

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 114



Number 114 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 24-04-2010**

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



Salvage meeting between SMIT Salvage and T&T Bisso Salvage Asia during the "KoninginneNach 2010" (Dutch Queens Birthday celebration 2010) in Singapore
Photo : Patricia ©

**Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :**

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

**To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website**

EVENTS, INCIDENTS & OPERATIONS



ride on a sea of creative solutions

Brokerage and Commercial
Services to Offshore Shipping

M3

www.m3marine.com.sg • mail@m3marine.com.sg • +65 6327 4606

New lifeboat station for Castletownbere



The Castletownbere lifeboat, the **Annette Hutton**, moored alongside the site for the new lifeboat station, for which planning permission has been granted, are – from left – Tony O'Sullivan (lifeboat operations manager), David Courtney (RNLI), Gordon Philip (shore works architect), Martyn Smith (divisional inspector, RNLI) and Paul Stevens (deputy coxswain and press officer).

Photo : John Eagle

Response times will be quicker and more lives will be saved as a result of a €600,000 investment in a new lifeboat station in Castletownbere. A design team comprising of engineers, quantity surveyors and architects, as well as RNLI officials, were in the busy fishing port, last Thursday, to meet with the lifeboat coxswain, Mr. Brian O'Driscoll, and the deputy coxswain, Mr. Paul Stevens, and show them the plans for the new pier-side facility.

On ground that was reclaimed by the Department of the Marine for the RNLI at a cost of €1 million, the design team explained how the new lifeboat station will have its own gangway leading to a floating pontoon.

Previously, the lifeboat team would have had to drive to Dinish Island and get into a boarding boat to take them out to where the lifeboat was moored in the bay. When it is built, Paul Stevens estimated that the lifeboat crew would be able to shave five or six minutes off their response time, bringing it down from eleven minutes to four or five.

The RNLI architect, Mr. Gordon Philip, and the shore works manager, Mr. David Courtney, explained to 'The Southern Star', that the €600,000 new lifeboat station will take up one-third of the site, leaving ample room for parking, disabled access, and manoeuvrability. There is a lot of glass incorporated into the beautiful contemporary design of the building and the materials used will be reflective of its surroundings.

But from an operational point of view, Mr. Stevens said: "The lifeboat will now be moored adjacent to the station, which is a more sheltered location for the lifeboat, The **Annette Hutton**." The 17-metre vessel is the forty-fourth of its kind in the Severn Class, which is biggest in the RNLI fleet, and is mostly used along the west coast of Ireland owing its extreme weather conditions.

Another important aspect of being so close to the launch point is that the crew will be able to bring casualties safely ashore for the first time and afford privacy and dignity to the injured and the deceased. Having the lifeboat in such close proximity will also have a bearing on the maintenance of the vessel, and improve health and safety standards for the crew. Mr. Tony O'Sullivan, the lifeboat operations manager, and the mechanic, Mr. Brendan Gonnelly, were also on hand last Thursday to see the unveiling of the plans for the new lifeboat station.

They welcomed the fact that it will have up-to-date facilities for crew training – something that is a big factor for lifeboat stations these days. Work on the project is expected to start in September and take thirty weeks to complete, so it should be fully operational by mid-summer 2011. Speaking on behalf of the RNLI, the Divisional Inspector of Lifeboats in Ireland, Mr. Martyn Smith said: "This is a very proud day for Beara and for everyone involved, especially the many volunteers who help to raise funds to support the service. It's important to note that it is of the community, for the community." **Source : Southern Star**



The DAMEN built **SD RESOURCEFUL** seen conducting bollard pull test in Rotterdam-Caland canal
Photo : Frits Janse ©

Remaining wreck of S.Korean warship lifted from seabed

Salvage teams lifted the remaining half of a broken South Korean warship from the seabed on Friday, another

crucial step in the investigation to determine the cause of the deadly disaster. The move came a day after Yonhap news agency quoted a senior military source as saying that the South's military intelligence suspect that North Korean submarines attacked the ship with a heavy torpedo. Seoul has so far refrained from directly accusing North Korea over the March 26 sinking on their disputed Yellow Sea border, which investigators say was most likely caused by an external explosion.

The bow of the 1,200-tonne Cheonan was hauled to the surface by a giant floating crane on Friday after the stern section was salvaged last week, and detailed inspections of the wreck are expected on Saturday. South Korean Defence Minister Kim Tae-Young has raised the possibility that a mine or torpedo may have sunk the corvette, but his ministry says it will keep all windows of possibility open until the investigation is completed.

However, Yonhap on Thursday quoted the unidentified military source as saying: "It's our military intelligence's assessment that North Korean submarines attacked the ship with a heavy torpedo." Pyongyang has denied any involvement in the incident, which followed deadly naval clashes in 1999 and 2002 and a November firefight that left a North Korean patrol boat in flames. Forty-six sailors perished in the disaster, the worst loss of life in peacetime for South Korea's navy. Kim Hyo-Suk, a lawmaker in South Korea's opposition Democratic Party, said the ship could have run aground and taken water before being ripped apart, sparking anger among rightwingers who branded him a "communist-sympathizer." His website contains pictures of foreign ships destroyed by torpedos and those broken apart by running aground or "metal fatigue" for comparison, and says Cheonan's stern section clearly bore marks of grating.

Ship owners pledge more than \$750 million to newbuilding orders in March

An updated appetite for newbuilding orders by Hellenic ship owners is keeping shipyards busy, as according to latest figures compiled by brokers during March alone they contracted almost \$780 million for tankers and dry bulk carriers. This trend is expected to continue with renewed dynamics in April as well, after yesterday's announcement by Samsung Heavy that it received an order of 500-million-dollar deal to build nine 115,000-ton oil tankers for a Greek shipping firm by July 2012. From the beginning of the year, ship owners from Hellas are thought to have invested something between \$1.5 billion and \$2 billion in newbuildings, as the current favorable terms of financing and pricing, together with an expectance of further rebound of global seaborne trade from 2011 onwards, renders such a move as the most reasonable. Something similar had occurred during 2003-2004, with most ship owners benefiting the most from the shipping's booming years, as they were taking delivery of relatively cheap newbuildings, exactly when freight rates were skyrocketing, thus maximizing their profits. During March alone, Allied Shipbroking places the total value of contracts at \$780 million, with names like Nomikos Shipping, Target Marine, Anangel Shipping Enterprises and listed companies like Star Bulk Carriers and OceanFreight Inc. investing in dry bulk carriers. But, both Target Marine and Anangel Enterprises went for tankers as well. It is thought that a total of 15 vessels was ordered last month.

According to a weekly report by Clarkson, with the completion of the first quarter of the year, it seems that Korean yards have beaten their Chinese counterparts, by taking in excess of 50% of the worldwide orders, at least according to the Korean Ministry of Knowledge Economy and the Korean Shipbuilders' association's announcements. The report said that "with the Korean Yard space now looking very full indeed well into 2012, we believe it will be the Chinese Shipbuilders who come back to the foreground in this second quarter of the Year. Not that we are saying by any means that the Chinese Yards have been quiet so far this year, they have been very busy with their domestic clients and large state backed entities and to a smaller extent some export clients, taking many orders in the process. The trend we expect to see though, as we move further into this year, is that the export clients will be back focusing much more on Chinese Yards as they will be able to offer a more competitive delivery compared to their Korean counterparts, with the Koreans now having the luxury of a fuller orderbook stretching past two years into the future", said Clarkson. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



South Korea won't retaliate alone for ship sinking

South Korea on Friday gave the clearest signal to date it had no plan to launch a revenge attack if it turns out, as widely suspected, North Korea sank one of its navy vessels last month near their disputed border. The reclusive North says it had nothing to do with the downing of the Cheonan, which sank after an explosion, killing 46 sailors. A South Korean military intelligence report leaked to the local media said the North had almost certainly torpedoed the ship.

"Just as the investigation is being conducted with international cooperation, we'll try to cooperate with the international community in taking necessary measures when the results are out," President Lee Myung-bak told a group of visiting foreign journalists. The issue is a fraught with risks for Lee. If he were to launch a military attack on his impoverished neighbour, it would be the South that would come off worse, with investors likely to take fright at the threat of conflict across the Cold War's last frontier just as the economy is recovering fast from the global financial crisis. Lee also needs to prevent turning the emotionally charged affair into a weapon for his political opposition at home ahead of June local elections which could, if his ruling party suffers a serious setback in the polls, damage his authority and ability to push through promised pro-business reforms. Though the government has faced criticism for being unprepared, most of it so far has been channelled towards the military and the defence minister.

The last part of the wreck is expected to be lifted to the surface this weekend to allow an international team of investigators to find out what actually caused the explosion. Relations between the two Koreas, still technically at war, have turned increasingly hostile since Lee took office more than two years ago, the North accusing him of deliberately ruining any chance of peaceful reunification of the peninsula that has been divided for more than half a century. North Korea said it would seize assets in an east-coast mountain resort just north of the border developed by a South Korean firm and put them under state ownership or sell them to foreign buyers as compensation for lost income. Tours to the Mount Kumgang resort, which earned Pyongyang tens of millions of dollars a year in hard cash, were suspended in 2008 after a North Korean soldier shot and killed a South Korean tourist who wandered into a restricted area. Lee this week infuriated the North, whose media routinely describes him as a traitor to Korea and the pawn of a hostile United States, by saying it should stop wasting money on grand displays and spend the money on its near-starving population. He was referring to last week's huge fireworks display in the capital Pyongyang to mark the anniversary -- called the Day of the Sun -- of the birth of state founder Kim Il-sung, who died in 1994 but is its eternal president with his son the actual ruler. Lee has ended years of generous aid and announced a plan of massive investment across the border if the North gives up building nuclear weapons -- an offer Pyongyang has rejected out of hand.



Dockwise **TALISMAN** discharged the Jack Up rig **MAERSK REACHER** in Rotterdam-Caland Canal (photo : Rob Smith ©) where the rig was towed away by the **UOS ENDEAVOUR** (Photo : Henk Dekker ©),

Enroute the breakwaters some dunnage came from underneath the rig to the water surface which was collected by a patrol vessel of the Rotterdam Port Authorities (Photo : Henk Dekker ©)



Volledige marktwerking loodswezen van de baan

Het loodswezen kan opgelucht adem halen. De zo gevreesde marktwerking en de tariefsverhoging is van de baan.

Demissionair-minister Camiel Eurlings (Verkeer en Waterstaat, CDA) zegde de Tweede Kamer vanmiddag toe de wet te wijzigen. Hij komt daarmee tegemoet aan een wens van de Kamer. PvdA, CDA, VVD, ChristenUnie en PVV vinden dat verdere marktwerking ten koste gaat van de veiligheid. Bovendien stellen ze vast dat de gewenste concurrentie niet van de grond komt. Eurlings erkent dat, maar plaatst ook kanttekeningen. "Ik wil wel dat de prikkel aanwezig blijft zodat het loodswezen meer innoveert, de administratieve lasten verlaagt, en meer soorten diensten aanbiedt." Eurlings gaat met het loodswezen om de tafel om te zien hoe dat te bereiken. De wetswijziging komt volgend jaar naar de Kamer. **Bron : PZC**



The **AHMAD S** seen assisted by 2 Multratug tugs into the Terneuzen locks - **Photo : Dirk Provoost ©**

Poor Container And Bulk Shipping Company Results Dribble In

Unsurprisingly the state of container and bulk shipping for last year is once again illustrated by the latest results from shipping groups across the world. As we predicted in January, China Shipping Container Lines (CSCL) have released their figures for the period and, just as economy of scale works in favour for a company in good times, so it merely amplifies the losses when work dries up.

CSCL, with over 120 vessels China's second largest container carrier and eighth biggest in the world, posted a \$950 million loss compared to a small profit in 2008. The cargo turnover was 6,741,790 TEU, down only 3.7% but the decrease in revenue was a hefty 43.4% demonstrating how the slump in rates in the face of falling volumes generally have affected the trade. A full report on the finances of CSCL can be viewed [here](#) and the company, like numerous others, are facing the future hoping that the across the board rate increases recently negotiated with its direct competitors will turn the situation around.

Meanwhile container and dry bulk line Tianjin Marine Shipping (TMSC) (part of the HNA airport to travel empire which manages 13 airports in mainland China), have reportedly lost almost \$35 million in the past year of trading. The company specializes mainly in short sea container liner services and runs 12 vessels from its home port to Japan, Korea and Taiwan. In a similar position as that of CSCL the company saw operating income drop by over 50% once again having posted a small profit the previous year. As the depressed economic circumstances in Europe and America have caused a general tightening of belts so Chinese exports to the regions have dropped dramatically and all the lines serving these areas are united in hoping that the downturn, which does appear to be slowly reversing for freight carriers, caused a unique set of circumstances which will not reoccur. **Source: Handy Shipping Guide**



The **STENA DON** completed the thrusters installation and departed from Rotterdam-Europoort assisted by 4 KOTUG tugs. - **Photo : Marijn van Hoorn ©**

Poor weather thwarts attempts to move Shen Neng 1

Efforts to check **Shen Neng 1's** manoeuvrability before moving her to the port of Gladstone have been stalled by poor weather and lumpy seas. Maritime Safety Queensland pilots were today forced to cancel further sea trials, MSQ general manager Patrick Quirk said. "The behaviour of the ship and tugs in the prevailing weather conditions was not suitable for an approach to the port and the weather report tells us these conditions do not appear to be easing in the short term," Mr Quirk said.

"Tug crews had great difficulty securing lines to the ship and four tug lines broke in the lumpy conditions."

The bulk carrier was moved to a safe anchorage last night where it would probably remain until the next favourable high tide opportunity on May 3, he said. **Source : Lloyds List**



Watercolour of the **SAMPOGRACHT** as made by Willem Johan Hoendervanger
www.wjmaritiem.nl

Hijacked Singapore Tug Boat, Nine Crew Found

A Singapore tug boat which went missing with nine crew onboard while underway in Kuantan waters last Monday, was found near Pulau Batu Puteh Thursday. The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia Information Sharing Centre (ReCAAP ISC) here said the tug boat, **PU 2007** was spotted by the Singapore navy at the entrance of the Singapore Strait, north of Horsburgh Lighthouse about 6am.

In a statement, the centre said the boat was found with its name being painted over and renamed '**Mega 1**'. It said all nine crew members onboard were safe and it was assessed that the hijackers had abandoned it. The tug boat was towing a barge when it was reported missing by the ship owner who discovered that it had deviated from its planned course from Kintap port in South Kalimantan, Indonesia to Sriracha port in the Gulf of Thailand, while in Kuantan waters.

But the barge was earlier found abandoned at east-northeast of Kuantan by the Malaysia Maritime Enforcement Agency during a search operation on April 20. This is the second incident of hijacking of a tug boat in the vicinity since January this year

Bruinvisch en Elbe open voor publiek

Een rondleiding op de **Elbe** is nu meer dan ooit de moeite waard. Tijdens de zomerzondagen van eind april tot en met eind augustus kunnen bezoekers de ontwikkelingen van de restauratie op de voet volgen. Met name de ingetimmerde stuurhut is een lust voor het oog. Ook de meubels in de hutten op het hoofdek, de werkzaamheden aan het ankerspil en de voltooide verschansing laten zien dat het in de vaart komen van de Elbe niet meer heel ver weg is.

Uiteraard moet er nog veel gebeuren. Zo is de ontwikkeling van de kombuis nog in volle gang maar zijn ook hier de eerste wanden geplaatst. Het sanitair in de bemanningsruimtes begint ook vorm te krijgen en op het achterdek liggen de sleepbogen gereed voor montage.

Ook de **Bruinvisch** is komende zondag net als de **Elbe** open voor bezichtiging. Het schip uit 1937 is bijna vaarklaar. Aan stuurhut en machinekamer wordt de laatste hand gelegd en ook het intimmeren van het bemanningsverblijf is begonnen.

Afgelopen winter heeft de **Bruinvisch** een nieuwe stuurhut gekregen dankzij een aantal Maaslandse sponsors. **Aannemingsbedrijf Buijnink** en **schildersbedrijf W. van der Burgh** uit Maasland schonken de teakhouten hut aan de **Stichting tot behoud van de Bruinvisch**.

Rondleidingen zijn gratis op zondag 25 april van 13.00 tot 16.00 uur. Daarop volgende open dagen zijn op 30 mei, 27 juni en 25 juli 29 augustus.

A Greek warship joins EU NAVFOR Task Group to combat pirates



On 20th April 2010, a week after joining EU NAVFOR's anti piracy operation off the coast of Somalia, the Greek frigate **ELLI** was officially welcomed to the task group with a visit from Force Commander Rear Admiral (LH) Jan Thörnqvist, EU NAVFOR press release said.

Force Commander Jan Thörnqvist said the arrival of the Greek Ship was "a most welcome contribution to the EU NAVFOR anti piracy operation" and expressed his delight "that so many of the crew of **HS ELLI** are experienced in operating in the waters around the Horn of Africa. **HS ELLI** is a good reinforcement to our task force."

HS ELLI is a very capable vessel with a built-in armament of guns, torpedoes and missiles. She has on board an Agusta-Bell 212 helicopter and a highly capable Boarding Team. She also has state-of-the-art military equipment, radars, sensors, sonar's and combat data systems.

HS ELLI joined EU NAVFOR on 14th April 2010 and is planned to stay until August.



Above seen at the Immingham docks, the **SVITZER Moira, Constance** and **Sword** - Photo : **Ronald Keuning** ©

<h2 style="text-align: center;">Marine Diesel Parts Supply</h2>	
<p>Parts supplier and reconditioner for:</p> <p>Cylinderheads, Pistons, Liners, Connecting rods, Exhaust valve(-housing), Valves (in- and exh-), Governors, Charge-air coolers, Fuel Equipment, Fuel Filtrations products, Crankshaft, And many more.....</p>	
<p>We specialize in:</p> <p>MAN (B&W): KZ, KSZ, EF, GF(CA), GB, and MC(-C) MAN (Holeby): 20/27, 23/30, 28/32, 32/40, S28LH SULZER: RD, RND(M), RL, RTA(U) MaK (AK & C Types): 452, 453, 551, 552, Also Crankshafts! DEUTZ: 350, 628, 716, 816, RBV, BF, and many others BRYANSK, MWM, CATERPILLAR, MITSUBISHI, WARTSILA and all licensees</p>	
<p>parts@marinedieselpartssupply.com Fax: +31-78-674 7377 Tel +31-62080 4472 (24 hrs) located in Port of Rotterdam</p>	

Shippers pass stormy times

Shipping firms including China Shipping Container and Pacific Basin Shipping said the worst has passed for the sector and 2010 will be a better year. China Shipping chief financial officer Zhao Xiaoming said he expects revenue this year could grow more than 30 percent to 26 billion yuan (HK\$29.55 billion), after reporting a 43.4 percent decline to 19.74 billion yuan last year. The shipping firm posted a net loss of 6.49 billion yuan last year, compared with a net profit of 376.6 million yuan in 2008. No dividend was recommended. Zhao said the company's freight rates should be raised by 18-20 percent on average this year. "Our shipping lines to the US and Europe have already broken even after the freight rates hike," he said. Chairman Li Shaode said the company reserved 720,000 tonnes of crude oil when prices were below US\$70 (HK\$546) per barrel. He predicted total crude oil demand would be 2.4 million to 2.5 million tonnes this year.

Separately, Pacific Basin said it had a good start in 2010 thanks to strong demand for commodity transport. The freight rates of its handysize and handymax ships increased 20 and 17 percent, respectively, to US\$19,068 and US\$25,905 per day this year. But the company said the freight rates might be lower in the second half as more new ships would be delivered to the market. "For the first half, we expect the market to remain firm. Though it may trail off in the second half," chief executive Klaus Nyborg said. He said that the first half is the peak season for South America exporting grains while the company also records a strong growth in China raw material imports. "We also see signs of continued growth within Asian and Western economies. That might bring some surprise on the upside," Nyborg said.

Source : The Standard HK

CASUALTY REPORTING



Former navy research ship sank unmanned in harbour

April 21 report from Lomonosov port, Baltic sea – on April 19 at 1815LT former hydrographic navy vessel **Askold** sank at berth 8 Lomonosov port with portside anchor lowered, portside list 22 degrees. Vessel now belongs to a private person, one Kuznetsov A., vessel was unmanned and looted for non-ferrous metals, that's why hull waterproof was broken. No fuel on board, but there's some oil. Vessel boomed, there's some leak. Water pumped out of two flooded sections, salvors waterproof loopholes and doors, vessel will be refloated. **Askold** before privatizing belonged to Lomonosov Navy Base, no data in Register, in Russian Internet **Askold** described as hydrographic vessel built in 1968 in Poland, dwt 1502. Source : Mike Voytenko



The **TB BONTANG 08** seen fitting out at the Keppel-Singmarine shipyard in Singapore - Photo : Piet Sinke ©

NAVY NEWS



The **A 803 LUYMES** seen arriving in the port of Antwerp - Photo : Jasper van Raemdonck ©

Iran Claims Launch Of Speed Boat Capable Of Destroying Enemy Ships

Iran's Revolutionary Guards Corps (IRGC) have successfully deployed, during the initial phase of a large-scale military drill, a new speed boat capable of destroying enemy ships, Iranian media reported.

On Thursday, Iran started a three-day military exercise dubbed the "**Great Prophet 5**" in the Persian Gulf and the Strait of Hormuz in connection with the 31st anniversary of the raising of the elite Guards force. IRGC's air, naval and ground forces were conducting military exercises in a waterway crucial for global oil supplies.

Iran's state-run Press TV quoted IRGC's Navy Commander Ali Reza Tangsiri as saying that "The domestically-made vessel that carries rockets with powerful destructive capability shows Iran's determined military strength in establishing security in the Persian Gulf." He claimed that high-intensity rockets launched by remote-controlled 'Ya Mahdi' vessels are able to destroy any targets on water surface. More than 300 vessels equipped with torpedoes and guided-missiles are taking part in the large-scale naval maneuvers. Western nations anticipate an Iranian deployment of speed boats to disrupt "enemy operations" in the region, where about 40 per cent of the world's traded oil transits.

The Islamic state often announces advances in its military capabilities in an apparent bid to show its readiness to counter any attack by Israel or the United States. Iran's latest military muscle-flexing comes a day after the Pentagon said U.S. military action against Iran remained an option even as Washington pursues diplomacy and sanctions to halt the country's atomic activities. Iran is currently under an international arms embargo over its controversial nuclear program. **Source : rttnews**



One of the two RESHEV (Sa'ar IV) class FP(M)B's serving with the Sri Lanka navy seen in the port of Colombo, the Israeli built patrol crafts are built in 1980 and transferred to Sri Lanka during 2000, as can be seen at the photo above the 4 Gabriel II SSM missile launchers are removed, and the vessels are at present only equipped with 2 single 76-mm 62-cal OTO Melara Compact DP guns which are specially adapted for shore bombardment

Photo : NAVPIC – Holland ©

Mystery Surrounds Death Of Navy Sailor From South Pittsburg

Mystery is surrounding the death of a 21-year-old sailor from South Pittsburg. Navy officials said the Submarine **USS Nebraska** that William Gerald Mack was aboard did not have an accident and the submarine was not damaged. He was found dead in the submarine's berthing spaces while the ship was underway in the Pacific Ocean.

NavyTimes quoted the victim's mother, Susan Mack, as saying she had not yet been told what happened to her son. She was also not told where the ship was when his body was found. She told NavyTimes she was advised that he died at 10 a.m.

She said, "That's all I know. I asked them, "Where did my son die?" and they said, "Ma'am, you will never know." It was the third death on the submarine in five years. An active duty sailor with the U.S. Navy, he graduated from Richard Hardy Memorial School and had attended UTC.

He was a former employee of both Stevarino's and Lotto Mart in South Pittsburg. **Source : Chattanooga**

SHIPYARD NEWS

MEET TOS  AT

**ITS
2010
VANCOUVER**

from 18th until 20th May

- Global Ship Delivery
- Crewing Solutions

www.tos.nl

Ship of "Mitsui's 56" Series Delivered by MES

Mitsui Engineering & Shipbuilding Co., Ltd. (MES) completed and delivered a 56,000 dwt type bulk carrier M.V. "**NORD BRIGHT**" (MES Hull No. 1783) at its Chiba Works on 22nd April, 2010 to NORDEN Shipping (Singapore) Pte. Ltd., Singapore.

This vessel is a handy-max type bulk carrier of 56,000 dwt with a huge cargo hold capacity over 70,000m³ and marks the 102nd ship of its series.

This 56,000 dwt type bulk carrier series of MES is widely called "**Mitsui's 56**" and is highly appreciated in the market. More than 150 units of this series have been ordered from MES. **Source : Asahi**

Riot Sweeps Batam Dry Dock

About 5,000 workers at a dry dock company on Batam Island rioted on Thursday, attacking their company's executives and foreign staff, mostly ethnic Indians, over racist remarks allegedly made by one of them.

"They were provoked by an Indian employee who said Indonesian workers were stupid," National Police spokesman Sr. Comr. Zulkarnaen said. The unrest at PT Drydocks Word Graha in Tanjung Uncang, Batam, in Riau Islands, was under control and an investigation has been launched, Zulkarnaen said.



"It was a spontaneous action. However, the Batam Police are now investigating to determine if there was a mastermind," he said. Batam Police chief Chief Comr. Leonidas Braksan immediately went to the scene to try to disperse the crowd.

"I am on your side. I want you all to keep working well. Your families are waiting for you and your salaries at home," he told the workers through a loudspeaker. The call was greeted with cheers, and by 1 p.m. the crowd had been pushed out of the dock area. Police then erected barbed-wire fences to prevent the rioters from

returning.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 114

One worker said that the racist remark was at the core of the violent unrest. "This is about national pride, so we were all angry," said a man identified as Baim. About 10,000 Indonesians were later observed outside the company, singing the National Anthem and other patriotic songs.

Zulkarnaen also said 41 Indian employees of the company were escorted out by 400 Batam Police officers, including members of the elite Mobile Brigade (Brimob). "There is no report of fatalities. The mob only destroyed 12 vehicles," he said.

Antara, however, reported 22 vehicles burned. There were also reports that the mob set a company building ablaze. The foreign workers were evacuated by boat. Four were injured in the clash, including an Indian citizen identified as Wilendra, who is being treated at an undisclosed hospital.

The Ministry of Manpower and Transmigration on Thursday dispatched teams to try to resolve the conflict and mediate a solution between the Indonesian workers and the foreign staff working for the company.

"We regret the incident, which was caused by a misunderstanding," Manpower Minister Muhaimin Iskandar said at his office. "We have dispatched a fact-finding team to resolve the matter. The team will monitor developments in the case and prevent similar incidents from ever occurring again."

The team is led by Haiyani Rumondang the director of industrial relations dispute resolution, the minister said.

Drydocks World Graha's 49-hectare facilities, previously known as Labroy Marine's shipyard in Batam, is managed by Singapore-based Drydocks World SE Asia. The incident was just the latest social unrest to take place near a port area.

A violent riot prompted by an eviction plan in near Tanjung Priok Port in North Jakarta last week left three municipal public order officials killed and some 140 people wounded. **Source : The Jakarta Globe**



The newbuilding **KST 54** seen during yard trials in Singapore waters – **Photo : Piet Sinke ©**

Admiralteysky Vefy delivers a warship for Russian Navy

The Admiralteysky Vefy (Admiralty Shipyards) has delivered a "[Saint Petersburg](#)" submarine, designed at CDB ME Rubin and ordered by Russian Navy. The official signing of receiving act followed the successful state trials of the submarine, AV statement said. The official flag-raising ceremony at the ship is to be held in the first ten days of May.

The 67m-long, 7.1m-wide diesel-electric submarine "[Saint Petersburg](#)" of 677 Project, Lada Class of 1765 displacement tons. The maximum underwater and surface speed of the ship reaches 21 and 10 knots respectively. The warship can cover 650 miles, sea endurance of the ship - 45 days. Maximum diving depth - 300 m.

This Project warship is designed for the destruction of the enemy's submarines, surface vessels and for reconnaissance. The submarine can protect its Naval bases, sea and onshore communications. **Source : PortNews**

SONG CAM 05 LAUNCHED IN HAIPHONG



Above seen after her launch the Damen Multi Cat 1908 named [Song Cam 5](#), Please note the lowered superstructure/wheelhouse, this to be able for the [Song Cam 5](#) to navigate under the bridges at the Haiphong rivers.

Photo Jop N. Roggeveen – Song Cam - Damen Haiphong Vietnam ©

ABG Shipyard wins \$114m order from Precious Shipping offshoot

India's largest private sector shipbuilder ABG Shipyard has won a \$114m order to construct four cement carriers for the Singapore-based Associated Bulk Carriers Ltd (ABCL), which is 50% owned by the Bangkok-based dry bulk cargo specialist Precious Shipping.

Each cement carrier can take up to 20,000 tonnes of cargo, and will cost \$28.5 million to build. The vessels will be delivered to the owner between August 2011 and April 2014. This is the first order won by the Indian shipyard since the global economic crisis deepened in September 2008. The last order it had booked had been in August 2008 for the construction of two oil drilling rigs for Essar Oilfield Services Limited, a subsidiary of the widely diversified Essar Group, for \$530 million. The four bulkers order adds to the existing \$2.65 billion order-book that is packed till 2013, and has not seen a single cancellation during the difficult times when yards the world over saw both signed orders and options being dropped. **Source: seatradeasia-online**

ROUTE, PORTS & SERVICES



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



Seagull meeting in Cape Lambert (Australia) – **Photo : Marijn van Hoorn ©**

Call for ferry rescue plan review

The Scottish government's decision to remove lifeline Orkney ferry services to rescue people stranded by volcano disruption has been criticised. Northlink's Hamnavoe has been taken off the Pentland Firth route to take UK citizens from Norway to Scotland.

And a new emergency shuttle service between Shetland and Aberdeen misses out Orkney completely. Orkney Lib Dem MSP Liam McArthur has called for a review of the plans in the interests of "outraged" islanders.

Orkney Islands Council said it was not made aware of the plans to stop Orkney calls on Northlink's Aberdeen service during discussions with Scottish Ministers. Mr McArthur said of the situation: "There is no doubt about the outrage that this has caused in Orkney.

"With flights starting to get under way again, the removal of the Hamnavoe and the loss of the service between Kirkwall and Aberdeen are even harder to justify. "I therefore ask that this be reviewed as a matter of urgency and for the full NorthLink service to Orkney to be restored without delay."

Northlink defended the decision to remove Orkney's ferry services this week. The company said it had no choice other than to agree with what was a government decision to take both ferry services away from Orkney. Northlink's chief executive Bill Davidson said he was aware the decision had been met with criticism. Hamnavoe operates on the Pentland Firth route between Orkney and Caithness.

It is being used to bring hundreds of stranded UK citizens from Norway to Aberdeen. The passengers have been stranded by the flight restrictions introduced following the volcanic eruptions in Iceland. **Source : BBC NEWS**

New deepwater berth for Port of Montrose

A new deep water berth is to be created at Montrose to divert freight services from the area's roads. According to BBC News Online, the £8.2 million berth, being constructed by Montrose Port Authority, will boost sea services between the north east of Scotland, England and mainland Europe.

The government said a range of agricultural, commercial and oil-related businesses had signed up to transfer freight from road to water. It hoped the move would cut more than one million lorry miles from the road. A section of the current quay collapsed in 2003, inhibiting development of the site. The Scottish government has allocated £3.2m to the new project.

On a visit to Montrose Port, Transport Minister Stewart Stevenson said: "Initiatives such as this can make an important contribution towards achieving our 2020 target to reduce emissions by 42 per cent and I would encourage more Scottish businesses to think about their freight priorities and how these impact upon the environment. The freight industry can play its part by taking advantage of our grant schemes and moving more freight away from the roads."

The government said the project would generate more than £6.6m of environmental benefits over the next eight years. **Source : Dredging News Online**

St. Petersburg opens ferry link with Helsinki

Russia's largest port on the Baltic Sea, St. Petersburg, opens a regular ferry link with Helsinki. The **Princess Maria** cruise ship will run en route. On Wednesday, the ferry will come from Finland and moor on the Vasilyevsky Island in St. Petersburg, where an inauguration ceremony will take place bringing together representatives of the city administration and shipping companies.

The president of Inflot Group, Igor Glukhov, told Itar-Tass the ferry can carry 1,638 passengers and 400 cars. In 2010 the **Princess Maria** will make five ferry trips from St. Petersburg to Helsinki per week and will carry 500,000 passengers. Over the past several years the ferry link was opened and closed again over visa difficulties. At present,

the effective legislation allows ferry passengers to stay in Russian ports without visas up to 72 hours. After a new ferry terminal is opened in St. Petersburg this autumn, cruisers will make trips to the ports of Sweden, Germany and the Baltic states, Glukhov said. **Source : itar-tass**

Navingo Maritime & Offshore Career Event 2010 28 april 2010 - Beurs - WTC	BEZOEK ONS OP STAND R110-111	Avontuur vind je op zee. Maar écht avontuurlijk is het pas bij Redwise.
	Dus je zocht een beetje afwisseling?	MONSTER VANDAAG NOG AAN OP: ONWIJSWERK.NL
GLOBAL SHIP DELIVERY & CREWING	info@redwise.nl	www.onwijswerk.nl



The **ONEGO PONZA** seen in Rio Grande – **Photo : Marcelo Vieira ©**

Air chaos was huge boost for ferries

Ireland's ferry companies received a huge boost from the grounding of all aircraft in Ireland and most of Europe with a record 72,000 passengers in just one week.

Between Thursday, 15th April and yesterday, Wednesday, 21st April, Irish Ferries, Norfolkline, P&O, Seatruck Ferries and Stena Line carried **72,118 passengers** on the Dublin to Holyhead and Dublin to Liverpool routes.

Commenting on the increased passenger numbers, Mr. Enda Connellan, Chief Executive, Dublin Port Company, said: "The past week has been the busiest ever for Dublin Port Company's ferry terminals with over 72,000 passengers moving through Ireland's largest port following the unprecedented disruption of air traffic. The five ferry companies operating at Dublin Port have worked tirelessly to facilitate the thousands of passengers who sought alternatives to either make or complete their travels by sea. We have a saying in Dublin Port - "we're here, we're near and you can depend on us" and certainly the ferry companies operating here at Dublin Port lived up to that saying in the past week."

Commenting on the role ferry ports played in alleviating the inconvenience of some of the discommoded passengers Mr. Noel Dempsey TD, Minister for Transport said: "As an island nation we are hugely dependent on sea and air links with other countries. Last week showed just how important our ports are not only to the movement of goods but also to the movement of people. I'm sure that the 72,000 people who passed through Dublin Port last week would share those sentiments. I would like to commend Dublin Port along with Cork and Rosslare ports and the ferry companies operating there for their flexibility and efficiency in handling what was an unprecedented demand for their services." **Source : businessworld.ie**



The **CLIPPER BORDEAUX** seen departing from Rotterdam – **Photo : Cees de Bijl ©**

Transfennica includes Tilbury in Bilbao service.

Transfennica has decided to include a weekly direct call to Tilbury from Bilbao. Customers asked for this possibility and to accommodate the market Transfennica will add Tilbury to the Iberia schedule. As from the 7th of May, the Friday evening sailings from Bilbao will call Tilbury on Sundays at 14.00 hrs and after discharging the vessel will head for Zeebrugge.

The direct connection has many advantages as Transfennica offers a fast transit time from Spain to the London area. The end of the week is traditionally busy for export to the UK. Customers now have the option to ship a substantial part of their Thursday and Friday collections during the weekend and to deliver all over the UK by Monday morning. The direct service to Tilbury is also perfectly suited for out of gauge, heavy and hazardous cargo.

Mr. Michael van den Heuvel, Director of Transfennica, explains: "The 48 hour working week legislation is an increasing problem for international hauliers. The longer the distance, the higher the loss of productivity. Our service is giving hauliers an important tool to manage productivity much better by shipping unaccompanied which is also cheaper than driver accompanied. Whilst a trailer is, on sea, sailing to its destination, drivers and tractor units can do other work".

Swansea port criticised

Choppy start for city's new ferry service

ANGRY ferry passengers have described their experience on arriving in Swansea as "bonkers". Ferry operator Fastnet Line began services between Cork and Swansea last month, but furious foot passengers have said the service on arrival in Wales is far from ship-shape.

There is currently no footbridge for passengers to walk off the ferry so they must wait to be carried off on minibuses covering a distance of roughly 500 yards. A passenger on the ferry from Cork to Swansea on Saturday night said: "They couldn't let us walk off. "We were on the bus till it got into gear and then we were off again. "It was bonkers." A gangway was formerly in place for a previous ferry service but it had to be dismantled and moved to allow the new ferry service to start.

Associated British Ports (ABP) port director for South Wales Matthew Kennerley said it could cost hundreds of thousands of pounds to replace the gangway. He said: "The intention in the long term is, once the service is fully established and subject to being able to meet the costs, to reinstate a gangway, but it must be redesigned and rebuilt and there is a substantial cost to that.

"It's not something we can do overnight, but something we are actively considering." Fastnet Line chief executive Phil Jones said the firm was in talks with ABP to have a footbridge built to replace the one which was dismantled.

He said: "I'm sorry that passengers are not happy with the service. There are lots of things to improve on. Here in Cork we do have the appropriate bridges, but unfortunately they are not there in Swansea." Passengers have also complained about a lack of advertising for tourist attractions for people coming off the ferry in Swansea.

A Swansea Council spokesperson defended the local authority's efforts to promote the area and said: "We've launched a series of initiatives with the Assembly and the Regional Tourism Partnership to promote Swansea Bay since it was announced the Swansea to Cork service was returning. "This includes improved welcome signs at the port, a wealth of tourism literature both on the vessels and in the port, images of Swansea Bay on the terminal building, features in the Irish press about the destination and purchasing poster sites in Cork.

"We've also started a Facebook campaign to attract visitors from the Cork area to Swansea Bay and continue to work alongside Munster Rugby Club to attract their thousands of travelling fans to the area." Ferry operator Severn Link has also confirmed it is progressing with sea trials this week for its service from Ilfracombe to Swansea. A spokeswoman said: "Testing will be completed as soon as Severn Link has been able to trial in all the required weather states, including rough seas." **Source : [thisissouthwales](#)**



The **TOISA PUMA** arrived in Cape Town – **Photo : Aad Noorland ©**

New ferry terminal for Port of Zadar in Croatia

Construction & Maintenance reports that the Port Authority of Zadar in Croatia and the Austrian construction group Strabag have signed a contract for Phase II of the new Gaženica ferry terminal. The contract is reportedly worth €93 million and covers maritime structures, access roads and basic infrastructure of the new terminal.

Construction & Maintenance said that, in an international public tender for the construction of 1,400 metres of quay wall and piers, the bid submitted by Strabag was evaluated as most preferred.

The contract covers the erection of an international terminal, a terminal for coastal navigation, ferry terminal and fishing port terminal. It also includes the construction of approximately 2km of internal port roads and other supporting infrastructure as well as the arrangement of the terminal surfaces.

The works in construction phase I will be completed soon. During this phase of construction, 20 hectares of land was provided as the area for the construction of a new ferry terminal by filling ground in the sea.

Works also included undersea excavation of approximately 250,000 m³ of underwater rocks to provide sufficient depth for vessels as well as the construction of a 270 m long secondary breakwater.

Said the report: "From the beginning, it was planned to carry out the port construction works in three phases. Upon completion in 2013, the facility will feature twelve piers: three for international lines, three for ro-ro ships and cruise ships, and six for the ships of the Croatian ferry lines. The total value of the port construction works is estimated at € 236 million, financed mostly by the German development bank KfW and the European Investment Bank (EIB)."

Source : Dredging News Online



The **PENTOW SALVOR** seen departing from Cape Town – **Photo : Ian Shiffman ©**

Singapore firms scramble to clear cargo backlog

Singapore companies Thursday scrambled to clear a backlog of cargo including orchids and ornamental fish as Europe opened its airspace after the threat of ash clouds from a volcano eased. One Singapore firm urgently needs a cargo of ship spare parts to arrive from Europe to avoid vessels sitting idle in the city-state, a major trans-shipment port. Steven Lee, chairman of the Singapore Aircargo Agents' Association estimated it would take at least three to four weeks to clear the backlog. "The crisis is not totally over because most of the flights have resumed but the damage has been done," Lee told AFP. "Cargos are just as important as passengers...The cargo (standstill) impacted trade

overall." As cargo services gradually resume, priority would be given to medical and health supplies and perishable items, Lee said.

Too Peng San, president of the Singapore Flower Exporters' Association, said shipments of orchids have been halted since last week, when Europe shut down large areas of its airspace due to ash clouds billowing from an erupting volcano in Iceland. European governments reopened their airspace on Wednesday, and Singapore Airlines immediately resumed full operations to the continent. "Flowers are unlike other goods. When the things are lost, they're just gone. You can't deliver the orchids after a wedding," Too told AFP. Other items waiting to be flown out of the city-state include stocks of ornamental fish, of which Singapore is a major supplier.

A Singapore company that flies in ship spare parts from Europe said the delay in the arrival of the supplies meant that some ships could not leave. Fahath Akbarli, operations coordinator for Legero International, said the company imports an average of 20 tonnes of ship spare parts each month. "I have a lot of shipment in my hand. (Our clients) understand the delay as it is a worldwide situation, but we still need to maintain the deadlines," he said. **Source: AFP**



Hose & Reel Products is the largest European designer and manufacturer of high quality hose and cable Reels for the heavy Industrial shipment and off-shore market.

Hose & Reel
PRODUCTS B.V.
www.hosereel-products.com
T. +31(0)43 3653102
F. +31(0)43 3653103
The Netherlands

[We have always the right Reel for you!]

Antwerpen Q1 cargo throughput up 12.7% to 42 million tonnes

The port of Antwerp handled 42 million metric tonnes (mt) of freight in the first three months of this year, up 12.7% on the same period in 2009, Portworld reports citing the Port Authority statement. Figures released by the Port Authority on Thursday said container volumes were close to pre-recession levels of 2008. Antwerp's first quarter (Q1) container volumes, in terms of tonnage, were up 20.1% to 24,333,081 mt.

In terms of standard twenty-foot containers (TEUs), the number was 2,013,236 ,15.9% more than in Q1 2009.

"Antwerp once more confirms its position as the second-largest container port in Europe," said a statement from the Port Authority.

Not all categories of cargo were up. Breakbulk volumes were slightly down, and the volume of steel products moving through the port slumped more than 20%. The volume of liquid and dry bulk rose overall by 7.8%, to 14.3 million mt. In particular there was a rise of 47.1% in the volume of crude oil. Containers in Q1 made up 58% of the total freight volume.

A total of 3,499 seagoing ships called at Antwerp in the first three months of the year, 2.7% more than in the same period in 2009. "Antwerp aims to expand its position in all categories and types of freight. It will continue to focus on the future-oriented synergy between industry, cargo handling and logistics that inspires more and more ports," said port alderman Marc Van Peel. **Source: www.portworld.com**

.... PHOTO OF THE DAY



Pilot **Rik van Marle** onboard the **TORINIA** seen during Sunrise at Maaspilot station yesterday morning
Photo : **Marijn van Hoorn** ©

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.