

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 123



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The LUCIE DELMAS (ex NEDLLOYD ROTTERDAM) seen in Antwerp

Photo : Stan Muller ©

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Piracy

By H.A. L'Honoré Naber

The P-Trap New invention against attacks from pirate boats



Our country puts much thought into ways and means for protecting us against piracy. A brand new invention developed in the Utrechtse Heuvelrug (Utrecht Hill Ridge region) – would you believe, far removed from the maritime

industry – is one example of a small-scale initiative in this respect. Its results exceed expectations. SWZ Maritime has the scoop on this application.

Lodewijk Westerbeek van Eerten, inventor and director of a company that markets innovative products, has been fascinated by the piracy problem for years. "It's ridiculous that these criminals are able to board defenceless merchant ships on the high seas," says Westerbeek. He has been devising and developing protective equipment against this crime for a few years now. It is not an easy matter and he was often unable to achieve the level of quality he was looking for. A few years ago he experimented with a maritime slippery soap applied to the hull of a ship, but it did not meet the standard he was after. When the **KNRM's (Royal Netherlands Sea Rescue Organisation)** last remaining breeches line thrower was entrusted to its museum. This gave Westerbeek an idea. He built a design that he tested on Heegermeer (Heeger Lake) with middling results. Westerbeek then approached a rope manufacturer in the town of Nijkerk, who was immediately keen to help find a solution. A second design was tried out on Veluwemeer (Veluwe Lake). Westerbeek himself got caught up in his own trap. So it worked. It convinced him that he was on the right track. With the assistance of an industrial designer and a construction company he built a new version in the autumn of 2009. It was so simple that the trial version was successful virtually the very first time it was tested. In the meantime, Westerbeek had contacted the KNRM. Superintendent Germ Martini was so enthusiastic that he organised the system to be tested on the Coast Guard's **Esvagt Connector**. The Royal Dutch Navy also cooperated.

Cold testing of tropical measure



On February 17th, a cold but sunny winter's day, the Coast Guard's **Esvagt Connector** sailed out of the port of Den Helder carrying the prototype of the "P-Trap", as Westerbeek has called his invention. The weather couldn't have been better for the trial. A rendezvous had been arranged with the **Joke Dijkstra** of the KNRM and the **Gouwe** of the Royal Dutch Navy on the open seas.

Two RIB's (rigid inflatable boats) were mobilised specially for this purpose. Lieutenant Frank de Ridder was in charge of the trial. The crew of the RIB's wanted to experience what it was like to be a pirate and threw themselves into their role. One member had even hoisted a pirate flag. They would show the **Esvagt Connector** just how easy it was to board it. The test was first carried out cautiously, but gradually with more speed. The test was carried out four times with overwhelming results. The "pirates" were unable to get any closer than 5 metres from the ship. Their propeller jammed completely and their boat stalled. This happened so abruptly during the last test at high speed that the crew members were flung forward, with one member incurring minor injuries. Afterwards they said that the outcome had given them quite a fright.

The construction of the P-Trap



The principle of the P-Trap rests on a bundle of thin lines that are towed through the water, forming an impenetrable zone alongside and behind the ship. An extension bracket keeps the lines at the right distance from the ship. The extension bracket can be folded up and the lines can be rolled up. The lines are long enough so as not to get caught up in the propeller of their own ship. As soon as the ship approaches a piracy hazard area the extension brackets are unfolded and the lines are rolled out, creating a safety zone around the ship through

which pirate boats cannot approach. It is impossible to see the thin lines under water from a small boat on the surface. Pirates who approach the ship in their high-speed boats run into the lines, immediately jamming their propeller. The lines break as a safety measure for their own ship. The pirate boat cannot navigate because the propeller cannot function. Because the ship has let out a large number of lines the system continues to work when attacked by several pirate boats. The lines can be rolled out so that broken off pieces can quickly be replaced and there are always lines in the water.

Simple and inexpensive



The effectiveness of the system was proven during the trials. A fast RIB ran at full speed into the protective zone and immediately came to a standstill. The exceptional thing about the invention is that it is extremely simple and affordable. "That's what I was always striving for," says Westerbeek. "Simplicity." He applied for a patent on his P-Trap in the early stages of his invention. Ships that use the P-Trap are protected day and night. Pirates don't even need to be spotted in advance. The device always works and the crew never comes in contact with the pirates. They are kept

off the ship. Another advantage is that no special training is required to operate the device and no additional crew is needed to install it. It takes only one person half a day to get it up and running. The device is made to measure and weighs no more than approximately 1500 kg. Due to its simplicity it can be made quickly so ships can have it at their disposal in no time. Ship owner Dockwise is the first to purchase the system. Preventing piracy has always been one of the ship owner's top priorities.

Conclusion

Despite the invention's success it should be put into perspective and not be considered the one and only means to combat piracy. Present day piracy with armed pirates is too complex for that. The P-Trap is, however, a worthy contribution to measures for protecting ships against piracy. It is an impenetrable corridor that prevents pirates from boarding and even coming close to ships. A P-Trap website is currently in the making.

Henri L'Honoré Naber is the former Chief Minister of the Netherlands Merchant Navy Staff and now runs his own consultancy, Safer Seas Consultancy (saferseas@gmail.com).

Lodewijk van Westerbeek reports to the shippingnewsclippings, he is very proud that the first (Patented) P-Trap system will be installed on one of the heavy lift vessels of Dockwise, for more information about the P-Trap please contact Lodewijk at : l.westerbeek@cablesafe.com or look at www.P-Trap.eu

36 lintjes in Antillen en Aruba

Op 29 april kregen 36 personen in de Nederlandse Antillen en Aruba een Koninklijke onderscheiding toegekend.



Newsclippings contributor **ELS KROON** krijg haar onderscheiding opgespeld door gouverneur **Frits Goedgedrag**

Op Curaçao kregen de volgende personen de onderscheiding Ridder in de Orde van Oranje-Nassau: Annelize Ackermans-Selling, Niels Augusta, Edwin Ayubi, Elvio Cijntje, Ronald Colastica, Leonard Floridas, Elisabeth (Els) Kroon-

van der Velpen en Bernhard Rosheuvel. Lid in de Orde van Oranje-Nassau werden Karel Aster, Laura Broekman-Murillo, Virgilio Constanca, Bianca Prins-Els, Martinus Regales, Nilo Ruiter en Rinia Thijm.

"Het gaat om burgers die hebben geholpen bij educatie, vorming, voorbereiding en ontwikkeling van onze mensen. Tegelijkertijd dragen zij ook de cultuur uit, literatuur, muziek, dans en andere expressievormen in onze samenleving. Zij zijn echt een goed voorbeeld voor alle anderen", zo sprak gouverneur Frits Goedgedrag tijdens de plechtigheid waarbij de lintjes werden opgespeld. **Bron : Amigoe**



Last week Thursday Amsterdam pilot **ARJEN DIJKSTRA** made his last trip as pilot, he departed with the **GOOD PROVIDENCE** from Amsterdam at 11:00 hrs, after passing the IJmuiden locks, the ISKES tugs **TRITON** and **GINGER** used their fire fighting units to celebrate / honour the pilot's last trip

Photo : Willem Harlaar ©

BP 'didn't plan for major accident'

BP suggested it was unlikely, or virtually impossible, for an accident to occur that would lead to a giant crude oil spill and serious damage to beaches, fish and mammals.

As the worst US oil spill in decades began endangering the shoreline habitat along the Gulf Coast, documents emerged showing that British Petroleum downplayed the possibility of a catastrophic accident at the offshore rig that exploded.

In its 2009 exploration plan and environmental impact analysis for the well, BP suggested it was unlikely, or virtually impossible, for an accident to occur that would lead to a giant crude oil spill and serious damage to beaches, fish and mammals.

At least 6 million litres of oil have spilled so far since the April 20 explosion that killed 11 workers, according to Coast Guard estimates. One expert said on Friday that the volume of oil leaking from the well nearly 1,500 metres below the surface could actually be much higher, and that even more may escape if the drilling equipment continues to erode.

"The sort of occurrence that we've seen on the **Deepwater Horizon** is clearly unprecedented," BP spokesman David Nicholas told media on Friday. "It's something that we have not experienced before ... a blowout at this depth."

Amid increased finger-pointing on Friday, efforts sputtered to hold back the giant oil spill seeping into Louisiana's rich fishing grounds and nesting areas, while the government desperately cast about for new ideas for dealing with the growing environmental crisis. US President Barack Obama halted any new offshore drilling projects unless rigs have new safeguards to prevent another disaster.

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Jane Lubchenco, head of the National Oceanic and Atmospheric Administration, met with fishermen and others on Friday night in Louisiana. Lubchenco said she had participated in conference call earlier with governors from the gulf states. BP was part of the conference, she said.

"I think they heard an earful about how unhappy everyone is," she said. Stemming the flow of oil is the top priority, she said. "There is very deep concern about what is happening," she told the group. "We are very concerned about you and your livelihoods."

However, the seas were too rough and the winds too strong to burn off the oil, suck it up effectively with skimmer vessels, or hold it in check with the miles of orange and yellow inflatable booms strung along the coast.

As of Friday, only a sheen of oil from the edges of the slick was washing up at Venice, Louisiana, and other extreme southeastern portions of Louisiana **Source : Gulfnews**



The **SPLASHTOURS** sailing coach seen operating in Rotterdam – **Photo : Henk Wadman ©**



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The **SICHEM PADUA** seen at the Kiel Canal – Photo : Michael Brakhage ©

Coordinators of the International Coastal Cleanup from the United States and Around the World Respond to the Gulf of Mexico Oil Spill Crisis

Coordinators of Ocean Conservancy's International Coastal Cleanup are currently gathered in Cancun Mexico for their annual conference. The global network of organizations and individuals remove trash and debris from the world's beaches and waterways; identify the sources of debris; and advocate for changing policies and behaviors that cause marine debris in the first place. Today they issued the following statement:

"For 25 years we have worked to keep our oceans and waterways clean and safe from trash for current and future generations. Now, we are watching heartbroken as these same coasts are being enveloped in a thick black slick. On behalf of the 500,000 volunteers of the International Coastal Cleanup, we urge that every measure possible be taken by expert responders in the coming days to protect our precious coasts. As coordinators we are dedicated to activating our volunteer networks to assist in this cleanup effort at the appropriate time."

Spencer Ryan, Alabama coordinator with Alabama PALS, said: "As coordinators of the Gulf Coast region's coastal cleanup effort, we have so appreciated the support of cleanup coordinators from around the world as this tragedy has unfolded. The international community shares our concerns, and we have their support at this difficult time."

Annie Griffin, Florida coordinator with the Perdido Key Association, said: "This is the beginning of the turtle nestling season on the Gulf Coast. They are just one part of a pristine ecosystem that we on Perdido Key call home. I fear that our environment, community and economy could be devastated by the fallout of this spill."

John Kieser, South Africa country coordinator, said: "Having seen major oil spills here in South Africa that have devastated our wildlife and coasts, we empathize with the people of the Gulf. The world's coastlines are a precious resource, which the International Coastal Cleanup volunteers work to protect every day. We urge US authorities to do everything they can to protect the Gulf from the worst of this crisis."



VLCC tanker rates looking up

A series of factors affecting tonnage supply has triggered many smiles among VLCC tanker owners who were looking to a mixed year in 2010. According to a new report by US-based Mcquilling Services, VLCCs have realized year-to-date earnings of \$52,000/day, an increase of 41% over the same period of 2009, while Mcquilling's earlier predictions – made in January – indicated that the average TD3 (265,000 mt - Arab Gulf / Japan) would average \$31,500 per day in 2010.

But, since the beginning of the year, things have changed, with a number of new developments changing the scene in favor of ship owners. For example, crude demand has risen on a faster note than originally anticipated, with the IEA (International Energy Agency) recently stating (in its latest Oil Market Report) that this year's global oil demand will rise at 86.6 million barrels per day. But, although this 430,000 bpd increase is notable and beneficial to the market, perhaps most important is the fact that OPEC's falling compliance has provided with VLCCs with more than 100 fixtures ex-Arab Gulf. According to Mcquilling "OPEC compliance with mandated cutbacks fell to 53% in March, providing more spot business for VLCC's than has been seen since October 2008. With over 100 fixtures concluded during the last 60 days with April load dates in the Arab Gulf, charterers have delayed the seasonal downfall in tanker demand typically seen during the second quarter".

Another significant reason has been the fact that single-hull tankers sold for scrap have actually outpaced newbuilding deliveries. "While our full-year forecast calls for a net increase of 31 VLCC's, we've seen 15 newbuild deliveries year-to-date outweighed by 16 sales for scrap or conversion for a net loss of one vessel. We predicted that 32 of the 57 single-hulls would exit in our reference case scenario during 2010, or 48 vessels in our strict scenario. Given the year is about one third over, this would imply 11 exits following our reference case, or 16 exits basis our strict scenario. That the latter appears to be prevailing we can attribute in part to healthy scrap prices as well as a falling utilization rate for single-hulls. As charterers seek to avoid potential environmental catastrophes, employment for remaining singles has dwindled far below that of the double-hulled fleet, leaving little incentive to extend their trading life" said the report. Slow-steaming, as a result of higher bunker prices has also helped rates firm up. Bunker prices so far this year have averaged \$469/mt globally versus \$267 during the same period last year, leading many owners to slow-steam vessels, particularly when in ballast. "Our forecast predicted that the fleet would average a one-knot reduction in speed during 2010. However, our discussions with owners & operators reveal slow-downs may be closer to 1.5 knots; further eroding charterers' prompt tonnage lists. This, together with piracy issues leading to longer voyages, as well as the fact that VLCC storage year-to-date has consumed about 20% more tonnage than earlier anticipated, has left charterers with a much slimmer tonnage list. This development is occurring in a time when export volumes have been increasing, thus boosting rates.

Still, Mcquilling concludes that while the orderbook is certainly still coming, and crude demand enters seasonal lows, external supply factors will remain the wild card in which freight rates will react. Fundamentals call for decreasing

tanker earnings in the near term, but adding the effects of contango markets, high bunker prices and the scourge of piracy, we may be in store for an extended boost to VLCC rates.

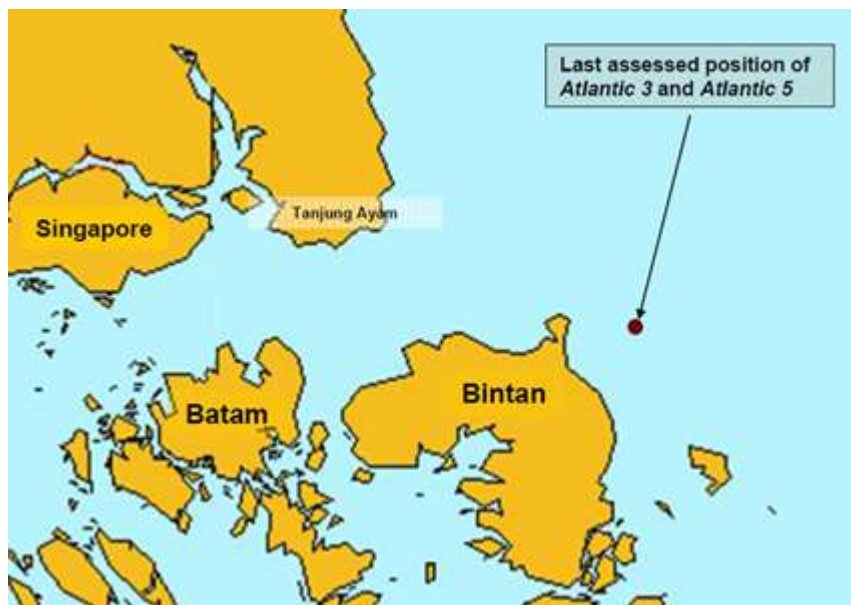
Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The Super yacht "**Amevi**" seen at Grand Harbour Marina, Malta on 25/4/10.

Photo : Anthony Vella ©

ANOTHER TUG MISSING OFF INDONESIA



On 27 April 2010 at about 1130 hrs (local time), a Malaysian-registered tug boat, **Atlantic 3** towing barge **Atlantic 5** departed Tanjung Ayam, Johor, Malaysia for Kintap, South Kalimantan, Indonesia after replenishment of fresh water. At about 1726 hrs (local time) on 27 April 2010, the shipping company lost contact with **Atlantic 3**. The last known position of the tug boat and barge was at position 1° 12.38' N, 104° 45.92' E, approximately 11 nm east of Pulau Bintan, Indonesia.

The vessels were scheduled to transit through Pulau Bintan, Indonesia between midnight of 27 April 2010 and the morning of 28 April 2010. The shipping company reported the incident to the Singapore's Port Operations and Control Centre (POCC) and

the ReCAAP ISC on 29 April 2010. The Singapore's POCC who is also the ReCAAP Focal Point (Singapore) initiated a broadcast on NAVTEX about the missing

tug boat and barge, and asked vessels to report sighting of **Atlantic 3** and **Atlantic 5** to POCC and MRCC Putra Jaya.



The ATLANTIC 3

The ReCAAP ISC had also alerted the maritime authorities in the region, including the Malaysian and Indonesian authorities and the Philippine Coast Guard about the missing vessels. **Source : RECAAP**

Shipping body urges Africa to cooperate fighting piracy

A leading shipping industry body urged Somalia and other African countries to cooperate in fighting piracy off their shores, noting that multilateral efforts in Asia had restored security for merchant ships in the region. "We know the problems in the Gulf of Aden and in the Indian Ocean can be solved because anti-piracy multilateral initiatives have worked in the Straits of Malacca and Singapore," said Robert Lorenz-Meyer, president of the Baltic and International Maritime Council. Lorenz-Meyer, head of a global group of 2,720 shipping companies, was speaking at an anti-piracy conference in Singapore, organized by the Regional Cooperation Agreement on Combating Piracy and Armed Robbery (RECAAP).

Singapore, Indonesia, Malaysia, the Philippines and Thailand had set the stage for cooperation between states, both in terms of information exchange and mobilization of resources, he said. RECAAP's assistant director for research Lee Yin Mui gave the case of the hijacked Singaporean tugboat Asta as an example of effective cooperation in fighting piracy. The tug was hijacked by pirates on February 6 off Malaysia's Tioman island and recovered three weeks later in the southern Philippines, due to "good inter-agency coordination" in the region, she said. The pirates had been arrested, and all 12 crew members rescued, Lee said.

In contrast, not all states bordering the Gulf of Aden and the Indian Ocean had the capacity to provide protection for merchant ships, nor were they collating information, Lorenz-Meyer said. While the situation might not be exactly the same, "this cannot be used as an excuse for failure," he said.

Asian countries were even contributing to the multinational naval presence off Africa's shores, Lorenz-Meyer said. "Many wonder how countries in the closer proximity of this area can remain less engaged than those far away." "As the waters of Asia became safer, the situation off Somalia as well off the West Coast of Africa worsened," he said.

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In the first quarter of 2010, 20 actual and five attempted incidents of piracy and armed robbery were registered in Asia, up from 14 and one in the same period a year ago, respectively, according to RECAAP's Singapore-based Information Sharing Centre. However, it said, the overall rise could be attributed to an increase of low-level attacks mainly against ships at ports and anchorages in Indonesia, which rose to 17 in the first quarter, up from nine a year earlier. The London-based International Maritime Bureau said earlier the number of piracy incidents worldwide dropped in the first quarter of 2010, but it warned that Somali pirates were widening the scope of their attacks. From January to March, 18 pirate attacks were reported off Somalia, the highest number worldwide, followed by the Gulf of Aden with 12 cases.



Photo : Piet Sinke ©

"Governments of the world must get their act together," Lorenz-Meyer said, adding that adequate national legislation was needed to prosecute pirates. "Continuing a catch-and-release approach will not solve this problem," he said, "We must see this change to catch-and-prosecute." Pursuit, arrest, prosecution and punishment had to be part of the solution, he said, because "If there are no consequences for the pirates, they will continue to attack ships." However, some anti-piracy tools remained still out of reach due to regulatory limitations, Lorenz-Meyer said. For example, Interpol databases to identify pirates were still only available to police officers. "We hope that one solution that could be instrumental in arresting pirates, namely the placement of police officers on the patrolling naval ships, will in the not so distant future result in more arrests and fewer cases of catch and release," he said. **Source: DPA**

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NAVY NEWS



The Dutch frigate **F 803 TROMP** returned to the Den Helder naval base after a successful anti-piracy ATALANTA mission in the Somali basin.

Photo : Andre de Groot ©

See the video (release) made during the action of the Dutch Marines onboard the Taipan (sorry text is in Dutch only):
http://www.defensie.nl/marine/missies/nieuws/wfp/2010/04/30/46158887/Beelden_bevrijdingsactie_koopvaardijchip_Taipan_vrijgegeven_video

The banner features a collage of marine diesel engine parts and components. On the left, there are stacks of yellow and green parts, with logos for 'Parker', 'Racor', and 'MANN FILTER' visible. In the center, a large, detailed image of a piston is shown. To the right, there are images of various engine components, including a green pump and a silver valve, with logos for 'Hengst' and 'Fleetguard' visible. The text 'Marine Diesel Parts Supply.com' is prominently displayed across the center in a large, white, serif font. Below the banner, there is a section titled 'Parts supplier and reconditioner for:' and 'We specialize in:', followed by a list of products and services. At the bottom, contact information is provided, including an email address, fax number, telephone number, and location.

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Malaysia Scoffs At French Probe Of Submarine Deal

Malaysia on April 29 downplayed a French probe into claims of corruption over a \$1.1 billion submarine deal linked to Prime Minister Najib Razak, saying there was "no case" to answer.

The opposition welcomed the investigation and said the case was just the "tip of the iceberg" of corrupt defense contracts in Malaysia.

French judicial officials have confirmed to AFP that they opened a probe in March into the 2002 sale of two Scorpene submarines made by the French shipbuilder DCN. The case was opened at the request of Malaysian rights group Suaram, which alleges DCN paid a commission of \$150 million (114 million euros) to a company called Perimekar.

Perimekar is linked to Abdul Razak Baginda, an associate of Najib. Abdul was later acquitted on charges of abetting the 2006 murder of his mistress, Mongolian interpreter Altantuya Shaariibuu, in a case which captivated the nation.

"It is their right to investigate but for us, there is no case," a spokesman from the prime minister's office told AFP, maintaining the deal was free of graft and that Perimekar had not improperly benefited.

"This is not a new issue - it is a concerted and continued effort by the opposition to discredit the premier," the spokesman said. "It is politically motivated." "The deal has always been politicized and associated with the Altantuya Shaariibuu murder case. Since they are not making any headway now, they are pursuing it from another angle," he added.

He declined to say whether Malaysian officials would cooperate in the probe. Najib, defense minister when the deal was brokered, has defended the submarines' purchase and denied any involvement in Altantuya's murder. Two Malaysian policemen, members of an elite unit that guards top ministers, were last year sentenced to death for killing Altantuya, whose body was blown up with military-grade explosives in a jungle clearing.

No motive was offered for Altantuya's killing during the murder trial. Popular blogger Raja Petra Kamaruddin has been charged with sedition after repeatedly linking Najib and his wife to the crime. The opposition welcomed the French probe, saying the government has not been transparent on the submarine deal and that it was "alarming" that the French authorities had to investigate the case. "It shows Malaysia was engaged in a dubious deal and as a result of that, a foreign country - where the submarines were bought from - is actually investigating it," said Tian Chua of the lead opposition party Keadilan.

"There is a long list of [defense] scandals, this looks like just a tip of the iceberg," he said. Joseph Breham, a lawyer representing Suaram in France, told reporters in Malaysia on April 28 that the investigation was opened as part of an ongoing probe against DCN over other defense deals in Pakistan and Taiwan.

Breham said the Malaysian case was opened after French prosecutors found Perimekar was created only "a few months before" the submarine deal was inked and that the company had no experience in the submarine industry. The case will proceed before a judge if prosecutors are satisfied with the probe, according to the lawyer, who added that Malaysian officials are not obliged to testify in the French court. "The onus is on the Malaysian government to respond on an issue that we have not been able to get an answer," Suaram director Cynthia Gabriel said.

The Malaysian government has said it did not pay any commission to Perimekar, but that the company has a six-year contract to provide support services for the submarines. The first submarine was delivered last year, while the second is expected to arrive from France on May 31. **Source : DefenseNews**

SHIPYARD NEWS

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The **SIEM RUBY** seen renamed in **NORMAND PROSPER** at the builders

Photo : Svetozar Catovic ©

Drydocks World assesses post-riot fallout in Batam

Drydocks World is striving to get back to business as usual as the dust settles from a riot last week by workers at a factory belonging to its Graha shipyard in Batam. The riot - triggered by an Indian employee calling an Indonesian worker 'stupid' - left destroyed vehicles and fire-damaged buildings and computer equipment in its wake. Four rigs being built in Batam for Drydocks clients were not damaged, Drydocks World chief executive Geoff Taylor said in Singapore yesterday.

'We are working closely with our clients so that the lost time does not reflect on the delivery dates of vessels,' he said. Mr Taylor deemed the incident a 'blip' rather than a 'rest point' as far as production is concerned. For the previous two days, Drydocks (which owns three shipyards in Batam) had been cleaning up and getting production back on track. 'The production people and the management are back in. We powered up all the vessels today,' Mr Taylor said.

Four people were taken to hospital for treatment of injuries suffered in the riot. But Mr Taylor said only one - the Indian employee suspected of the slur - has not been discharged. The Indian employee has not been arrested or charged by police, said Denis Welch, chief executive officer of Drydocks World Southeast Asia. 'He will not be dismissed until we know if and what he's been charged with,' he said. The company is leaving the investigation of those who assaulted the Indian employee to police. 'It's up to the police to find out who they are,' said Mr Taylor. The shipyard's workforce consists of 155 ethnic Indians and 5,000 Indonesians.

'We had a number of contracts coming to completion and we needed to bring in skilled people,' Mr Taylor said. 'There was a ramp-up of Indian employees. But we don't bring in expat labour unless we have to. There is video footage of the incident. The trouble mainly erupted through our sub-contractors.' Sub-contracted workers make up 75 per cent of the total workforce of just over 22,000 employees across the three shipyards. The company deals with about 60 sub-contractors. 'There might have to be a better process for selecting contractors, such as those that are responsible employers themselves,' Mr Taylor said. 'We might need to have cultural awareness training as a basic part of induction.' **Source: Business Times Singapore**

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Antwerp loses Breakbulk Key Contract

The port of Antwerp's bid to revive its breakbulk business suffered a serious setback with the loss of a 750,000 metric tons-a-year contract.

Confirmation that the contract to handle imports of Brazilian wood pulp has been won by the nearby Dutch port of Vlissingen came just weeks after Antwerp unveiled a major initiative to boost its share of the European breakbulk market.

The Brazilian contract, which will switch to Vlissingen at the end of May, accounts for around 7 percent of Antwerp's 10.5 million metric tons of breakbulk traffic in 2009 and will be difficult to replace quickly amid increased competition for conventional cargo in the Le Havre-Hamburg port range. High port charges and inflexible labor have been blamed for the loss of the Brazilian pulp imports which were handled at the Westerlund terminal.

The wood pulp reportedly is being shipped by Brazilian paper group Fibria on breakbulk vessels operated by Norway's Saga Forest Carriers. Antwerp remains Europe's leading breakbulk port but its market share has fallen following the slump in steel shipments, which is largely responsible for the slide in traffic from 19.8 million metric tons in 2007 to 10.5 million metric tons last year. Breakbulk traffic declined to 2.6 million metric tons in the first quarter from just under 3 million metric tons in the same period in 2009. Steel shipments plunged over 21 percent while fruit, wood cellulose and paper cargoes stabilized.

Container traffic, by contrast, surged almost 16 percent to 2.013 million 20-foot units, just short of the 10-year high of 2.075 million TEUs in the first quarter of 2008. The Antwerp Port Authority gave breakbulk cargoes a 10 percent discount on 2010 harbor dues which were frozen at 2009 levels. In February the Authority signed "covenants" with local stevedores, shippers, shipowners and freight forwarders committing them to taking action to boost tonnage in five key sectors — steel, fruit, forest products, project cargo and roll-on, roll-off traffic.

The loss of the Brazilian contract is a setback for Euroports, the pan-European bulk and breakbulk stevedore that owns the Westerlund terminal, one of its four facilities in Antwerp. But the contract is relatively small compared with Euroports total 55 million metric tons of traffic in 2009, including 15 million metric tons of breakbulk shipments.

Source: Journal of Commerce



The new **KNRM lifeboat** for Elburg seen in Ijmuiden – **Photo : Ton Grootenboer ©**

Yang Ming's Q1 marks return to profit

Yang Ming Marine Transport Corp yesterday said it swung to a first-quarter net profit following five straight quarterly losses on recovering container transport business and continued cost-cutting. The Keelung-based shipping company said in a stock exchange filing that net income in the first quarter was NT\$22.09 million (US\$702,400), or NT\$0.01 per share. This compares with a net loss of NT\$3.09 billion, or a loss per share of NT\$1.21, in the same period last year, and a net loss of NT\$5.14 billion in the final quarter of last year. First-quarter revenue rose 22.32 percent to NT\$21.84 billion from NT\$17.85 billion a year earlier, Yang Ming said. That was 5.3 percent higher than the NT\$20.74 billion posted in the previous quarter. Yang Ming is the nation's third-largest shipping company by market value after Evergreen Marine Corp (長榮海運) and Wan Hai Lines Ltd (萬海航運).

After posting a net loss of NT\$15.84 billion, or NT\$6.18 loss per share, on revenue of NT\$74.5 billion last year, Yang Ming expects that a recovery in freight rates and volume will help pull it back in the black this year. Goldman Sachs analysts Tom Kim and Ronald Leung predicted that Yang Ming would report NT\$392.4 million in net income this year, or NT\$0.15 per share, according an investment note dated April 22. **Source: Taipei Times**

\$22m facelift for Newcastle harbour tug team

NEWCASTLE'S tug boat operations are to undergo a \$22.7 million expansion, including two new boats for the fleet, to match the growing demand of the coal export industry. Two 30-metre, 70-tonne tugs, to be named the "**Maitland**" and "**Myall**", will be transferred next month from Scandinavia to join operator Svitser's six boats in the bustling Port of Newcastle. Six extra crews, of typically three people each, one part-time crew, and nine extra mooring staff will be hired, boosting Svitser's operations by about a third.

As part of the project, the tug base, at Dyke Point, across the water from Honeysuckle's restaurants, is to undergo \$2.7 million of works. That will provide a new pontoon and jetty areas, car parking, and a concrete hard-stand area and operations building for Svitser's 36 linesmen, who will move from their Carrington base. Work is expected to start soon and will take about three months. Svitser Newcastle Port manager Keith Wilks said the scope of the expansion would significantly boost towage capabilities. He said the changes were in response to the long-term export plan for the coal industry. **Source : Garry Luxton**

Oman and Antwerp Port Will Develop Duqm Port

Oman Observer quoted industry experts as saying that Oman's success in snagging one of the world's biggest ports as a partner in the management of Duqm port is a major shot in the arm for the government's efforts to develop a world scale industrial and maritime hub on the Wusta coast. Belgium's Port of Antwerp signed the partnership agreement with Oman's government last month, providing for the establishment of JV Company to manage the Port of Duqm. The JV is 50:50 partnership of the Government of the Sultanate of Oman and Consortium Antwerp Port of Belgium. The latter itself is a partnership of Antwerp Port Consultancy which is 100% subsidiary of the Port of Antwerp, and Rent a Port, a specialised Belgian based port services consultant and investor. Rent a Port specialises in, among other things, the engineering and finance of new ports, strategic advice on layout and operations, management of ports and industrial estates, organisation of marine freight of bulk materials, assisting in processing and transshipment of minerals in port areas and maintenance of shipping channels. Experts said that the company is credited with supporting the development of major ports and shore based engineering facilities in a number of countries around the world. But it is the presence of the Port of Antwerp on the JV that augurs well for Duqm's development into a mega hub for industry, petrochemicals and ship repairs.

Ranked as the seventh largest in the world and the second largest in Europe after Rotterdam, the Port of Antwerp handled a colossal 158 million tonnes of trade during 2009. The complex handles in excess of 15,000 ocean going vessels and over 64,000 inland crafts every year. Wholly owned by the Belgian City of Antwerp, the multipurpose port

is engaged in cargo handling, logistics and industrial zone development. More than 140,000 people make a living directly or indirectly from the Port of Antwerp. According to experts, the newly established management company will serve as Port Authority for Duqm, similar to the landlord model embraced by the government for the management of the Port of Sohar. The new management company's mandate is to coordinate, manage and grow the business of Duqm Port. A preliminary study has already identified the potential for a number of economic and commercial activities, notably heavy industry, oil refining, petrochemical processing, mineral, small and medium scale manufacturing, logistics, warehousing, fisheries, and so on. As part of its brief, the Singaporean consultant is also studying Duqm's suitability for a wide range of industrial and commercial investments based on the Wusta region's abundant natural resources, notably oil and gas, minerals and fisheries, among others. **Source: Oman Observer**



Above seen the **Jascon 2** preparing for a pipe pull in Nigeria. The pipe pull is done by Boskalis / van Oord & **Jascon 2** from WAV (West African Ventures)

Photo : Jack van Rees ©

Chemoil sees Q1 net loss on poor fuel oil margins

Marine fuel supplier Chemoil Energy Ltd said on Friday its earnings had been hit by the languishing fuel oil market and warned that it would incur a net loss for the March quarter. "The business operations of the Group have been negatively impacted by continued weak fuel oil margins in many of our market segments worldwide," it said in a statement to the Singapore Exchange. Asian fuel oil fundamentals were depressed earlier this month, due to heavy shipments from the West for the months of March to April, with the the supply balance tilted towards lower-quality grades. Its front-month cracks fell to its lowest level in 10 months at a discount near \$9.00 a barrel in early April, sharply lower than the \$1.00-\$3.00 discount range seen in January and February.) The market started rebounding last

week, lifted by signs of shrinking supplies in June and supported by buying interest from oil major BP and European trader Glencore. The product's prompt May crack has also recovered to around a \$7.00 a barrel discount, though still weaker than levels seen two months ago.

Last December, Glencore agreed to buy a 51 percent stake in Chemoil and offered to buy all remaining shares, a move which gives it storage assets and trading leverage. Its shares rose 1.3 percent to 40 cents on Friday. The stock has risen 2.6 percent since the start of the year, hitting an intraday high of 45.5 cents on April 19. **Source: Reuters**



The newbuilding hull of the **PACIFIC DAWN** seen moored in Velsen Noord – **Photo : Ton Grootenboer** ©

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Indonesian shipping companies lose cargo to foreign lines


National shipping companies in Indonesia with interests in export transportation have shut down several routes following the entry of foreign-flagged ships, Bisnis Indonesia reported. Co-Chairperson for Shipping Industry

Development of the Indonesian National Shipowners' Association (INSA) Ibnu Wibowo revealed the application of the cabotage principle had not been able to prevent foreign ships from carrying export commodities.

According to him, the foreign-flagged ships were still transiting at several open ports in Indonesia while carrying export commodities despite the fact their cargoes could be considered transshipment ones, meaning they have to be carried by national-flagged armada.

"Foreign ships can still travel domestic routes, such as Tanjung Perak-Semarang-Panjang-Jakarta, before they go overseas, such as Singapore, while carrying direct export commodities," he said. Ibnu exposed earlier this year a foreign shipping company, Compagnie Maritime CMA, opened Port Klang (Malaysia)-Tanjung Emas-Tanjung Perak-Panjang-Tanjung Priok routes and carried direct export commodities.

As a result, one national company, PT Caraka Tira Perkasa, had to shut down its Panjang-Port Klang route due to container loss. "Their cargoes went to Compagnie Maritime CMA, so that Caraka now has to find cargoes on other routes." **Source: CargonewsAsia**



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Future of Turkey's maritime sector looks bright, says magnate

Evolving from a small shipping agency, the Zihni Group of Companies in Turkey is now a huge player in everything that is connected with the sea. Zihni has been around for a combined 76 years, with the company passed directly from father to son at the beginning of the 1980s. When asked how he became involved in the business, Zihni Board Chairman Asaf Güneri told the Hürriyet Daily News & Economic Review that he had been in the maritime sector all his life.

"This is true, even in my childhood. My father was the owner of the only shipping agency in Zonguldak at the time. We did business with Erdemir and ships that disembarked at Erdemir and Zonguldak," he said.

The Zihni Group became a pioneer company in Turkey's maritime sector in terms of international cooperation – it is nearly the same age as the Republic of Turkey – and as one of the country's top business companies, it has frequently served as a model for other Turkish companies. Its activities cover the entire Near East as well as Turkey and Eurasia. The group says its mission is to destroy the myth that one cannot have price, quality and service at the same time. It believes responsible companies can sell high-quality services at fair prices by using their experience and knowledge to reduce costs. And it boasts of providing an "Always Ready," quality-based, safe, reliable and environmentally responsible service, of treating its customers as it would want to be treated. It describes its experience as always being a step for the future.

Zihni's services are tailored to the specific, ever-evolving needs of each of its customers, delivered at reasonable and competitive cost, in a friendly and ethical manner. Its ability to anticipate future business, industry and customer needs and its strong commitment to be the first to respond, drives its future success. The group believes that its employees are its greatest strength. They hold customer service first as a responsibility and are supported with a work environment that emphasizes open communication, trust, respect, uniqueness and continuous learning.

Throughout the life of the group, the objective has remained constant despite many evolutions in method. Numerous international partners have chosen to work with Zihni, which believed in mutual benefits and fair practice, and, as a result, has developed a very modern and cosmopolitan management system, which reflects its 21st century focus. In the last decade, Zihni Group has heavily invested in logistics, sea-air-land transport, forwarding, shipping agency services, and tourism, trade, energy sector, and communication technologies. Zihni is organized for all kinds of logistics operations in Ankara, Istanbul, Mersin, İzmir, and İskenderun, and is working through sub-agencies in other Turkish ports. For its air and land transport needs, the group is also active in provinces with an industrial base like Gaziantep, Antalya, İzmit and Eskişehir.

The Zihni Group has a well-educated, dynamic, experienced and multilingual staff and capitalizes on the synergy of all the companies under its roof to act as an international logistics service provider. On the other hand, Zihni offers full agency services at all Turkish ports and for transits through the Turkish straits, operating under Lloyd's ISO 9002 certificate. Zihni Holding is the investment and resources company that heads the group, exploring new markets and areas for investment, preplanning business moves, coordinating inter-company relations and implementing group policies on financial, legal and commercial matters. It, in effect, acts as the central processing unit of the group. It is also responsible for energy project investment and development and IT acquisition and deployment. Zihni is the only Turkish partner of Swissotel Bosphorus and also it is a shareholder in the Mersin free zone, or MESBAS.

The 64-year-old Güneri has an interesting perspective in evaluating the sector in Turkey and how it compares with the rest of the world. "Despite setbacks over the years, in retrospect, I can say that the maritime sector was a growth sector in Turkey all the way to 2006, Güneri said. "There were mini recessions, periods of low freight, but nothing that comes anywhere near to what we are experiencing right now. The reasons for this are many and not really of general interest. In Turkey, ship owners were more cautious and more conservative in running up debts. The maritime sector at the moment in Turkey compares well with the rest of the world," he said. Asked whether or not he was optimistic or pessimistic about the future of Turkey's maritime sector, Güneri said: "I am optimistic about the future of the maritime sector in Turkey. As I mentioned, I believe we were more conservative, and therefore we are better placed. We are a step ahead at the moment we can turn this into an advantage. This is why I am optimistic about the future of the Turkish maritime sector." Basically it is far too early to measure how the volcanic eruption in Iceland will have an impact on shipping. Turkey's maritime shipping sector was beginning to show signs of recovery in 2010 but experts indicate that there is a long way to go.

Güneri took over Zihni when quite young, bringing with him new ideas such as opening an airline but it didn't happen in the end. "It is true that I once was thinking of an airline, small planes, short distances, cheap tickets, rather like the models they have in the United States, in California and Florida, but the idea did not develop, for no special reason. We cannot do everything, we have to choose." Today Zihni is looking at the energy sector for the future and Güneri's son, Turgut, is leading the group in that direction. The former is in agreement with it but stresses that tourism also is an important sector for the future. "We are concentrating on both. In energy, our focus at the moment is offshore services." In 1974 Güneri married Betigül who is a painter and has several shows and the two have another son, Cömert. He manages to maintain his youthful looks, perhaps because he always finds time to walk and bicycle. Because of Zihni Holding's far-flung interests, he travels a lot – even being caught up in the Eyjafjallajökull eruption this past week. He's also a friend to have in good times and bad.

Involved in the tourism sector, Zihni said: "Turkey will always be one of the countries that is a major tourist destination. In recent years the Ministry of Tourism has put in a lot of work and money to advertise Turkey abroad and we are receiving the benefits. Turkey has become a star destination not only for mass tourism but also for the so-called jet set. In this, he said Russia and Arab countries were playing a major role. "Both areas have the potential to spend and to invest. The sector also diversified. There are alternatives to classical tours. The old town sections in Istanbul and in other cities are being renovated as they were. We see urban renewals, old and historic buildings turned into residences, boutique hotels, etc. These culture-focused activities will further bring money and long-lasting interest to Turkey. "There are many projects that will lift our tourism and place it into a different, higher platform. One such project is the Galata Port project. Look what renovations and restorations did to the Sultanahmet area. We are expecting a similar liveliness in the Karaköy area with the Galata Port project." He said his company is a firm believer in the future of tourism in Turkey. "We own two buildings right on the waterfront in this area, with magnificent views of the Bosphorus and the old town, wonderful skyline of Topkapı, Hagia Sophia and Sultanahmet – the kind of view that is published in magazines that viewers can't believe is true. These two buildings are going to be used for hotel

residences as well as high profile restaurants and cafes. We are in no hurry but have started to evaluate serious and long-term investors in these sectors.”

Güneri who is known as a friend of Greece, was one of the people who courageously became involved in improving Turkish-Greek relations at a time when relations were still bad, becoming involved in the Foreign Economic Relations Board, or DEİK's, Turkish-Greek Business Council for a number of years. During those years there has been quite a change in relations between Turkey and Greece. He is very positive about what was achieved since 1988 when the Council was founded and especially after dialogue started in 1999 between the foreign ministers of the two countries. "DEİK's Turkish-Greek Business Council has been instrumental in developing Turkish-Greek relations and in bringing the two countries to such a close commercial partnership over the years. I can say that there is no field that has not been started and made a success of between Turkey and Greece that has not been a project originating from the T-G Business Council.

"I have worked hard and happily with outstanding and exceptional businessmen and politicians and bureaucrats from both countries over the years. It is time that we build up and leave our duties to the coming generation."

Referring to Greece's current and potentially disastrous economic crisis, Güneri believes that the private sector in Greece, especially the maritime sector, is strong enough to spearhead an economic revival in Greece.

Furthermore, he said he believes they will be able to overcome their present problems. Zihni has a number of joint ventures with Greek companies and has been doing business with Greek companies for quite some time. Güneri, however, is adamant that the crisis is not affecting Zihni's business in Greece. All in all, the company has been very, very successful. Güneri is also involved in the Turkish Marine Environment Protection Association, or TURMEPA.

Asked to evaluate the organization and its success or lack of it, Güneri said, "Looking back I can say we have been more successful when compared with the Hellenic Marine Environment Protection Association [Helmepa], maybe we are lucky to have to educate 70 million and not 10 million." **Source: Hurriyet Daily News**



KOTUG's **RT ADRIAAN** enroute from the builders in Japan to Rotterdam made a bunkerstop in Cape Town

Photo : Aad Noorland ©

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Merger plan puts shipping giant on alert

The power of a combined Lyttelton Port and Port of Otago is worrying one of the world's largest shipping companies, Maersk. Yesterday Lyttelton Port Company got the green light from its main shareholder, Christchurch City Holdings, to merge with its main South Island rival, Port Otago. The ports will merge operations, but not their assets, and not for some months because the merger plan must first pass Commerce Commission scrutiny.

LPC yesterday said it had been advised that CCHL, which holds just over 78 per cent, was in principle supportive of the proposed operational merger.

Maersk's New Zealand managing director, Julian Bevis, said he was concerned that in terms of container traffic, a merged operation would have dominance in the South Island. Maersk is part of the AP Moller-Maersk Group, the world's largest container carrier. Bevis said he would keep an eye on the merger proposition as details emerged. "What the consequences would be for prices and for service one doesn't know." Maersk would hope for improved service prices at the ports under a merger. "If one or a group of service providers get into a dominant position one has to be careful to ensure there are mechanisms to make sure the markets continue to operate and they indeed are competitive. "If there isn't some sort of mechanism then I think one could justifiably raise concerns about a) price and b) service," Bevis said.

CCHL chief executive Bob Lineham said it was now up to LPC and Port Otago to get on with negotiations. "Part of the process will involve the Commerce Commission and that's expected to take several months." The ports were drawn together when Port Otago took a stake in LPC to thwart a similar deal between LPC and Hong Kong port operator Hutchison Port Holdings in 2006. LPC's shares yesterday afternoon rose 15c to \$2.45 shortly after the statement was released, and closed at \$2.45. The shares are usually thinly traded given the large combined holdings of CCHL and Port Otago. Port Otago's 100 per cent shareholder Otago Regional Council last month said "in principle" it was in favour of the merger. LPC chief executive Peter Davie said some of the merger talks were being led by advisers including Cameron Partners on behalf of Lyttelton and Deutsche bank on behalf of Otago. The advisers were working on details including a timeline for a potential merger, but he could not give detail of that timeline at this stage, he said.

Source: BusinessDay

.... PHOTO OF THE DAY



The **QUEEN VICTORIA** seen departing from Rotterdam – **Photo : Jan Koelink ©**

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