carriers toward slow steaming since the second half of 2009.

Extra slow steaming has absorbed more than 50 vessels over 5,000 TEUs, according to Alphaliner. All 28 Asia-Europe strings have adopted slower sailings speeds and twenty five of these are deploying ships over 5,000 TEUs. **Source Journal of Commerce**



The newbuilding **FLINTERCORAL** – Photo : Marijn van Hoorn ©

Navigatiefout oorzaak van stranden kolenschip

De kapitein van het Chinese kolenschip dat eerder deze maand op het Great Barrier Reef voor de Australische kust vastliep, was ernstig vermoeid en maakte daardoor een navigatiefout. Dat meldden Australische autoriteiten donderdag. Twee bemanningsleden van de **Shen Neng 1** zijn donderdag voor de rechter verschenen wegens het beschadigen van het rif.

Aanvankelijk werd gedacht dat de twee Chinezen, die op het moment van het vastlopen verantwoordelijk waren voor het schip, een kortere route hadden genomen en daardoor in het kwetsbare natuurgebied terecht kwamen. Maar een rapport heeft uitgewezen uit dat de kapitein een enorm slaapttekort had en daardoor navigatiefouten maakte.

De twee mannen kunnen veroordeeld worden tot drie jaar cel en flinke geldboetes. Daarnaast zullen alle kosten van het bergen van het schip op de eigenaar verhaald worden. De **Shen Neng 1**, waaruit ook olie lekte, is leeggepompt en daarna weggesleept.

China concerned about ship crew arrested in Australia

China on Thursday called for "just treatment" for two Chinese men arrested by Australian police after their coal ship ran aground while taking a shortcut over the Great Barrier Reef. The Chinese bulk carrier **Shen Neng 1** was fully loaded and going at full speed on April 3 when it hit the Douglas Shoal. It spilled about four tonnes of fuel oil from its ruptured fuel tank.

The captain and chief officer-on-watch appeared in court on Thursday one day after their arrest. They were bailed to reappear in court in June, according to the Australian Broadcasting Corp. The court was told the first mate had never navigated through the reef before, and due to fatigue had not reprogrammed the GPS navigation system after a course change. China has been in contact with Australia over the incident, Chinese foreign ministry spokeswoman Jiang Yu said. "We hope the Australian government will deal with it with justice and guarantee the legitimate rights of Chinese citizens," she told a regular news conference. "We also hope that during the judicial process the Australian government will abide by the China-Australia Consular Agreement."

Jiang's comments follow Australian protests in March, after consular officials were barred from a portion of the trial in Shanghai of Australian citizen Stern Hu. Hu was sentenced to a 10-year jail term for accepting bribes and stealing commercial secrets while heading Rio Tinto's iron ore sales team in China. The chief officer-on-watch of the ship, Wang Xuegang, 44, faces a maximum of three years jail and a A\$220,000 (\$205,000) fine. Wang Jichang, the 47-year-old captain, faces a A\$55,000 fine. The ship was refloated at high tide on Monday and towed to safe anchorage for a damage inspection. The Shenzhen Energy Group Co. Ltd, the owner of the stricken ship, could face fines and costs of up to A\$23 million (\$21.3 million) over the incident, according to legal experts.

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Above seen the **GIANT 4** just shifted in the Victoriadock at Hartlepool loaded with the topsite of the Buzzard with a total weight of 7000ton which will be discharged by the **SAIPEM 7000** op at the location

Photo : Ron v/d Heuvel ©

India deports abandoned Sri Lankan sailors of disabled tug

An Indian court in Kochi ordered to deport five Sri Lankan sailors who were stranded in Kochi for 19 months after the owner of their disabled tug abandoned it in the mid-sea. An Indian media report said the Kochi Judicial First Class Magistrate Court, which issued the order to deport the sailors also ordered to pay them US \$ 112,277 (12.8 million rupees) as compensation.

According to the report the owner abandoned the Panama flagged tug **MT Malakas** after both engines of the vessel were damaged on August 10, 2008. Following engine failure, the vessel was towed to Cochin and the towage company brought legal proceedings.

Four of the original nine crew members, including the Master and Chief Engineer were repatriated in September 2008.

However, the remaining five sailors -A W Loku Hewa, U Padmananda, L D Dhanapala, L M Prabhatha and Y G A S Rangasinha remained in Kochi pending legal proceedings.

The authorities called tenders to auction the tug last October. Compensation was paid to the five Sri Lankan sailors from the auction. **Source : Colombopage**



The **NORWEGIAN GEM** seen moored in Malta – Photo : Jan Meer ©

Cruise ship death 'unlikely' to be TB

It is unlikely a man died of tuberculosis on a cruise ship, Queensland Health says. Director of the Queensland Tuberculosis Control Centre Tom Konstantinos said initial forensic testing on the passenger, aged in his 60s, who died on the **Sun Princess** cruise ship, had so far not revealed any evidence of TB.

He said it was "very premature" for a media outlet to report his death as being due to TB. "His death was more likely to be the result of another condition," Mr Konstantinos said. "However, it will take several days to complete definitive tests that will provide the final diagnosis.

"There is no urgency in contacting people aboard the cruise ship concerned, as tuberculosis has not been confirmed, and in any case the disease's long incubation period means the disease would not develop for several months if people were infected.

"However, we advise anyone who has concerns about their health to contact their family doctor," he said.

Source : news.smh.com.au

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HMS CHATHAM seen patrolling the Somali waters on April 13th 2010 - Photo : NATO / OTAN (c)

Watchdog releases list of 78 renamed Iran ships

A watchdog run under the auspices of the University of Wisconsin has released a list of 78 Iranian ships said to have assumed new identities in an apparent bid to sidestep US sanctions imposed in September 2008. Parties doing business with these ships, now registered in places such as Hong Kong, Malta and Germany, are at risk of "taking part in an illegal transaction", even if ignorant of the sanction, the Wisconsin Project on Nuclear Arms Control said in a communiqué.

The communiqué appears equally aimed at the State Department and the Treasury Department's Office of Foreign Assets Control, which released the International Maritime Organization numbers and other identifying details of 123 ships when Islamic Republic of Iran Shipping Lines and 18 affiliates were blacklisted in 2008. US authorities had promised to update the list to provide for counter-moves but this has not been done, the Wisconsin Project said.

"The US blacklist has not kept up with the large-scale re-labelling of ships, so it is being circumvented by Iran with relatively little effort," the communiqué stated. Under the sanctions, US banks were asked to reject funds transfers involving any of the 123 ships. Freight forwarders and shippers were forbidden from chartering, booking cargo on, or otherwise dealing with the vessels. At least 80 of these vessels were renamed as of 17 March, the watchdog said. IRISL has transferred their nominal ownership to shell companies, mainly in Malta, Germany, and Hong Kong, places where IRISL already has operations thus making it easier to start "new front companies". To further distance itself from the vessels, IRISL is said to have transferred shipmanagement on "more than half" the sanctioned fleet to Tehran-based Soroush Sarzamin Asatir SSA.

The statement added: "The combined effect of all these changes is to make it harder for honest companies to comply with US sanctions. A compliance check on a transaction involving one of these ships in late 2008 would have raised several red flags, but changes since then mean that the same transaction today would probably appear clean.

"Only each ship's IMO number is unchanged. But these numbers do not always appear on cargo documents, such as letters of credit. So any US company that screens a vessel against Treasury's sanctions list without checking the IMO number is at risk of taking part in an illegal transaction." Wisconsin Project research associate Matthew Godsey said: "We hope OFAC (Office of Foreign Assets Control) adds the new names to the blacklist as soon as possible, to make the sanctions as effective as they can be." OFAC could not be contacted by press time. **Source : Turkish Maritime**

VOLENDAM MEETS MATAHARIKU



HAL's '**Volendam**' meets '**MatahariKu**' (**My Sunshine**) at the island of Komodo- Indonesia. The '**Volendam**' makes a cruise of 34 days around Australia from Sydney to Sydney with 1300 passengers and the '**MatahariKu**' was on her Maiden Trip after a construction period of little more than 2 years. '**MatahariKu**' is a 100% wooden ship a so called pinisi type built in the traditional way at the beach in Bira - South Sulawesi. One of the proud owners is photographer of this picture **Klaas Slot** who will put her in the charter market in Indonesia.

She will be for hire on a daily basis or on cruise on demand. She is stationed in Bali. Her first big assignment is to cruise with a group of birdwatchers to remote islands in the archipelago. '**MatahariKu**' has a LOA of 40,50m, a beam of 8,4m and a depth of 2,80m. 5-2pers mastercabins with own fully equipped bathroom and AC and 2 small 2x2pers cabins. She also possesses a solar heating system for warm water supply. Own watermaker and a fuel tank of 9000 ltr for a greater range. In future she will also be equipped for diving expeditions in the Indonesian waters. For more info on the **MatahariKu** and her sailing schedule please contact klaasslot@mac.com

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NAVY NEWS



The **L14 Albion** seen off Zandvliet at the Scheldt river April 16th
Photo : Jasper Van Raemdonck (c)

Technical Hitch Delays Russian Submarine Launch

Russia has delayed the launch of a new nuclear-powered multipurpose attack submarine due to technical problems, according to a source in the shipbuilding industry.

The Yasen Class submarine **Severodvinsk** was originally scheduled to be launched on 7 May 2010, according to rianovosti. The source was quoted by rianovosti as saying that the submarine would be floated out and undergo sea trials in 2011. Yasen Class nuclear submarines are specifically designed to launch a variety of long-range cruise missiles with nuclear warheads up to 3,100 miles, and can effectively engage submarines, surface warships and land-based targets. The vessel carries 24 cruise missiles, including the 3M51 Alfa SLCM, the SS-NX-26 Oniks SLCM or the SS-N-21 Granat/Sampson SLCM. The submarine is also equipped with eight torpedo launchers, and mines and anti-ship missiles such as SS-N-16 Stallion.

The **Severodvinsk** is expected to enter service with the Russian Navy by early 2011. Source : naval-technology.com

S.Korea raises stern of sunken warship, 25 bodies found

South Korea Thursday salvaged part of a sunken warship along with the bodies of 25 sailors trapped inside, a move which could provide clues to its sinking near the North Korean border three weeks ago. A giant floating crane lifted the stern section of the 1,200-tonne corvette, which was split in two by what survivors called a big external explosion on March 26 with the loss of 46 lives. Military officials said 25 bodies, mostly in their 20s, had been found by the evening. Two were recovered earlier in the month, leaving 19 still missing. A total of 58 crewmen were rescued soon after the disaster in the Yellow Sea.

The battered grey stern of the **Cheonan** was hoisted on to a barge to be taken to a naval base for examination. The bodies were being flown by helicopter to the base. The disputed Yellow Sea border was the scene of deadly naval clashes between the North and South in 1999 and 2002 and of a firefight last November which left a North Korean patrol boat in flames. South Korea's defence minister has raised the possibility that a mine or torpedo may have hit the Cheonan. The government has not so far accused Pyongyang of involvement but the incident has raised cross-border tensions. South Korea has launched a multinational investigation into the disaster to ensure the eventual findings cannot be disputed. After the wreckage was placed on the barge, 38 civilian and military investigators including two US experts began examining the stern, Yonhap news agency quoted military officials as saying.

More than 120 local experts, along with seven Americans and three Australians, will search for clues to the cause of the sinking -- a process that could take weeks. Four experts from Sweden were expected to join the probe. President Lee Myung-Bak said he could not find words to console the bereaved families. "The people will have the same feelings as mine," his spokesman quoted him as saying. KBS television showed navy Seals and hard-hatted salvage workers standing on the deck after the stern was lifted slowly above the surface in the morning. They rigged a huge net across the severed edge of the hull to stop debris falling out. "It seems that the ship was broken apart by a very powerful impact," former navy admiral Ahn Ki-Seok told the TV station. The bow section is expected to be raised in about 10 days. Lee has promised "stern measures" against whomever is found to be responsible.

The sinking may have scuppered hopes for an early resumption of six-party talks on North Korea's nuclear disarmament, a senior US official said Wednesday in Washington. "Let's find out what happened in the sinking of the corvette," Assistant Secretary of State Kurt Campbell said when asked by reporters about moves to revive the talks. "At this juncture, we told our South Korean friends that our primary objective is to work with them on the recovery of the ship and at that point, we will be able to make some judgments about the way forward." Campbell said the United States and South Korea would have to agree on any next steps on restarting the talks. "We want to be very clear that there is a complete agreement between South Korea and the United States about next steps, if there are to be next steps given recent developments," he said. The North quit the nuclear talks a year ago. As preconditions for returning, it wants a US commitment to discuss a permanent peace treaty and the lifting of UN sanctions. Washington says it must first return to the nuclear forum and show seriousness about negotiating.

Thai naval ship stranded off Yokosuka

A Thai naval frigate became stranded off Kanagawa Prefecture after hitting a rocky reef earlier this month and is now staying at the U.S. base in Yokosuka, Thai naval sources said Thursday.

No one was injured in the April 2 accident that damaged the 1,924-ton **Chao Phraya**, which was about to making a port call at Yokosuka during navigation training. The warship was later towed by a U.S. Navy vessel to the base.

There were apparently no oil leaks from the accident. When the frigate will be repaired or leave the port remains unclear, the sources said. **Source : Breitbart**

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HMS **ARK ROYAL** seen leaving Faslane April 11th for the multi national exercise **Ocean Warrior 10**
Photo : Bison ©

Malaysia's Submarine Scandal Surfaces in France

Murky arms deal linked to international pattern of kickbacks

A potentially explosive scandal in Malaysia over the billion-dollar purchase of French submarines, a deal engineered by then-Defense Minister Najib Tun Razak, has broken out of the domestic arena with the filing of a request to investigate bribery and kickbacks from the deal in a Paris court.

Although the case has been contained for eight years in the cozy confines of Malaysia's courts and parliament, which are dominated by the ruling National Coalition, French lawyers William Bourdon, Renaud Semerdjian and Joseph Brehm put an end to that when they filed it with Parisian prosecutors on behalf of the Malaysian human rights organization Suaram, which supports good-government causes.

Judges in the Paris Prosecution Office have been probing a wide range of corruption charges involving similar submarine sales and the possibility of bribery and kickbacks to top officials in France, Pakistan and other countries. The Malaysian piece of the puzzle was added in two filings, on Dec. 4, 2009 and Feb. 23 this year.

For two years, Parisian prosecutors, led by investigating judges Francoise Besset and Jean-Christophe Hullin, have been gingerly investigating allegations involving senior French political figures and the sales of submarines and other weaponry to governments all over the world. French news reports have said the prosecutors have backed away from some of the most serious charges out of concern for the political fallout.

The allegations relate to one of France's biggest defense conglomerates, the state-owned shipbuilder DCN, which merged with the French electronics company Thales in 2005 to become a dominant force in the European defense industry. DCN's subsidiary Armaris is the manufacturer of Scorpene-class diesel submarines sold to India, Pakistan and

Malaysia among other countries. All of the contracts, according to the lawyers acting for Suaram, a Malaysian human rights NGO, are said to be suspect.



With Najib having moved on from the defense portfolio he held when the deal was put together in 2002 to become prime minister and head of the country's largest political party, the mess has the potential to become a major liability for the government and the United Malays National Organisation. Given the power of UMNO, it is unlikely the scandal would ever get any airing in a Malaysian court, which is presumably why Suaram reached out to French prosecutors.

"The filings are very recent and have so far prompted a preliminary police inquiry on the financial aspects of the deal," said a Paris-based source familiar with France's defense establishment. "There isn't a formal investigation yet."

The investigation will most likely use documents seized at DCN in the course of another investigation, focusing on bribes paid by DCN in Pakistan."

The source said police have confined their inquiry to bribery allegations so far and have not looked into the 2006 murder of a Mongolian woman in Malaysia who was a translator on the deal for Najib and his friend, Abdul Razak Baginda, during a visit to Paris.

There have been numerous deaths involving DCN defense sales in Taiwan and Pakistan. Prosecutors are suspicious that 11 French submarine engineers who were murdered in a 2002 bomb blast in Karachi – first thought to have been the work of Al Qaeda – were actually killed in retaliation for the fact that the French had reneged on millions of dollars in kickbacks to Pakistani military officers.

The Malaysian allegations revolve around the payment of €114 million to a Malaysia-based company called Perimekar, for support services surrounding the sale of the submarines. Perimekar was wholly owned by another company, KS Ombak Laut Sdn Bhd, which in turn was controlled by Najib's best friend, Razak Baginda, whose wife Mazalinda, a lawyer and former magistrate, was the principal shareholder, according to the French lawyers.

"Over the past years, serious cases have been investigated in France by judges involving DCN," lawyer Renaud Semerdjian told Asia Sentinel in a telephone interview. "This is not the first case of this kind that is being investigated. There are others in Pakistan and there are some issues about India. To a certain extent, every time weapons of any kind have been provided, suspicion of violation of the law may be very high."

As defense minister from 2000 to 2008, Najib commissioned a huge military buildup to upgrade Malaysia's armed forces, including two submarines from Armaris and the lease of a third, a retired French Navy Agosta-class boat. There were also Sukhoi supersonic fighter jets from Russia and millions of dollars spent on coastal patrol boats. All have come under suspicion by opposition leaders in Malaysia's parliament but UMNO has stifled any investigation. Asked personally about the cases, Najib has responded angrily and refused to reply.

Despite efforts to bury it, the case achieved considerably notoriety after the murder of Altantuya Shaariibuu, a 28-year-old Mongolian translator and Razak Baginda's jilted lover, who participated in negotiations over the purchase of the submarines. By her own admission in a letter found after her death, she was attempting to blackmail Razak Baginda for US\$500,000.

She was shot in October 2006 and her body was blown up with military explosives by two bodyguards attached to Najib's office after Razak Baginda went to Najib's chief of staff, Musa Safri, for help in keeping her away from him. Not long after being acquitted in November 2008 under questionable circumstances of participating in her murder, Razak Baginda left the country for England. The bodyguards were convicted but no motive was ever established for their actions despite a confession by one which was not allowed in court, but which said they would be paid a large sum of money to get rid of her.

The submarine deal was never brought up in court during a months-long murder trial that was marked by prosecutors, defense attorneys and the judge working studiously to keep Najib's name out of the proceedings. A private detective hired by Razak Baginda to protect him from the furious Altantuya filed a statutory declaration after the trial indicating that Najib had actually been the victim's lover and had passed her on to Razak Baginda.

The detective, P. Balasubramaniam, said later that he was unceremoniously run out of Kuala Lumpur. He eventually emerged from hiding in India to say he had been offered RM5 million (US\$1.57 million) by a businessman close to Najib's wife to shut up and get out of town. He also said he had met Nazim Razak, Najib's younger brother, and was told to recant his testimony.

In the current complaint in Paris, the issue revolves around what, if anything, Razak Baginda's Perimekar company did to deserve €114 million. Zainal Abidin, the deputy defense minister at the time of the sale, told parliament that Perimekar had received the amount – 11 percent of the sale price of the submarines – for "coordination and support services." The Paris filing alleges that there were neither support nor services.

Perimekar was registered in 2001, a few months before the signing of the contracts for the sale, the Paris complaint states. The company, it said flatly, "did not have the financial resources to complete the contract." A review of the accounts in 2001 and 2002, the complaint said, "makes it an obvious fact that this corporation had absolutely no capacity, or legal means or financial ability and/or expertise to support such a contract."

"None of the directors and shareholders of Perimekar have the slightest experience in the construction, maintenance or submarine logistics," the complaint adds. "Under the terms of the contract, €114 million were related to the different stages of construction of the submarines." The apparent consideration, supposedly on the part of Perimekar, "would be per diem and Malaysian crews and accommodation costs during their training. There is therefore no link between billing steps and stages of completion of the consideration."

As Asia Sentinel reported on April 1, services for the subs are being performed by a well-connected firm called Boustead DCNS, a joint venture between BHIC Defence Technologies Sdn Bhd, a subsidiary of publicly-listed Boustead Heavy Industries Corp Bhd, and DCNS SA, a subsidiary of DCN. Boustead's Heavy Industries Division now includes Perimekar as an "associate of the Group. PSB is involved in the marketing, upgrading, maintenance and related services for the Malaysian maritime defence industry," according to Boustead's annual report.

Originally Boustead told the Malaysian Stock Exchange that the service contract was for RM600 million (US\$184.1 million) for six years, or US\$30.68 million annually. However, the contract later ballooned to RM270 million per year. Boustead Holdings is partly owned by the government and has close connections with UMNO.

"There are good grounds to believe that [Perimekar] was created with a single objective: arrange payment of the commission and allocate the amount between different beneficiaries including Malaysian public officials and or Malaysian or foreign intermediaries," the complaint states. **Source : Asiasentinel**

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The arrival of the **Zhen Hua 22** at Felixstowe April 15th evening assisted by Svitzer Melton and Svitzer Shotley she has RTG's for Felixstowe. The ship to shore crane is for delivery to Rouen.

Photo : Derek Sands ©

More layoffs at Davie Yards

Levis, Quebec, shipbuilder Davie Yards is laying off more employees.

It said today that it is "taking further steps to preserve its working capital while restructuring its operations and financing under the Companies' Creditors Arrangement Act."

Davie says it will suspend further production activities on board the first vessel to be delivered, starting Monday, April 19, 2010. The action will affect approximately 100 employees -- who Davie says will be laid off temporarily --and will result in monthly cost savings of approximately \$1 million,

"Shipbuilding activities will continue in engineering and planning departments with some additional resources," says a company statement. "All efforts will now be concentrated to complete the restructuring process and ensure a smooth resumption of operations."

"We are still confident that Davie is going to resume normal activities", said CEO Gustav Johan Nydal. "Since we sought court protection on February 25, we have worked on new plans to complete the vessels, and we will focus on engineering and planning to optimize our future productivity while preserving our working capital."

Davie says it is having discussions with its clients and stakeholders in order to secure the financing needed to complete its five vessels under contract. It says it has also been approached by potential investors interested in participating in its restructuring. **Source : Marine Log**

Tsuneishi Cebu eyes dock expansion

Tsuneishi Heavy Industries (THI) Cebu is expanding its shipyard to be able to handle new shipbuildings including 20 T-Core 180 vessels. The shipbuilding company said it is currently constructing its second building dock to have room for its on going fabrication of 20 T Core 180 vessels.

Tsuneishi has introduced its quintessence of a capesize bulk carrier dubbed as "T-CORE180." "We hope the vessel will be the core of the world," it said. T-CORE180 vessel stands for T-suneishi C-ustomer's O-peration, R-evenue and E-nvironment & Safety, and 180 means the deadweight of a 180,000 deadweight metric ton type.

Ordered by Chijin Shipping S.A, this T-Core 180 design is marked with Tsuneishi safety standards highlighting the owners' requirements and specifications. It provides a real benefit both economically, technically and ecologically.

Its design followed the strictest and rigid safety, operational consistency and reliability requirements and classifications, in order to meet the challenging demands of ship owners.

It gives the shipowner more receipts from its operations on cargo loading and navigation through international waters. The design improves its seaworthiness that reduce wave resistance on the ocean going. T- Core 180 also has dual turbo chargers that gets its power from an engine exhaust gases. It sends the mixture of petrol/gas and air into the engine at high pressure, making it more powerful.

Tsuneishi has worked on promoting green ships or environmentally and ecologically friendly and safe vessels, as T Core 180 is powered with electrically controlled Main Engine MAN B&W 7S65ME-C contributing to fuel oil consumption (FOC) and CO2 reduction of 80 mt/year and 280 mt/year respectively. Also FOC reduction of about 4 percent is attained through the help of the energy saving device. To prevent pollution at sea, T -Core 180 has a bilge treatment system wherein the oil from the clean drain, oil bilge and fuel oil are treated to be reused for propulsion.

In addition, it is equipped with air seal, which is more effective than oil seal in preventing leaks. T- Core 180 is equipped with electric motor driven deck machinery and electric motor driven side rolling hatch cover, which help lower the risk of leakage or oil contamination. The vessel is equipped with collecting tank where all the dirt and residues in upper deck are collected directly into the tank. **Source : Malaya**

Pipavav Shipyard in talks to buy European oil rig, shipping co

Pipavav Shipyard is in talks to buy an oil rig and a shipping company in West Europe, a top company official said.

"We are in talks with a West European company to buy an oil rig and shipping company in a bid to enter into the oil and gas service segment," Pipavav Shipyard's Chairman, Nikhil Gandhi, said here today.

The deal size would be around USD 100-million out of which Pipavav will put USD 40-million through equity and another USD 60-million by raising debt, Gandhi said. The deal is expected to be concluded in the next four-to-eight-weeks, he said. With this acquisition, Pipavav Shipyard will develop its offshore service assets and increase its global footprint in the offshore services arena, he said.

Earlier, Pipavav's largest investor, SKIL Infrastructure, said that it plans to raise USD 338-million from an initial share sale before the end of this year.

Last month, SKIL bought 19.43 per cent stake in Pipavav from Punj Lloyd and also offered to purchase an additional 20 per cent stake from other shareholders to increase its stake in Pipavav Shipyard up to 60 per cent. **Source :**
Indiatimes

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Both Stork Werkspoor TM410 main engines of the **Waker** are purchased by **Ruysch International B.V.**

Bumble Bee joins Bee Mar fleet

Houston headquartered Bee Mar LLC reports that its latest DP-2, U. S.-flag, platform supply vessel (PSV), the M/V **Bumble Bee**, has completed sea trials and entered service in the U.S. Gulf of Mexico.

"The M/V **Bumble Bee** is a welcome addition to our busy fleet," said Bee Mar president and chief executive officer Van C. DeWitt. "Our domestic and international customers are very pleased with the technical design, station-keeping and cargo capacities of our new DP-2 platform supply vessel fleet in service globally."

The M/V **Bumble Bee** is the first in a new sister-ship series of 4,000 BHP, DP-2 platform supply vessels; with a clear deck area of 8,225 sq. ft (175 x 47 ft), liquid mud capacity of 9,000 barrels and a cargo carrying capability of 3,000 long tons. The Bumble Bee Class fleet is being added to the existing Busy Bee Class fleet of DP-2 vessels currently operating worldwide. Both series were built at Bollinger Shipyards, Lockport, La.

The five-vessel **Busy Bee** U.S.-flag fleet was also built as a sister ship design series, each with 2,700 long tons of cargo carrying capability, 4,000 BHP, 7,050 sq. ft (150 x 47 ft) of clear deck and 6,300 barrels of liquid mud capacity. The **Busy Bee** vessel series, so named for the first vessel in the fleet, have been at work in the U.S. Gulf and international markets since Bee Mar commenced vessel operations in June 2009. **Source : MarineLog**



The brandnew DP 2 PSV **OCEAN SAPPHIRE** on delivery voyage from China to Mumbai stopped in Colombo yesterday evening for bunkers and fresh water - **Photo : Piet Sinke (c)**

MAN Diesel engines for dredging company Jan de Nul's fallpipe/rock-dumping vessel

Construcciones Navales del Norte (La Naval de Sestao) in Spain's Basque country delivered **Simon Stevin** to Jan de Nul in February. Driven by a diesel-electric propulsion system comprising a series of MAN Diesel 32/40 engines, the new addition to the Belgian group's fleet is the world's largest fall-pipe and rock-dumping vessel with a capacity of 19,500m³.

Construction of the ship lasted 26 months, with keel-laying taking place in April 2008 and launching in March 2009. **Simon Stevin** recently departed for Australia for its first commercial projects.

Simon Stevin is powered by five MAN Diesel nine-cylinder 32/40 main engines. Each delivers 4,500kW at 720 rpm and is manufactured by STX Engine Co Ltd, MAN Diesel's Korean licensee. The five engines comprise a diesel-electric power plant that generates enough electricity to power a city of 130,000 people, according to the ship owner.

Simon Stevin will mostly be deployed in offshore applications, such as the laying of oil and gas pipes at great depths; the vessel can level the seabed and dump rocks down to a depth of 2,000m. According to Jan de Nul, the fall pipe can process rocks with a diameter up to 400mm, a figure greater than any other fall-pipe vessel in service. The fall pipe has an advanced, fully automatic unfolding system, featuring an ROV at its bottom that accurately corrects its position.

The 191m vessel has a 33,500 tons loading capacity, some 25 per cent greater than the previous record-holder, and is capable of dumping 2,000 tons of rock per hour. Simon Stevin can accommodate more than 70 persons and has its own helipad.

The four-stroke engines run on HFO and are capable of continuous operation at loads down to 20 per cent; running at even lower loads is possible for limited periods, thanks to the engine's optimised design. The 32/40 can also accept overloads of 10 per cent in conditions characterised by frequency variation.

As **Simon Stevin** is subject to a dynamic load demand, high and sharp load variations can also occur. Accordingly, each engine is fitted with a so-called "jet assist" device that enables a quick response to such variations by injecting compressed air directly into the compressor wheels of the turbochargers.

MAN Diesel's 32/40 type is characterised by an optimised, operational economy and minimal maintenance requirements. One of its stand-out characteristics is its low lube-oil consumption of approximately 0.5-0.8 g/kWh, a figure that was considered as a design parameter for the piston liners, covers and rings. Another stand-out characteristic is the 32/40's stepped piston. Here, the crown is forged with high-quality, stable steel (with shaker cooling), while the skirt is cast in spheroidal graphite cast iron. This kind of piston, together with a fire ring, prevents bore polishing of the cylinder liner and reduces lube-oil consumption. Furthermore, the chromium-ceramic composition of the first piston ring provides a resistance that contributes to long periods between maintenance.

As with all MAN Diesel engines, NOx emission levels for 32/40 engines fall below the upper limits specified by the IMO without negatively affecting fuel consumption or operation. The 32/40 type can also take advantage of SCR (selective catalytic reduction) technology to meet even more stringent NOx limits.

The La Naval de Sestao shipyard is currently finishing the construction of the dredger Leiv Eriksson, a sister ship to the record-breaking Cristóbal Colón and due for delivery in April this year. Ordered by Dredging and Maritime Management SA, a Jan de Nul subsidiary, these twin vessels feature two MAN Diesel 16/48B main engines and are, by some distance, the largest trailing suction hopper dredgers in the world in terms of capacity. They can dredge up to a depth of 155m, a technical feat that only Jan de Nul is currently capable of achieving. **Source : Dredging News Online**



The **SEVEN ATLANTIC** seen moored in Den Helder – Photo : Paul Schaap – PAS producties (c)

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Above seen the **Southern Star** arriving in Great Yarmouth 15/04/10 - Photo : Paul Gowen (c)

New harbour tug for Port of Lobito

The Angolan port of Lobito has taken delivery of a new harbour tug sourced from a European builder.

Only basic details of the new tug are available including that the vessel has been named **CALAI**. She is highly manoeuvrable, 30m in length, 10m wide and is capable of handling vessels of up to 300m length, so presumably has a sizeable bollard pull. The Calai's service speed is given as 14 knots and the cost as € 7 million.

Any further details of this vessel including the name of the builder and a photograph would be welcome.

Until now the port of Lobito previously operated with a fleet of just two tugs. In 2009 the port handled just over 2 million tonnes of cargo, a steady improvement on recent years but still considerably short of Lobito's inherent potential as the leading port of Angola.

Lobito is also the ocean terminus of the Benguela Railway which is currently under refurbishment by Chinese contractors. When completely refurbished the 1,344-km long Cape gauge railway from Lobito will extend to the DRC border town of Luau, where a connection with other SADC and Central African countries, in particular the DRC, Zambia and Zimbabwe, will once again become a reality.

The railway was originally constructed by European interests from 1903 and had an extensive locomotive fleet of Garratt and straight steam locomotives, later partially replaced by diesels until the outbreak of the civil war when large parts fell into disuse.

Speaking during the handover of the tug at Lobito, the port's director-general, José Carlos Gomes, said the port was geared to handle any influx of trade arising from the construction of an oil refinery in the region. He said Lobito possessed the resources to meet the challenges of reviving the national economy and that of the wider southern African region.

A new quay to handle dry bulk commodities is under construction in Lobito and is due for completion by the end of this year. Two new terminals, one a dry port and the other for mineral products are also under construction on the opposite side of the bay [Source : ports.co.za](http://ports.co.za)

Global Maritime Container Traffic to Reach 411.7 Million TEUs by 2015

Maritime transport is crucial to the movement of goods in national and global supply as well as distribution chains. Worldwide maritime container traffic (empty and loaded) nearly tripled in volume during 1995 through 2008. The persistent long-term growth in maritime container freight indicates the sustained global economic activity. The up tick in the worldwide maritime container traffic is credited to a number of other factors including volume of merchandise trade transported via containers, rising trade with Asian trading partners, and the rising importance of merchandise trade to global economic activity. The maritime containerization sector is sensitive to economic cycles, as international globalization and trade is economically driven. Sales volume and revenues of manufacturers is directly proportional to general economic conditions and loaded container TEUs. A nation's GDP stands out as a key growth driver in the container shipping industry, and historic analysis shows definite correlation between economic cycles and container maritime trade. In fact, the container trade tends to be more erratic than GDP trend. The recovery of economy and favorable merchandise imports-exports scenario will cause a resurgence of container throughput at worldwide seaports.

US maritime container traffic accounts for nearly 9.7% of the total global market estimated in 2009, as stated by the new market research report on Maritime Containerization. Despite the deteriorating business conditions in the shipping industry in Asia-Pacific, the region promises higher growth than in comparison with the Western countries, which are presently bearing the brunt of the subdued world economic climate. Container shipping in emerging nations such as

China and India showcases a stabilized picture, and promises a quick rebound in terms of container traffic, and new builds. The maritime container traffic posts positive growth patterns for the upcoming years, backed largely by increasing use of containerization for shipping bulk cargo, use of advanced computer technology for automating processes and activities, key partnerships among terminal operators, and incremental advancements in technologies governing alternative fuels, and pollution control systems. The growing awareness of energy efficient and environment friendly products among the shippers and consumers along with the government initiatives and legislation are set to generate more opportunities in the market.



The **EDITH MAERSK** seen approaching Rotterdam – Photo : **Jacco van Nieuwenhuyzen (c)**

Key players in this marketplace include ACC Logistics Ltd, Agility, American Stevedoring Incorporated, A.P. Moller-Maersk Group, Dubai Ports World Limited, Evergreen Shipping Agency Corp, Metropolitan Stevedore Company, and SSA Marine Inc, among others The report titled "Maritime Containerization: A Global Strategic Business Report" announced by Global Industry Analysts, Inc., provides a review of industry overview, product overview, key market trends, profiles of major players, and recent industry activity. The report analyzes market data and provides analytics in million TEUs for regions such as US, and Rest of World. **Source: Global Industry Analysts**

OLDIE – FROM THE SHOEBOX



Seen at the end of the Fifties the **RAILA**, just completed discharging at the van Gelder Zonen in Velsen Noord, and departing for the IJmuiden locks

Photo : Coll. Capt Ronald R. Jansen.

.... PHOTO OF THE DAY



The Svitzer tug **SINGAPORE** seen connecting up to the **TRANSOCEAN CAJUN EXPRESS** to tow the rig together with de **DE ZHOU** from Trinidad to Brazil - Photo : Richard Hughes ©

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