

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 116



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The **MAERSK NEWTON** seen moored in Rotterdam-Europoort – Photo : Rob Smith ©

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EVENTS, INCIDENTS & OPERATIONS

**REFERRING TO THE ARTICLE YESTERDAY ABOUT THE ANTI PIRACY
DEVICE **P-TRAP**, PLEASE VISIT THE CORRECT WEBSITE AT :**

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Coast Guard probe focuses on Northern Belle's load

Heavy cargo might have led to a Seattle-based fishing boat sinking off the coast of Alaska Tuesday. And now the Coast Guard wants to know what the **Northern Belle** was hauling. In just minutes, the Northern Belle took on water and sank off the coast of Alaska. "I made the first jump into the water," said crew member Robert Jack. "I got caught on the crane. It sucked me underwater for a while." Jack survived, but fears the cargo the boat was carrying was too heavy -- a fear shared by the captain. "He was quite excited, so I knew something was going on," said Jack.



And now the Coast Guard wants to know exactly what was on board, as well as whether the captain violated shipping regulations and ducked an inspection. "That's what we're trying to figure out with the **Northern Belle**," said inspector Ken Lawrenson. Lawrenson said the vessel was headed from Seattle to Dillingham, Alaska, and whatever it was hauling caused the boat to ride low. As a result, instead of charting a direct course across rough seas, the captain hugged the shore near calmer water.

Lawrenson thinks the boat was carrying a load of lumber, not fish. But officials haven't determined whether that would be a violation. "It's hard to say," said Lawrenson. "It depends on who owns it, and what it's being used for." Fishing tenders like the Northern Belle are allowed to carry all kinds of loads as long as they carry it to and from the same company, or for their own use. The Belle was carrying cargo for Sno Pac Foods, but the company would not comment on what the load was. With the Coast Guard investigation ongoing, the company president, in a statement, said he "will not attempt to predict the nature of the events or situations that led to the loss." For the Northern Belle's survivors, what they were carrying doesn't matter. "I know that (Captain) Robert Royer did everything he could to make that ship safe and to save us," said Jack. The crew members say their captain was a hero. The Northern Belle failed a coast guard safety inspection back in 2004. Coast Guard officials are looking into whether that played a role in her sinking. **Source : KOMO News**

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The **DUTCH ENGINEER** seen moored in Rotterdam – Botlek - Photo : Freek Koning ©

World's refuse is shipped in through this port

After a long lull, the business of breaking ships is back with a bang at the Alang ship-breaking yard, about 200 km from Ahmedabad. For Asia's biggest ship graveyard, business grew by 50 per cent in 2009-10 when 340 vessels were broken, up from 264 in the preceding fiscal, touching a high turnover of Rs 3,500 crore.

Yet, over the years, the ship-breaking yard has earned more shame than fame for the revenues it has generated by scavenging through the world's maritime waste. Along with the riches, old ships also bring hazardous materials like asbestos and glasswool. At risk in the world's biggest dumping yard are the lives of about 50,000 migrant workers, mostly from Orissa, West Bengal and Uttar Pradesh.

Gujarat Maritime Board (GMB) officials claim the solid waste treatment site is equipped to treat radioactive waste, though they have no record of any ship bringing in such material. Often, environmentalists drag issues right up to the Supreme Court. In 2006, Blue Lady aka SS Norway was allowed to be broken down by the Supreme Court, setting aside the environmentalists' argument that it carried radioactive waste. The radioactivity could never be proved.

The verdict came as a morale-booster to the GMB. More recently, in 2009, a US naval ship called Platinum I, containing nearly 250 tonnes of asbestos and other hazardous waste, was allowed to be dismantled even after the US Environment Protection Agency fined one of its previous owners for allowing the vessel to be exported for scrap without removing toxic substances. Officials say scrapped ships change many hands before they actually arrive in Alang. Often, their names are also changed. **Source : Times of India**



The **Alpha B** seen stand by in Abu Dhabi – **Photo : Clemens Smits (c)**

met dank voor de hartelijke ontvangst en medewerking van de crew aan boord tijdens het IHM onderzoek!

Iran Guards search French, Italian ships in key oil route

Iran's elite Revolutionary Guards searched French and Italian ships during exercises in the Strait of Hormuz, a key transit route for Gulf oil, the official IRNA news agency reported on Saturday. The Guards marine patrol unit searched the two vessels on Friday to verify "whether the two were following environmental regulations," IRNA quoted a Guards statement as saying.

"After it was confirmed that there was no breach of environmental regulations, they were allowed to continue on their path," the Guards said, without elaborating on the nature of the ships. They said the search was carried out in the Strait of Hormuz where Iranian forces have been carrying out manoeuvres since Thursday.

The strait is a narrow, strategically important waterway linking the Gulf to the Gulf of Oman and the Indian Ocean. Nearly 40 per cent of the world's oil shipments by sea pass through it. Iranian commanders have previously warned that if they come under attack, they will hit back by blocking the waterway.

The three-day exercise, dubbed Prophet V, has involved the Guards' ground, air and naval units.

The Guards were formed by Iran's revolutionary leader Ayatollah Ruhollah Khomeini to defend the Islamic republic from internal and external threats. They are one of Iran's most powerful institutions and fall under the direct command of Ayatollah Ali Khamenei, who succeeded Khomeini as the nation's supreme leader. **Source : GulfNews**

Eigenaar gezonken boot Goudswaard denkt aan sabotage

Het voormalig Brits oorlogsschip dat dinsdagavond zank in de haven van Goudswaard, is vermoedelijk moedwillig vernield. Dat zegt de eigenaar, die inmiddels aangifte bij de politie deed. Volgens Klaas Spaans is na het optakelen van het schip gebleken dat vitale onderdelen waren losgerukt. „En die leiding en die pomp zaten voordat de boot zank echt goed vast.”




ML 1301 – Photo : Michel Kodde ©

Over de reden van mogelijke sabotage tast Spaans in het duister. „We hebben niemand ruzie of ruzie gehad. Er was volgens ons geen enkele aanleiding voor deze daad.”

De eigenaar beschouwt de **ML 1301**, die in de oorlog onder meer werd gebruikt om Duitse onderzeeërs te bombarderen, als verloren. „We zijn een jaar teruggeworpen als je het hebt over al het werk dat hebben we verricht. Ik denk dat het schip binnenkort naar de sloper gaat. Het is heel moeilijk om deze schade nog te repareren.”

Bron : TV Rijnmond



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Ship Engineer Pleads Guilty in Pollution Case

The Justice Department announced a guilty plea in a case involving enforcement of maritime environmental laws. John Porunnolil Zacharias, chief engineer of the **M/V Lowland Sumida**, a Panamanian-flagged bulk carrier pleaded guilty in U.S. District Court in Corpus Christi, Texas, for obstructing a Coast Guard investigation of illegal overboard dumping of oily waste. Zacharias will be sentenced on July 7. The department said that a ship's crew member tipped Coast Guard investigators that Zacharias was storing oily waste in a fuel tank before dumping, and had added a dummy sounding tube that showed the tank was empty when it was full. The agency also found he had kept false records of oily discharges.

The announcement came on the same day that the Justice Department's Environment and Natural Resources Division published a report touting its accomplishments in prosecuting environmental cases in 2009. The division said it got guilty pleas in nine cases last year, mostly under the Act to Prevent Pollution from Ships. The list includes prosecution of the **Cosco Busan** case. The ship struck pilings protecting the San Francisco Bay Bridge in November 2007, spilling some 53,000 gallons of fuel. The ship's captain was sent to jail, and in February the ship's operator, Hong Kong-based Fleet Management agreed to pay a \$10 million fine. The environment division said it collected \$216 million in fines in vessel pollution cases in the past 10 years. **Source: Journal of Commerce**

Celebrity Eclipse Returns From Repatriation Mission

Nearly 2,200 stranded travelers' wish to return home granted



Celebrity Eclipse, the latest in a series of five stunning Solstice Class ships from Celebrity Cruises, today returned to her homeport in Southampton, England, from Bilbao, Spain, where she had welcomed approximately 2,200 vacationers stranded by the travel disruption caused by the volcanic eruption in Iceland.

Photo : Andrew McAlpine ©

The sailing replaced the previously-planned two-day promotional cruise for travel partners and press from April 22-24.

"We're proud of our tradition of planning and implementing meaningful and memorable ship launches, but the launch of Celebrity Eclipse is particularly unique," said Celebrity's President & CEO Dan Hanrahan. "The atmosphere has been fantastic among the guests and our crew. Everyone feels they are part of something truly special."

"We are very appreciative of everything tour operators Thomson, First Choice, Thomas Cook, Travel Counsellors and the Co-Operative Travel Group did to make the very quick turn around in Bilbao work so well, and to help us repatriate as many of their customers as possible," added Hanrahan.



Photo : Andrew McAlpine ©

Celebrity also made 50 staterooms available to Britons identified as having an urgent need to return to the UK. The travelers were organized with assistance from the Foreign and Commonwealth Office's crisis team in Madrid.

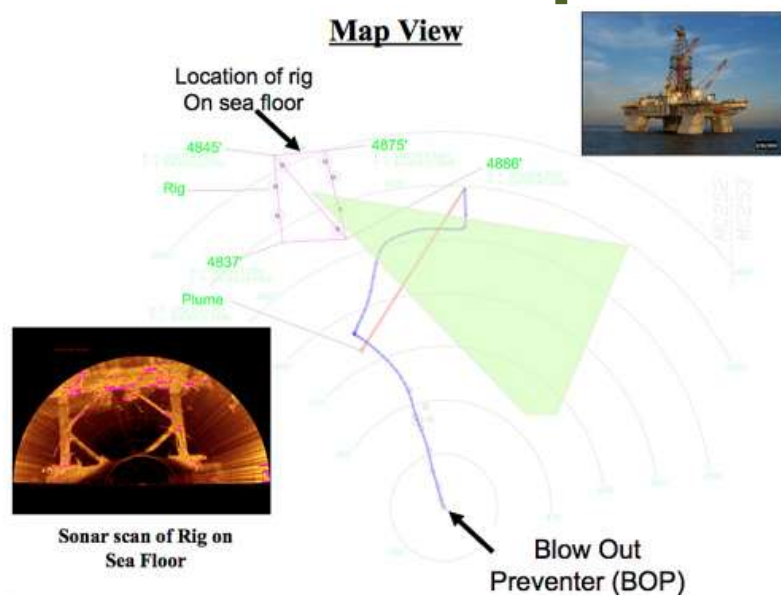
Launch plans for Celebrity Eclipse will now continue as planned, with naming ceremonies in Southampton presided over by Godmother Emma Pontin, ocean-racing yachtswoman and breast cancer survivor, on April 24. The naming celebration will coincide with a marathon walk, the "Celebrity SunWalk," to raise funds for the breast cancer charity, "Walk the Walk." The Celebrity SunWalk will see men and women in decorated bras walking a 5km and 10km route through Southampton, culminating in Mayflower Park in front of the new ship, all designed to raise both awareness and charitable funds.

"We are eagerly preparing for Saturday's fundraising walk and formal naming festivities, and look forward to sharing all that with a large audience of primarily UK-based travel trade partners and press," said Hanrahan.

Celebrity Cruises is designed for discerning cruisers, with modern, sophisticated environments, impeccable service, enriching and inspiring onboard programs, and world-class cuisine. The ultimate in premium cruising, Celebrity sails in Alaska, Bermuda, California, Canada/New England, the Caribbean, Europe, Hawaii, the Pacific Coast, Panama Canal, South America, and year-round in the Galapagos Islands. Celebrity also offers immersive cruisetour experiences in Alaska, Canada, Europe and South America. Celebrity's mega-series of honors include being named the top mega-ship line in Condé Nast Traveler's annual Readers' Choice Awards (November 2009). Celebrity's fleet currently consists of 10 ships. Its \$3.7-billion investment in building five stylish Solstice Class ships between 2008-2012 represents the largest newbuild commitment for a single brand in industry history. For more information, call your travel agent, dial or visit <http://www.celebritycruises.com/>



Unified command continues to respond to Deepwater Horizon



The unified command for the **Deepwater Horizon** Explosion Response announced Saturday that the Mobile Offshore Drilling Unit was located capsized on the sea floor approximately 1500 feet northwest of the well site. Remotely Operated Vehicles located two places where oil is leaking from the well pipe and estimates indicate that up to 1,000 barrels of oil a day could be leaking into the water approximately 5,000 feet below the surface.

The unified command, consisting of the Coast Guard and Mineral Management Service, in collaboration with BP, the responsible party, are working 'round the clock' to determine options to contain and secure the spill.

During an overflight this morning, a 20-mile by 20-mile rainbow sheen with areas of emulsified

crude was located approximately 40 miles offshore. Although there is currently no shoreline impact, Gulf Coast states have been notified and invited to participate in the Area Command Center located in Robert, La. On-water recovery efforts were hampered by thunderstorms, rain and rough seas in the area today. However, onshore planning and staging efforts continue unabated and recovery efforts will continue when weather conditions improve. One-thousand-nine-hundred gallons of dispersant were applied Friday and 33,726 gallons of oily-water mix have been recovered by surface skimmers.

"Our response plan is focused on quickly securing the source of the subsurface oil emanating from the well, clean the oil on the surface of the water, and keeping the response well offshore," said Rear Adm. Mary Landry, Incident Commander and Federal On Scene Commander.

It is too early to know the cause of this incident but a collaborative investigation by the Coast Guard and Minerals Management Service is in progress.

BP, the responsible party, is required to fund the cost of the response and cleanup operations. The Oil Spill Liability Trust Fund, established after the **Exxon Valdez** incident, is also available to fund cleanups, if needed.

The Coast Guard search and rescue operation was suspended Friday at 7 p.m. (CST). During the search, rescue personnel conducted 28 sorties and covered more than 5,000 square miles. **Source : US Coast Guard**

Well beneath sunken U.S. rig has serious oil leak

An oil well on the ocean floor beneath a drilling rig that exploded and sank into the Gulf of Mexico began spewing oil on Saturday, the U.S. Coast Guard said.

The well, 5,000 feet (1,525 metres) beneath the ocean surface, was leaking about 1,000 barrels per day of oil, a Coast Guard spokeswoman said, in what the agency called a "very serious spill." Remote underwater vehicles detected oil leaking from the riser and drill pipe, the spokeswoman said.

"We are classifying this as a very serious spill and we are using all our resources to help contain it," Coast Guard Petty Officer Connie Terrell said. Transocean Ltd's **Deepwater Horizon** sank on Thursday after burning since Tuesday following an explosion while finishing a well for BP Plc 42 miles (68 km) off the Louisiana coast. The Coast Guard on Friday suspended a search for 11 missing workers from the rig, who are presumed dead.

BP has deployed an armada of ships and aircraft to contain the oil slick, which could threaten Louisiana's fragile coastline if it is not contained. Cleanup operations are currently on hold due to stormy seas, Terrell said.

So far, the spill is not comparable with the **Exxon Valdez** disaster, which spilled about 11 million gallons (50 million litres) of oil into the Prince William Sound in Alaska when it ran aground in 1989. The Transocean well is spewing about 42,000 gallons (190,900 litres) of oil a day into the ocean, the Coast Guard estimates.

The explosion came almost three weeks after President Barack Obama unveiled plans for a limited expansion of U.S. offshore oil and gas drilling. The explosion did not affect U.S. oil markets. The blast occurred about 10 p.m. CDT on Tuesday (0300 GMT Wednesday) as the rig was capping a discovery well pending production, company officials said. Some 115 of the 126 workers on board at the time of the explosion were rescued.

It was the worst oil rig disaster since 2001, when a rig operated by Petrobras off the Brazilian coast exploded and killed 11 workers. The **Piper Alpha** rig in the North Sea off Scotland exploded in 1988, killing 167.

Source : The Star

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Shipping figures can help navigate economic crisis

Throughout history, the most accurate way to gauge the state of the global economy was to assess the condition, intensity, and amount of international shipping. It can give the viewer a picture of how much trade is really occurring, where the centers of trade are, and what commodities are most traded in. Most importantly, during times of economic upheaval, such as the last global recession in 2008, getting the opinion of a knowledgeable shipping professional about the global state of the shipping industry could help navigate the turbulent times. This opinion would give you a pretty accurate picture of what is happening, or going to happen, on a global scale. So when the CEO's of large international shipping companies, cry misery and claim their businesses are suffering from a steep decline in bookings for, you know there is something wrong with the world economy.

There are some specialists who have measured the financial losses suffered by the international shipping companies to be in the range of \$20 to \$30 billion dollars for the year of 2009. As a result many transport ships have been put out of use. Others make the claim that mass layoffs suffered in the shipping field, such as longshoremen, deck hands, and customs agents, have surpassed the 100,000 mark. In any case, one can open any maritime magazine and see for themselves that the economic situation of the international shipping industry is not good. Although, neither the mass shedding of transportation workers nor the large number of ships that are laying-up is the main issue. It's the sinking pricing rates that the shipping companies can charge customers for whatever shipping jobs that are left, that is making sea transportation companies very worried. This state can keep the international shipping industry bogged down for years, and delay the re-hiring of employees. If it were not for the massive growth in shipping attributed to the giant markets of China and India, the prospects for the shipping industry would be very grim indeed.

Many shipping companies introduced extensive cost saving measures to help them buffer the financial losses. One common move is for shipping companies to relocate to more modest, and often more cramped, office spaces. Significantly extending the shipping schedules can generate savings in shipping fuel costs. Every saved is a dollar earned. Although, if indeed the world economy is again approaching an upswing then the future of international shipping may shine bright once again. **Source: PRLog, Commodity Online**



Danish Pilot Service slams unfair competition

Danish Pilot Service A/S, the first private pilot company in Denmark, has filed a complaint with the Danish Competition Authorities (Konkurrencestyrelsen) regarding unfair competition from government-owned Dan Pilot.

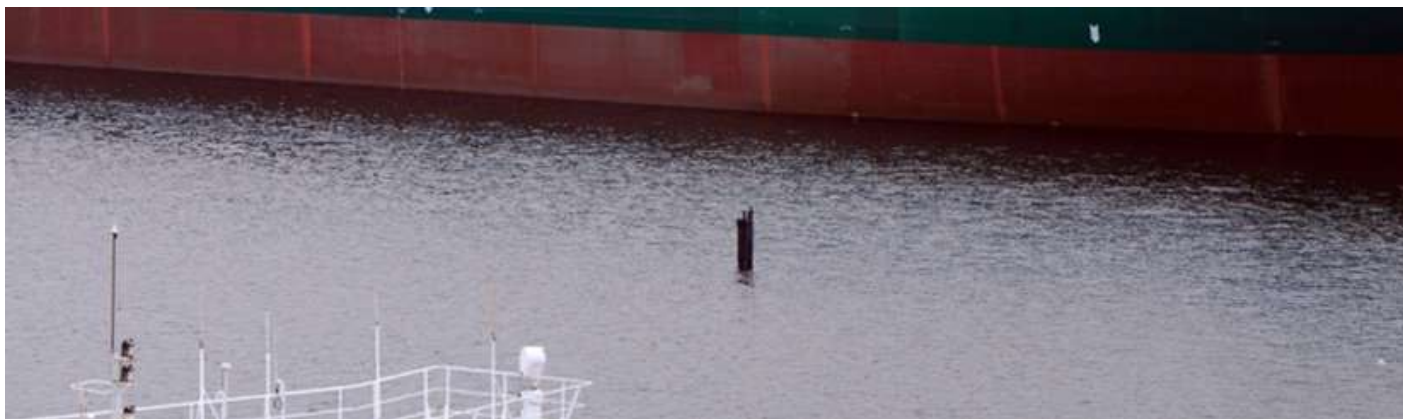
We feel that they are doing their best to sabotage the intentions of the new legislation that relaxes pilot service regulations in Danish waters, says Jan Bonfils, chairman of the board of Danish Pilot Service. First they lowered their fees for pilot service to the ports that we serve, the fees are below the production cost level. Then they raised the fees for transit pilotage, which still is monopolised by Dan Pilot. There are examples of 200 to 300 per cent increase in fees in the Dan Pilot areas, says Jan Bonfils

Dan Pilot is a government-owned service under the Ministry of Defence, and therefore Dan Pilot can run a fleet of cars, free of registration fee, VAT and tax. We have to pay a normal price for our cars, says Jan Bonfils. **Source : ShipGaz**

NAVY NEWS



In Kiel April 23rd a brandnew submarine conducted diving trials inside the port whilst moored between the **STENA GERMANICA** and the **MOSEL TRADER** - Photo's : Frank Behling ©



Qatari Navy Buys Block-3 Exocets

The Qatari Navy is to equip its Vita-class patrol boats with MBDA's latest version of the Exocet MM40 surface-to-surface missile. No value has been given for the deal.

The four 56-meter patrol vessels, built by the British in the 1990s, already carry an earlier version of the weapon. The new missiles, updated to the new Block 3 standard, will add to a weapons suite that already includes 76mm gun, Mistral surface-to-air missiles and the rapid-fire 30mm Goalkeeper close in weapon system.

The Block 3 weapon has already been ordered by the French Navy and Qatar's regional neighbors Oman, the United Arab Emirates and others. France is upgrading existing Block 2 weapons to the Block 3 standard rather than purchasing new missiles. The Navy carried out its first operational firing of the upgraded weapon from a Horizon-class frigate last month.

The latest version of the weapon features a substantial increase in range; a navigation package that allows it to be used for blue-water, littoral and coastal land attack missions; and other upgrades. In a statement, the commander of Qatar's naval forces, Staff Brigadier (SEA) Mohammed Bin Nasser Al Mohannadi, said the project was in line with plans to update the nation's maritime forces. "It's an integrated project which includes training officers and other navy

personnel to deal with modernized missile systems, the development of missile launched systems and updating with the latest technology in the field," he said. **Source : Defence News**



The **RFA ARGUS (A 135)** seen outward bound at the river Tyne - **Photo : Kevin Blair ©**

South Korea raises warship, finds clues on sinking

South Korea on Saturday raised the front half of a warship that exploded and sank a month ago near a contested sea border with North Korea, finding clues that support growing suspicions Pyongyang attacked the vessel.

The 1,200-tonne corvette **Cheonan** sank in what military officials said was likely a torpedo attack. Forty-six South Korean sailors were killed in what could be one of the deadliest strikes by Pyongyang on its rival since the end of the 1950-53 Korean War. The North has denied involvement. South Korea's president on Friday gave the clearest signal yet Seoul had no plan to launch a revenge attack, calming investors worried that armed conflict would damage the South's rapidly recovering economy.



"The probably catastrophic costs of a war on the peninsula will greatly constrain the U.S. and South Korean options for a military response, which thus remains an unlikely trigger for major military conflict," the global strategy group Control Risks wrote in a research note this week. The front end of the ship was raised by a giant sea crane and drained before being placed on a barge. One body has been found so far in the just-raised wreckage and six sailors were still missing, Yonhap news agency reported. The bodies of most of the 46 missing were found in the stern section raised earlier this month. Another 58 were rescued alive. "The way a hatch (near where the ship split in two) had been thrown off its hinge indicates there had been a very strong external impact," Yonhap quoted an unidentified military official as saying, adding

weight to the torpedo theory.

A survey team that includes experts from South Korea, the United States and Australia said after the rear of the ship was raised the Cheonan had been destroyed by an external explosion. That stoked suspicions of the torpedo attack in waters where the rival Koreas have had two deadly naval fights in the past decade.

Seoul has said it would issue its final verdict on what caused the ship to sink after it had retrieved the front section but has not given a date for releasing its findings. The sinking of the ship is fraught with risks for South Korean President Lee Myung-bak, who seeks to calm investors, shake off criticism his government tried to deflect suspicions of links to Pyongyang and faces an angry public seeking vengeance. Lee also needs to prevent turning the affair into a weapon for his political opposition ahead of June local elections. A serious setback in the polls could damage his authority and ability to push through promised pro-business reforms.

The two Koreas, technically still at war, have more than 1 million troops near their border. The United States has about 28,000 troops in the South to support its military. **Source : Reuters**



The German FPMB tender **A 515 MAIN** visited Malta – **Photo : Anthony Vella** ©

SHIPYARD NEWS

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Sembcorp Marine objects to sale of PPL Shipyard stake to Yangzijiang

Should China's Yangzijiang Shipbuilding succeed in buying a 15 percent stake in Singapore's PPL Shipyard, its relationship with Sembcorp Marine (which owns the other 85 percent of the offshore drilling rig yard) could be less than cosy. According to Singapore Stock Exchange announcements on Saturday, Baker Technologies has accepted Yangzijiang's offer for PPL Holdings, through which Baker holds the 15 percent minority stake in PPL Shipyard. Yangzijiang has duly deposited the entire \$155 million agreed purchase price with an escrow agent.

However, Baker Technologies notes:

"The Company received a letter on 22 April 2010 from SCM through its lawyers demanding that the Company not accept the Offer. SCM is the owner of 85% interest in the capital of PPL Shipyard. SCM has alleged that any sale to the Purchaser of the shares of PPLH by the Company would be made in circumvention of the pre-emptive rights of SCM in PPL Shipyard's Articles of Association by not giving SCM a first right of refusal over the sale of PPLH's shareholdings in PPL Shipyard.

"The Board has sought and received legal advice that SCM has no basis for its claims."

Source : MarineLog

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The Belgian navy tug **A 954 ZEEMEEUW** seen in Ostend – **Photo : Wesley Vercruysse ©**

Keppel converts car carrier into livestock carrier

Keppel Shipyard is converting a vehicle carrier into a livestock carrier for repeat customer Hijazi & Ghosheh



Photo : Piet Sinke ©

Keppel Shipyard secured the contract to convert a vehicle carrier, **Merlion Ace**, into a livestock carrier for Merlion Ace Compania Naviera, an affiliate of Hijazi & Ghosheh, a leading livestock carrier owner and operator. The work scope includes design engineering, procurement of major equipment, modification of ship structural, piping and electrical systems.

To be renamed **Ghena**, the vessel is targeted for completion in the third quarter of 2010, and will ply the route between Australia and the Middle East. **Source : The Motorship**

Sembawang signs shiprepair joint venture with Kakinada port

Kakinada Sea Ports Ltd (KSPL) has signed a joint venture project with Singapore's Sembawang to set up a shiprepair facility at Kakinada port, on the Andhra Pradesh coast. The repair yard, to be built at a cost of \$375 million, will cater to merchant vessels, offshore vessels and rigs taking up oil and gas exploration in the Krishna-Godavari basin. "At present, these vessels are being taken to Singapore for repairs," said K V Rao, chairman and managing director of KSPL. "A lot of time and cost can be saved. For the locals, there will be provision of 1,500 jobs." **Source: SeaTradeAsia-Online**



The **WESTERDAM** seen in drydock – Photo : Crew Westerdam ©

Fincantieri reports positive results from 2009 operations

Fincantieri's Board of Directors met on April 22 and approved the group's consolidated financial statements and the parent company's financial statements for the year ended December 31, 2009. The group acquired US\$2.39 billion of new orders (2008: US\$3.33 billion). For the year, Fincantieri reported an eleven percent increase in group revenues to US\$4.35 billion, reaching a record level, thanks to consolidation area of the US based Fincantieri Marine Group.

Despite the harsh global economic downturn and the increased market pressure, Fincantieri has confirmed a positive operating performance. EBITDA is at US\$166.26 million (2008: US\$187.5 million), and the result from operations is equal to US\$26.6 million, in line with the US\$29.26 million of 2008.

Fincantieri's total order book stands at US\$13.4 billion compared with US\$14.37 billion the year before. **Source : Baird**

ROUTE, PORTS & SERVICES



The **ASTRAL** seen departing from Rotterdam – **Photo : Frits Janse ©**

Seaspan Ship Management: Two series of container vessels secured with lashings from Cargotec

In March Cargotec won further orders to secure container loads onboard a series of eight very large container carriers and five 4,500 TEU ships under construction in Korea. Cargotec has won a new container lashing order from international container shipping specialist, Seaspan Corporation, for its two series of ships under construction in Korea. The contract calls for Cargotec to deliver loose container lashings for a series of eight 13,000 TEU very large container carriers, which will be delivered from Hyundai Heavy Industries and Hyundai Samho Heavy Industries between 2011 and 2012, and a second series of five 4,500 TEU container ships being built at Samsung Heavy Industries, which are planned for delivery between 2010 and 2011.

This latest order follows a separate series of contracts won earlier in the year for loose container lashings for two series of mega-sized container ships on order at Samsung Heavy Industries in Korea. Cargotec offers MacGregor and AllSet lashing products and systems, which have designs based on years of experience. They offer the highest possible cargo safety standards and are quick and easy to operate to meet tight port schedules. **Source: Cargotec**

MariFlex Supports the fight against Breast Cancer and gets personally involved!

Edwin van Noord, Sales Manager at MariFlex, joined the team a couple of months ago and is heavily involved in all activities to raise money for this good cause.

We would be much obliged, if you could support us with a donation as well, please contact Edwin van Noord for the details.

MariFlex Group support the fight against Breast Cancer.

A group of 5 determined women dedicated to raise money for Breast Cancer research, committed in helping individuals realising their own power to make a difference. Not only by using words but mostly by taking action. As Spijkenisser Sisters they have teamed up for the annual 'A Sister's Hope 60K Walk'. www.asistershope.org



PARTICIPANTS RAISE 1 MILLION EURO FOR RESEARCH

When a focused group of committed individuals pull together, incredible things can happen. The 545 participants of the third annual A Sister's Hope 60km Walk, held October 10-11-2009, have generated 1 million euro for Breast Cancer researchers in The Netherlands.



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Now the search for sponsors for the 2010 Walk is already in progress, would you like to know how you can **sponsor this good cause**, please contact edwin@mariflex.net for all the details.

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A SISTERS' HOPE





The new **RWS 88** replaced the **V64** at the Gent – Terneuzen canal
Photo : Willem Kruit ©

Surigao City port resumes operations

Operations at the port of Surigao City has returned to normal after protesting workers entered into a compromise with the management on Friday. The protest, which started Monday, crippled services at the port and affected the flow of goods into the Caraga region, which is made up of the two Agusan and two Surigao provinces.

Romeo Cagas, director of the Department of Labor and Employment in Caraga, said members of the Surigao Dockworkers Union ended their five-day protest and accepted a compromise with Prudential Custom Brokerage, Inc. (PCBI).

The protest started when the PCBI management rejected the demands of the port workers for an increase in retirement, salary and health benefits. Upset by the rejection, some 157 port workers on Monday barricaded the port entrance, hampering cargo handling operations, passenger movement and other services.

Cagas said negotiators used a "Solomonic formula" to force the parties into coming up to terms and end the dispute.

Cagas said the workers and the management agreed to go back to the negotiating table while continuing the port's operation for mutual benefit. "The protesting workers will also not be penalized," he said.

Gil Pepito Pacqueo, National Food Authority director for Caraga, said with the end of the protest, the more than 150,000 sacks of imported rice intended for the region could now be unloaded. "It's a relief because we can now unload the rice from Vietnam, which is vital in augmenting rice supply for Caraga," he said.

Pacqueo said, however, that the dispute between the workers and the port's management should be resolved as soon as possible because protests could erupt anew and disrupt operations again. **Source : Inquirer**

HARVEY BISSO COMPLETES FIRST SUBSEA PROJECT



HARVEY BISSO SUBSEA successfully completed its first subsea project performing saturation diving work in 350 feet of water at ATP Oil & Gas Corporation's deepwater platform in Grand Isle block 115.

HARVEY BISSO SUBSEA used the **HARVEY DISCOVERY**, a DP2 certified multi-purpose support vessel outfitted with a 1,000-foot (300 meters), portable 12-man Saturation Diving System, to perform the

operation. "This was the first of what will be many successful diving projects as we continue to expand the level of our subsea services," said Tommy Gibilterra, vice president operations for BISSO MARINE.

HARVEY BISSO SUBSEA is a joint venture between **HARVEY GULF INTERNATIONAL MARINE** providing vessel support and **BISSO MARINE** providing diving and subsea services.

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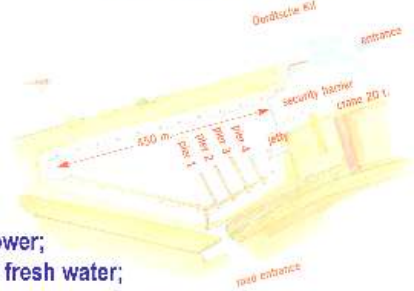
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Ven-Trafiken cancels Spanish contract

Ven-Trafiken AB, Landskrona, has cancelled a newbuilding contract with a shipyard in Vigo, Spain. Ven-Trafiken is now searching for a new shipyard to build a double-ended ferry for their service between Landskrona and the island of Ven in Öresund. Ven-Trafiken expects the new ferry to be ready for service in 2012. The contract with the Vigo shipyard was cancelled after the yard faced major financial problems, which led to the yard's management filing for bankruptcy. The closure of the shipyard will not have any economic impact on Ven-Trafiken, as the instalments were covered by bank guarantees. The Danish Ministry of Food and Agriculture has also terminated a

contract for an almost completed fishery-protection vessel in Vigo. It is rumoured that another Spanish shipyard has offered to take over the contract and finish the vessel, which is 85 per cent ready for delivery and negotiations have been held with the Danish ministry, but so far without any result. **Source : ShipGaz**



The **MSC CHRISTINA** seen enroute Antwerp
Photo : Alain Doods - www.tugspotters.com ©

The S&P Market week 15

Bulkers

JIN STAR: 79,800 dwt blt 10 Jiangsu, 9 hoha. Sold region USD 41,000,000 to undisclosed buyer. Sale incl tc until end 2014 at USD 14,250 per day.

FILOMENA L: 76,602 dwt blt 03 Imabari, 9 hoha Sold region USD 36,500,000 to undisclosed buyer. Sale incl tc until 2011 at USD 22,750 per day.

STAR PROVIDENCE: 40,698 dwt blt 85 NKK, 5 hoha, Crs 4x35t. Sold region USD 11,000,000 to undisclosed buyer.

MARITIME ALLIANCE: 36,639 dwt blt 87 Oshima, 5 hoha, Crs 4x25t, Grabs. Sold region USD 10,000,000 to Turkish buyer. Sold basis delay with DD Int surveys freshly passed.

CANPOTEX REDEMPTION II: 32,739 dwt blt 05 Kanda, 5 hoha, Crs 4x30.5t. Sold region USD 27,500,000 to Greek buyer.

AROSIA / ARIELLA: 32,454 dwt blt 83 Kanda Kawajiri, 5 hoha, 1,126 teu, Crs 5x25t. Sold region USD 10,500,000 en bloc to Chinese buyer. Vessels sold basis DD surveys due.

HANJIN PENANG: 27,365 dwt blt 97 Hanjin, 5 hoha, Crs 4x30t. Sold region USD 18,000,000 to Turkish buyer.

BJ QUEEN: 26,587 dwt blt 85 Kurushima, 5 hoha, Crs 4x30t. Sold region USD 7,250,000 to Turkish buyer.

THOR TRANSIT: 23,930 dwt blt 86 Veb Mathias, 5 hoha, Crs 4x25t. Sold region USD 4,300,000 to Russian buyer.

Container

MOL EVOLUTION: 17,781 dwt blt 96 Imabari, 5ho/16ha, 1,032 teu. Sold region USD 6,400,000 to CK Line.

Tankers

BALTIC SEA: 97,046 dwt blt 93 Samsung. Sold region USD 12,500,000 to undisclosed buyer.

ARIADNE JACOB / COLIN JACOB: 74,875 dwt blt 07 STX. Sold region USD 43,500,000 each to Navios. Sale incl 3 year tc at USD 17,000 per day.

FR8 ADRIA: 47,300 dwt blt 05 3 Maj. Sold region USD 26,750,000 to Kassian.

SOUTHERN YORK: 6,545 dwt blt 03 Shitanoe. Sold region USD 10,500,000 to Chinese buyer.

Demolition

Bangladesh

Salam Murni (cont): 7,078 dwt blt 77, 3,100 ldt, us 460/ldt.

China

MT Kohzan Maru: 35,653 dwt blt 83, 9,460 ldt, USD 410/ldt.

Pakistan

MT Navarino III: 245,653 dwt blt 88, 33,735 ldt, USD 503/ldt.

MT Champion Arctic: 48,375 dwt blt 86, 12,585 ldt, USD 512/ldt.

MT Champion Polar: 47,750 dwt blt 86, 12,585 ldt, USD 512/ldt.

MT Mar: 28,610 dwt blt 90, 9,680 ldt, USD 512/ldt, 6,150 ldt, USD 430/ldt.

All details believed to be correct but not guaranteed.

Source: Aquamarine Shipping Consultants, www.aquamarine.org



The **CAPETAN COSTIS** seen in Ijmuiden April 24th – Photo : Leen van der Meijden (c)

Navingo Maritime & Offshore Career Event 2010
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OLDIE – FROM THE SHOEBOX



In the early season of 1973 the former coaster **GEESTSTROOM** seen here as the sport fishing ship **FORTUNA**, leaving Scheveningen Harbour for a daytrip on the Northsea, still flying the Dutch flag. Nowadays the **FORTUNA** is still in service with Rederij Groen, but her outsidelines are real different. It is a quality built ship in the north of the Netherlands after 56 years of service, still sailing !!

Photo Capt. Frank Haalmeijer ©

.... PHOTO OF THE DAY



The **Deepwater Navigator**, seen at the Aratu Naval base Shipyard in Salvador- Brazil

Photo : Felipe Marques Costa ©

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