

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 124



Number 124 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 04-05-2010**

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Above seen the 2002 built CYP flag general cargo ship UAL COBURG leaving Valletta on Saturday 24th April, 2010

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

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The **MUROTO** seen at Anchor Down Stream from Hobart, Tasmania, Australia waiting for Macquarie Wharf no 4 to be vacated by another vessel. Photo : Glenn Towler ©

Malaysia: Former Prime Minister urges greater seafaring

Malaysia's former Prime Minister has urged his country to take a greater interest in seafaring, to sever dependence on foreign nations. Tun Dr Mahathir made the call at a lecture organised by the Malaysian Maritime Institute.

"Not many Malaysians like to mend ships now," he said. "Even our deep sea fishing boats are mended by the Thais and Indonesians." He said that he was optimistic that Malaysia's maritime industry would surge if given the right focus by the industry players and the government. He added that maritime facilities such as ports and shipyards should also be upgraded to accommodate bigger ships.

"We must prepare to upgrade our capability to run our own shipyards, build boats and sell it. Even if we can't compete with China and South Korea, we can compete with Europe and America as their costs are higher." **Source : Baird**

S Korea vows retaliation for 'Cheonan'

South Korea vows retaliation for the sinking of a navy ship which was broken in half after an unexplained blast hit it near the maritime border with North Korea. On a KBS television program broadcast nationwide Sunday, South Korean defense minister Kim Tae-Young stated that "those responsible for killing our soldiers must pay the price."

Last month's incident, in which 46 sailors were killed, occurred near the disputed maritime border between North and South Korean territorial waters. "Retaliation — in whatever form it is — must be done," he added. The defense minister said that tiny "slivers of aluminum" collected from where the ship went down were being examined to see if they came from possible weapons. He had formerly declared that a heavy torpedo most likely caused the sinking of the **Cheonan**, a 1,200-tonne corvette, in the Yellow Sea on March 26. Investigations are underway for any other clues that could confirm whether or not the Cheonan was attacked.

President Lee Myung-Bak will also hold a meeting with key military commanders Tuesday to discuss the sinking of the Cheonan. **Source : Press TV**



French Navy destroys Somali pirate base ship

The French warship "**Tonnerre**" destroyed a pirate mother ship and captured 11 people suspected of piracy. According to the press service of the Naval Forces of the European Union, fighting piracy in the Indian Ocean and Gulf of Aden, on Friday Swedish patrol aircraft detected a Somalia pirate ship-base and two boats 450 miles east of

Somalia. Swedish Navy Commander Rear Admiral Ian Tørnquist ordered the French ship **Tonnerre** ", which was closest to the criminal group, to stop the ship. On Saturday morning, the "**Tonnerre**" located the mother ship and immediately a helicopter took off from the deck. Once the pirates realized that they had been found they began to jettison weapons and ladders overboard. The helicopter crew filmed it all on tape. An Inspection group from the French ship then boarded the pirate base. The pirates were then transferred on board the "**Tonnerre**" as well as were two smaller boats. The ship-base was then destroyed. Source : english.ruvr.ru



The **COASTAL SURVEYOR 2** seen in Brunsbüttel – Photo : Michael Brakhage ©

Investigators trying to recover surveillance camera images from sunken ship

Investigators are trying to recover video images possibly taken by surveillance cameras aboard a sunken South Korean naval ship to help determine what downed the vessel near the country's sea border with North Korea, a government source said Sunday. Surveillance cameras, commonly known as closed circuit television or CCTV cameras, were installed in five or six locations in the 1,200-ton patrol ship **Cheonan**, such as hallways and the munitions room, for better oversight of the situation in the vessel, the source said.

"The joint investigation team is trying to recover CCTV" images, the source said on condition of anonymity. "The images, if recovered, would provide a significant clue to finding out what the ship was like at the time of the explosion and figuring out the situation before and after" the sinking, he said.

The **Cheonan** broke in two and sank on March 26 near the Yellow Sea border with North Korea. After an initial examination of the salvaged wreckage, investigators said the ship appeared to have been struck by an underwater "non-contact" explosion, possibly from a torpedo or a sea mine.

The sinking killed 46 of the ship's 104 crew members. Six bodies have not been found yet. North Korea has been suspected from the beginning, as the ship sank near the site of bloody gun battles fought between the two Koreas in 1999, 2002 and most recently in November last year. But the communist nation has denied responsibility.

South Korean officials have refrained from openly mentioning Pyongyang without clear proof, while the military has been scouring the area around the scene for evidence backing suspicions of an attack. Defense Minister Kim Tae-young said Friday that four tiny aluminum pieces collected from the scene were not parts of the ship. The remark raised the possibility that the pieces may be shrapnel from a weapon used to sink the ship, as aluminum is the main building material of torpedoes. But Kim toned down the statement Sunday, saying further analysis is needed.

"A detailed analysis is under way to check whether the fragments were from the ship itself or not," Kim told a KBS TV program. "We plan to announce its result at an early date." The minister also vowed to punish those responsible, saying the country "should deliver something to those who killed our soldiers after finding them, until the end without fail." Kim said he understands concerns about retaliation inviting more retaliation, but added, "Retribution should be carried out in some form." **Source : yonhapnews.co**



Oil tankers stretching routes to avoid Somali pirates

Use of mother ships enables pirates to strike deeper at sea

Oil tankers are routing their voyages further east into the Indian Ocean away from Somalia's coastline to avoid pirates who are striking deeper out at sea, a senior ship industry official said last Friday.

Somali pirates have increased their attacks in recent months, making tens of millions of dollars in ransoms from seizing ships, including tankers and dry bulkers, in the Indian Ocean and the Gulf of Aden. Graham Westgarth, chairman of INTERTANKO, an association whose members own the majority of the world's tanker fleet, said that while navy patrols had ensured the Gulf of Aden was a more secure area, vessels faced growing attacks in the Indian Ocean.

'What is happening is that people are routing their ships further and further east which of course adds miles to the route,' he told Reuters in an interview. 'There seems to be no limit to the distances that the Somali pirates are prepared to go.' The use of mother ships has enabled Somali pirates to strike as far as the Mozambique Channel and off India's coast in recent months launching smaller boats known as skiffs against ships.

An estimated 7 per cent of world oil consumption passes through the Gulf of Aden. Ship brokers have said that some tankers are travelling as far as Madagascar or even around the Cape of Good Hope to avoid seaborne gangs. Better weather is expected to enhance opportunities for attacks in the coming weeks. Ship brokers said that there had been reports last week of an attack on a Japanese oil tanker between the Middle East Gulf and the west coast of India,

which broker Braemar Seascopes said was a 'disturbing development'. '(Somali pirates) are casting their net wider and even more brazenly than before,' it said in a report.

Foreign navies have boosted activities off the Gulf of Aden since last year and have operated convoys, as well as setting up a transit corridor across dangerous waters. But their forces have been stretched over the vast area, leaving ships vulnerable. The UN Security Council suggested last week creating special piracy courts to plug a gap in the world response to the costly attacks on merchant ships off the lawless Somali coast. Prosecution of captured pirates has been hampered by disagreements over which country should try them. Somalia itself lacks the legal infrastructure to support trials. Mr Westgarth said that there needed to be a much more aggressive approach taken by governments in combating piracy. 'If they are captured, they should be brought to trial and dealt with accordingly,' he said. **Source : Reuters**



The FPSO **UISGE GORM** seen laid up in Rotterdam-Botlek – **Photo : Hans de Visser ©**

BP Oil Leak May Prompt New Ship Rules, Frontline Says

A BP Plc well leaking oil into the Gulf of Mexico may trigger tighter regulation of supertankers shipping crude to the U.S., said Frontline Ltd., the largest operator of the vessels. Rules may be tightened to ban single-hull tankers, forcing refineries to charter double-hull carriers that reduce the spill risk, said Jens Martin Jensen, chief executive officer of Frontline's management unit. "Unfortunately, you always have to have a disaster like this to have regulations tightened up," Jensen said by phone from Singapore.

Oil is escaping from the well at a rate of 5,000 barrels a day, five times faster than previously estimated, according to the U.S. Coast Guard. That could fill an Olympic-sized swimming pool in three days and would exceed the 1989 spill caused the Exxon Valdez in Alaska by the third week of June. The fuel is already washing up on the coast of Louisiana, forcing shipping restrictions on the Mississippi River. The slick may cause tankers to be diverted, tying up ships, bolstering rates and spurring owners to seek compensation for having to clean their vessels, said Ben Goggin, a freight derivatives broker at SSY Futures Ltd., a unit of the world's second-largest shipbroker.

Oil tankers with single hulls are being phased out this year under an International Maritime Organization ban that takes full effect in 2015. The European Union called the ships "more accident prone" in 2003.

Eleven percent of the global fleet of 522 supertankers, designed to haul 2 million-barrel cargoes, are fitted with single hulls, according to Lloyd's Register-Fairplay data. One single-hulled carrier has just left the Gulf of Mexico. Another is approaching the Louisiana Offshore Oil Port, or LOOP, the largest U.S. crude-oil import facility, according to data from AISLive Ltd. "There is a possibility that it could shut the ports around the Mississippi and possibly LOOP," said Goggin. Under the existing Oil Pollution Act of 1990, the U.S. will allow single-hull tankers to sail in its waters either to unload at LOOP or at dedicated unloading areas out at sea until 2015. Stricter regulation of single-hull vessels would "contribute to removing more tonnage, limiting supply and positively affecting tanker rates," Martin Sommerseht Jaer and Erik Nikolai Stavseth, analysts at Oslo-based Arctic Securities ASA, said today in a note.

Source: Alaric Nightingale, Bloomberg



The **PLANET V** seen at the river Tyne – Photo : Kevin Blair ©

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Twée reddingboten varen voor een surfer.

Zondag 2 mei om 18.10 uur werd de bemanning van de **Baron van Lynden** van KNRM station Ouddorp buiten, en de reddingboot Antoinette van station Stellendam, door het Kustwacht Centrum gealarmeerd voor een surfer in de problemen aan de buitenzijde van de Brouwersdam. Ook de reddingsbrigade van Ouddorp was hiervoor gealarmeerd. Met de reddingboot Baron van Lynden werd ter plaatse gegaan, bij windkracht Noordoost 6, in de richting van de Spuisluis, terwijl de reddingboot **Antoinette** vanuit Stellendam richting Ooster ging. De reddingsbrigade van Ouddorp (O.R.B.) was met een auto aanwezig op het strand, samen met de politie van Zeeland. De politie en de reddingsbrigade waren net aanwezig bij de melder, toen het bericht kwam dat de surfer al aan de wal was en in goede gezondheid verkeerde. Na gegevens te hebben opgenomen konden de reddingboten weer terug keren naar de stations.



The **COSCO INDIAN OCEAN** seen in Felixstowe - Photo : Andrew Moors ©

Drama leads to death on the high seas

With the words "you don't love me any more" a woman leapt off a ship anchored just outside Durban harbour on Saturday night. Her husband, the captain of the vessel and to whom the words were said, plunged into the sea after her. Both drowned and their bodies were found on Sunday morning. The South Korean couple, whose names were not released, were on board the Panama-registered **Morning Composer**, riding at anchor six nautical miles from Durban harbour, when the incident happened.

Police Colonel Vish Naidoo said the nightwatchman on the ship told police he had heard the captain and his wife talking before the incident. "He told police that he heard the wife saying 'you don't love me any more', and then she apparently jumped overboard. The captain sounded the alarm that his wife was overboard and then he jumped in. It is believed that he tried to save her, but both died." Naidoo said the police could not identify the two until the ship's agent had notified their relatives. Police had opened inquest dockets. "The ship's agent, Diamond Shipping Services, are liaising with us and are going to contact their families. The South Korean embassy has also been informed."

The National Sea Rescue Institute (NSRI), police and Transnet National Ports Authority recovered the couple's bodies on Sunday. NSRI Durban station commander Andrew Stevens said on Sunday that they were alerted to the incident at around 2.30am. "Durban rescue craft **Eikos Rescuer II** and **Megan III** were launched and the Transnet National Ports Authority rescue helicopter, with NSRI rescue swimmers on board, responded to search for the bodies. The bodies were located by the helicopter, about two nautical miles from the ship. They were placed on the rescue craft and brought to shore."

Naidoo said post-mortems would be conducted, but it was believed that both drowned. The ship had sailed from Port Klang in Malaysia last month. Port manager Ricky Bhikraj said the ship berthed in the harbour on Sunday morning, as planned, but only began offloading cars late yesterday afternoon as the police were busy with investigations. Michael Heads, of P and I Associates, representatives for the ship's owners, said the company would conduct its own investigation for the owners to determine the cause of the incident.

"The crew are fine but are saddened by the loss of the captain. The chief officer on the ship has now taken over as captain." Heads said the ship's owners were grateful to the NSRI and port authorities for responding quickly to the incident. **Source : iol.co.za**



The **PALATINE** seen passing Spurn Point – Photo : **Simon Smith** ©

LEEN WARNAAR RETIRED



After working 24 years for SMIT followed by 24 years with KOOREN, **LEEN WARNAAR** retired April 29th,

For this occasion a diner was held for Leen, his wife and children in the Delta Hotel in Vlaardingen, outside at the river in front of the hotel the tugs **THAMESBANK** and **SD STINGRAY** performed a show for Leen and his family.

SMIT and **KOTUG**, and the **tugboat crews** many thanks on behalf of Leen and his family for the show



CASUALTY REPORTING



Hong Kong ship crashes, sinks in Yellow Sea

A Hong Kong-registered cargo ship sank off China's Shandong province on Sunday after colliding with an Indian-crewed freighter, but all crew members were rescued, the Xinhua news agency reported.

The cause of the collision was not immediately clear but it may have been linked to foggy conditions, said an official with the maritime safety bureau in Weihai city, Li Zhiqiang.

There was no immediate information on any environmental damage.

The Hong Kong-registered **Bright Century** carried a crew of 23 Chinese, and the Liberia-registered **Sea Success** had a crew of 23 Indians. All 46 people had been rescued and the **Sea Success** was still afloat despite its prow being filled with water. An investigation was under way. **Source : Inquirer**

NAVY NEWS



The **P 676 FLAMANT** seen moored in Scheveningen - **Photo : Sander Vogelaar ©**

Marine industry, Collier leaders go full speed ahead to sink Navy ship as reef off Marco POLL

A new tourist attraction could be coming to Collier County. Actually, it could be coming to the bottom of the Gulf of Mexico about 30 miles west of Marco Island. It's the **USS George Philip**, a decommissioned Navy ship that divers and anglers are hoping to sink and make into an artificial reef. "I think it would be perfect for our coast," Naples diver and fisherman Mike Taworski said.

The 455-foot frigate has been Taworski's target for the past year, ever since he discovered it mothballed in Bremerton, Wash. Last week, Collier County commissioners authorized a formal request to the Navy to put the ship on "donation hold" instead of sending it to the scrap heap.

Last week, divers from the county, the Sheriff's Office and local fire departments found a sandy spot without environmentally sensitive hard bottom about six miles north of the so-called "R" Tower, already a fishing and diving landmark of sorts.

The next step is for the county to try to get a permit from state and federal agencies for an artificial reef at the spot.

"It's a desert, which is exactly what we want," Taworski said. "Once we reef the ship, she'll be alive." Fish and other marine life would seek out the sunken ship's nooks and crannies looking for food and shelter. Corals and macroalgae would attach to the ship, turning the steel shell into a marine garden.

Last week, divers from the county, the Sheriff's Office and local fire departments found a sandy spot without environmentally sensitive hard bottom about six miles north of the so-called "R" Tower, already a fishing and diving landmark of sorts. County officials estimate it would cost \$2 million to tow the ship from Bremerton, clean it up and sink it.

The money would come from donations to be raised once the county knows it can get the ship, Coastal Zone Management environmental specialist Pamela Keyes said.

"I think it's an exciting possibility," she said. The city of Naples, the Marine Industries Association of Collier County, the Florida Fish and Wildlife Conservation Commission, University of Florida sea grant agent for Collier County and the Sheriff's Office already are on board.

Until now, the county's artificial reef program has relied largely on concrete rubble and metal _ not to mention the forces of war and nature.

A Honduran freighter went down off the Lee County coast in a 1993 "No-Name" Storm, and a ship carrying war supplies was torpedoed by a U-boat off Marco Island in 1942, according to shipwreck databases. There's even the remains of a Civil War-era paddlewheel boat that sunk off Marco, possibly carrying construction materials to the Fort Jefferson outpost west of the Florida Keys.

In 1997, a 46-foot Cuban fishing boat sank four miles off Gordon Pass as crews were towing it to a deeper reef.

The county bought the steel-and-concrete boat for \$10 after the U.S. Marshal's Service confiscated it off Wiggins Pass in 1994 for smuggling Cuban refugees. Later, sea turtle experts found evidence on board that the boat had been used for illegal sea turtle hunts.

The **USS George Phillip** would put Collier County into a different league and make it a dive destination akin to the Spiegel Grove that was sunk off Key Largo in 2002, dive enthusiasts say.

"Getting something off our coast would really put us on the map," ScubaMarco owner Jeff Dawson said. "I think it could be a tremendous boost."

County officials estimate it would cost \$2 million to tow the ship from Bremerton, Wash., clean it up and sink it. The Key Largo Chamber of Commerce estimates the ship pumped \$14 million into the local economy in the year after it hit bottom. The **USS George Philip**, at 45 feet wide, would be sunk on its side in 90 feet of water or so.

That would bring the ship close enough to the surface to make it accessible to even novice divers but would still give experienced divers plenty of structure to explore, Taworski said. The **USS George Philip** has seen lots of above-water action since it was commissioned in 1978.

In 1982, it was deployed to keep sea lanes open in the Persian Gulf during the Iran-Iraq War; in the 1990s, it helped run down South American cocaine traffickers. The ship was named for a Navy hero from a family with a history of military service. Philip died in 1945 when a kamikaze pilot hit the **USS Twiggs** in the battle for Okinawa.

He was awarded the Navy Cross and was awarded the Silver Star for his earlier service on the **USS O'Bannon**. Having her father's namesake sent to an underwater grave would be a tribute as fitting as medals and official commendations, Philip's daughter, Snow Philip of Key West, wrote in a letter of support. "My father lies in an unmarked grave off the coast of Okinawa," Philip wrote. "His brother and uncle also rest somewhere in the Pacific Ocean.

"What better fate could this have than to commemorate the dead by becoming a site for new life?" **Source :**
Marconews

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Russian Missile Cruiser To Make Port Call In India

Russia's Moskva missile cruiser will make a port call in the southwestern Indian city of Kochi on Friday, a spokesman for the Russian Navy said on Wednesday. The **Moskva**, the flagship of the Black Sea Fleet, left the Ukrainian port of Sevastopol on April 9. It is currently conducting a series of exercises in the Indian Ocean with the Northern Fleet's Pyotr Veliky heavy nuclear-powered missile cruiser.

"The ships are carrying out drills on joint sailing and maneuvers, and holding combat training through interacting with each other at sea," the spokesman said.

The two vessels are due to arrive in Russia's Far Eastern port of Vladivostok in June-July to take part in the Vostok-2010 exercise. The exact date of the drills has yet to be announced.

Russia announced in 2007 that it was building up its naval presence throughout the world, and foreign port calls by Russian warships have become more frequent. **Source: RIA Novosti**

Chinese Focus On Building Submarines Cause Of Concern Says Expert

China is putting a major focus on submarines which have no peacetime purposes said a defense expert on Friday, noting, on the other hand, aircraft carriers are perfect tools for peaceful purposes but submarines are for military

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purposes. "It concerns me to see China going for these submarines," said Robert D. Kaplan, senior fellow at the Center for a New American Security, in a tele-conference with journalists.

Kaplan earlier authored an article, "The Geography of Chinese Power," (May/June 2010, Foreign Affairs), saying that the shifting balance of power in the Eastern hemisphere will undoubtedly "exacerbate U.S.-Chinese tensions in the years ahead." Kaplan argued that U.S.-Chinese tensions will rise as China expands its influence to acquire resources to fuel its growth, and support the rising living standards of its immense population.

"China's military threat is only indirect, to limit the power of the U.S. while trying to raise the living standards of its population which is one-fifth of humanity," Kaplan said. "Cold War was quite stable except Vietnam, Korean conflicts," Kaplan told the listeners, adding, "Now we are seeing naval powers of Koreans, Japanese and Chinese."

Kaplan compared the decline of military power in Europe to Asia, saying, "These areas of Asia are still in nationalistic mode where having a military is not a matter of shame as it is in Europe." On the question of Sino-Indian relations, Kaplan predicted, "As China moves South, India moves to East and to the former colonies of British Raj and that will bring a lot of tension in future."

Energy and natural resources hungry China is expanding its influence in Africa and on the ever-tightening Chinese iron grip on African resources, Kaplan said, "China is becoming a political player (in Africa) with no particular focus except to get the resources."

"Niger is the latest example: The tiny African nation saw a coup d'état. Chinese had a great relationship with the former government (under an autocratic president Mamadou Tandia) while after the coup, Chinese are very friendly with the new regime (military officials who ousted the president)," Kaplan told journalists, adding, "shows they play both ways."

American ally Japan is juggling with a new multi-party system after having a one-party system for a long time and as the new party struggles to learn how to govern, Kaplan said, "China is silently reaching out to Japan saying that you don't need Americans and we will give you protection."

Kaplan cautioned, "Americans are not going to have a large black and white military presence in Japan," with withdrawal of American troops on the cards. On a question about piracy, Kaplan was positive about it, saying, "Good thing about piracy is it brings nations together ... Somalia has longest shoreline and China has dispatched its fleets thus they are getting a hands-on experience to operate those fleets far from home."

Today China still depends on the U.S. for patrolling international commercial sea-lanes but in future it will start aiming for such coverage from its own naval forces. Kaplan cited from personal experience, describing these "far from home" experiences for China as very valuable, noting, "throughout history, the nations which have built up economies, have also built military power to guard their economic power."

Iranian nuclear programs and global efforts headed by the U.S. to contain those, might not go far as "China is hungry for energy and natural resources and China has an appetite for good Iranian relations," cautioned Kaplan.

Source : allheadlinenews

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Seen at Maaskant Shipyard in Stellendam the buoy tender **ROTTERDAM** for maintenance in drydock

Photo : Daniëlla Vermeer ©

Austal Opens European Service Hub

Austal announces an expansion of its European service presence with the establishment of a maintenance hub on the Strait of Gibraltar. Based in Southern Spain and Northern Morocco, the new operations will support the extensive fleet of Austal and non-Austal high speed craft currently operating on the Strait of Gibraltar.

Austal Managing Director Bob Browning commented; "This strategic move positions Austal near a region with high demand for vessel maintenance and management services."

The new operations will support the ports of Algeciras and Tarifa in Spain, and Tanger Ville and Tanger Med in Morocco, and will be staffed by members of Austal's existing maintenance team as well as local personnel.

The announcement follows last month's contract for the maintenance of seven large high speed craft with Oman's National Ferries Company. Austal recently established service hubs in Egypt and Oman, with a regional office in the United Arab Emirates to open in coming months. **Source : Austal**



The **NORMAN BRIDGE** seen enroute Keppel-Verolme in Rotterdam-Botlek - **Photo : Jan Verhoog ©**

Russian shipyard to build new oil tanker for Turkmenistan

Turkmenenizyollary (Turkmen sea and river lines) will sign a contract for the construction and purchase of the river-sea vessel with the capacity of 7100 tons for transportation of oil and oil products. The vessel will be built at the shipyard "Krasnoe Sormovo (Nizhny Novgorod, Russian Federation)". The total contract value will be US \$ 17 million. As the Turkmenistan.ru correspondent reports from Ashgabat, Turkmen President Gurbanguly Berdimuhamedov signed a decree to this effect at a cabinet meeting yesterday.

The President noted the need to replenish Turkmenistan's new tanker fleet with modern vessels that will transport hydrocarbons and oil products in coastwise trade along the Caspian coast and to foreign countries. "This task is posed by long-term plans to significantly increase oil production in Turkmenistan, which, in turn, requires the availability of adequate transport facilities," he stressed. It should be recalled that last year the first two large ships were brought in the seaport city of Turkmenbashi, capable of carrying 6 types of oil products simultaneously. Tankers "Sumbar" and "Khazar" were built on the order of Turkmenistan at the shipyards of Krasnoe Sormovo using IDB loans totaling US \$ 31 million. **Source: Turkmenistan.ru**

Trinity to build two escort tugs for Colle and Signet

Trinity Offshore has announced that Colle and Signet have signed contracts worth over US\$27 million to build two 6,800 hp, 80 tonne bollard pull terminal support/escort tugs. Colle Maritime Company, a joint venture between Colle Towing Company and Signet Maritime Corporation, will operate the vessels to provide marine services to Angola LNG Supply Services (ALSS) at the Port of Pascagoula, Mississippi.

The tugs will be built over 17 months at Trinity Offshore's Gulfport, Mississippi shipyard with deliveries planned for September of 2011.

Designed by Robert Allan Ltd, of Vancouver, B.C., these RAsstar 3100 class Escort Tugs are specifically designed and engineered to offer superior ship-handling, escort, and seakeeping performance in comparison to more conventional tug designs.

The tugs incorporate a number of features to enable them to safely assist LNG tankers, oil tankers and cargo vessels calling at the LNG, oil refinery and other dry cargo terminals in Pascagoula. The tugs will be built entirely under cover at Trinity Offshore's 60-acre facility in Gulfport, Mississippi. **Source : Offshore News Online**



The **SIEM AQUAMARINE** left the builders **Kleven Verft, Ulsteinvik** – Norway on May 2nd for trials

Photo : Svetozar Catovic RRM ©

Odense to deliver capesize bulker

Odense Steel Shipyard is now one step closer to the final delivery of the last commercial vessel built at the yard. Yesterday hull no. 226, which will be named **Aquavictory**, sailed from the shipyard's facilities in Munkebo for sea trials. At the same time, another 346 blue-collar workers and 16 white-collar workers have been given notice.

The **Aquavictory** is the fourth unit in a series of six capesize bulk carriers ordered by the Greek-based Carras (Hellas) Group, a private company owned by two Greek families. The 90,000 GT and 180,890 DWT vessels have a length of

292 metres, a beam of 44.9 metres and a capacity of 197,000 cbm. They are powered by a MAN diesel type 6S70MC-C developing 18,600 kW, giving a service speed of 15 knots. **Source : ShipGaz**

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The **NATIONAL GEOGRAPHIC EXPLORER** seen moored in Dartmouth May 1st for stores
Photo : David - www.galaxycourtesycars.co.uk ©

SCI Hikes Rates to Europe

The Shipping Corporation of India will seek a general rate increase on the westbound trades from India to Europe, the third GRI this year. Effective May 15, the proposed increase will be \$200 per 20-foot equivalent unit and \$400 per 40-foot equivalent unit. The GRI will apply to all cargo moving from India to North Europe, the United Kingdom, the Mediterranean and Black Sea ports.

The state-owned carrier earlier applied two GRIs with increases of the same amount as of February 4 and March 1. SCI's move follows similar increase announcements by other carriers serving the same trade lane, including Hapag-Lloyd, CMA CGM, Zim Integrated Shipping Services and Mediterranean Shipping Company. Chile-based CSAV Norasia on Friday announced a rate increase of \$225 per TEU on all westbound shipments moving on its India-Middle East-

Europe Express Service. Another major operator that plans to raise rates on the route is Cosco Container Lines. Coscon will apply a peak-season surcharge of \$200 per TEU, starting June 1. **Source: Journal of Commerce**



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Hanjin Shipping takes delivery of new vessel

Hanjin Shipping has taken delivery of the first of five 8,600-TEU vessels from Hyundai SamHo Heavy Industries shipyard. The ship, the **Hanjin Long Beach**, will join the CKYH Alliance's NE-4 service in Qingdao. Hanjin Shipping said the new 8,600TEU vessel, equipped with the state-of-the-art engine, consumes less fuel than any other ships in the same class and can easily change its speed according to operational situation.

Executive Vice President Won Woo Lee said: "With the deployment of this state-of-the-art ship, we will be able to upgrade the competitiveness of our fleet and improve our customer service." The deployment of Hanjin Shipping's own vessel will enhance schedule regularity as well as improve quality of service. The company continues to actively protect the environment by abiding eco-steaming to reduce CO2 emissions. Hanjin Shipping will receive the rest of the 8,600 TEU vessel after 2011 on a consecutive basis. **Source: Manila Bulletin**



The **ATLAS VALOR** seen moored in Rotterdam-Europoort - **Photo : Jan Verhoog ©**

L&T wins UAE port power deal worth \$81.6 mn

Engineering firm Larsen & Toubro has won a contract worth over \$81.6 million (300 million dirhams) from Abu Dhabi Ports Company, the developer and regulator of ports and industrial zones.

According to a Gulf News report, the contract is for its flagship project at the Khalifa Port and Industrial Zone (KPIZ) in Taweelah.

Work is due to begin immediately and is scheduled for completion in May 2012. The agreement is for the design, construction, testing and commissioning of the electrical medium voltage (MV) power supply through a 33 kV power cable network and three 33kV/11kV primary distribution substations, which will provide the main power supply for the first phase of Khalifa Port.

The contract also involves construction of civil buildings with utilities such as air conditioning, fire protection and lighting systems. Located between Abu Dhabi and Dubai in Taweelah, KPIZ is a multi-billion dollar project that involves construction of a world-scale container and industrial port. **Source : IndiaTimes**



The **HAPPY RIVER** seen moored in Rotterdam – **Photo : Henk Wadman ©**

Danish coaster flagged in Togo to cut travel expenses

The Danish coaster **Faxborg** has been re-flagged to the flag of the African state of Togo with Lomé as port of registration. The re-flagging was done in order to survive in a tough market for smaller cargo ships and in an attempt to avoid large invoices from the ship's former classification society. I am not proud at all over the new national flag on my coaster **Faxborg**, says captain Hans Poulsen.

I did not really have any choice, as Bureau Veritas was about to cancel my classification on the ship because of a dispute over the invoice for their recent survey. In my opinion I really got nothing for the DKK 50,000 on their latest invoice, says Hans Poulsen. My present Greek classification society sent an invoice for the Swedish surveyor who had

travel expenses of DKK 975. Two Bureau Veritas surveyors travelling from Fredericia to Marstal had a price tag of DKK 18,572 in comparison. I am not trying to shortcut any rules or regulations, but barely trying to survive and cut out the unnecessary expenses, says Hans Poulsen. **Source : ShipGaz**



The tug **Mustang** is sold March 24th by G. Bouwman Towage to Ippo Marine at Cyprus, above seen the tug moored in Ridderkerk, the tug will depart very soon with the barge **Lista** with destination Russia. **Photo : Michel Kodde ©**

Brightoil Takes Delivery of Second 100,000 DWT Ocean-Going Oil Tanker

Brightoil Petroleum (Holdings) Limited, one of the largest service providers of marine bunkering in China, announced that the Group took delivery last Friday of its second ocean-going oil tanker in Japan purchased in March this year. The Group's capacity to transport oil products will be substantially increased while operating costs will be further lowered. As the Group is actively expanding its global marine bunkering operation, the expansion of tanker fleet will create greater synergies. Moreover, it can generate additional revenue by chartering out spare capacity.

Dr. Sit Kwong Lam, Chairman and CEO of Brightoil Petroleum, said, "The Group is determined to create an integrated supply chain for its marine bunkering operation. We are actively developing a global fleet in order to support the rapid growth of our marine bunkering and oil trading businesses. Over the past six months, we have acquired two ocean-going oil tankers with capacity of 107,500 DWT each. It marks an important step towards achieving our goals. Taking advantage of the significant decrease in ship prices, we will establish a fleet comprising ocean-going oil tankers and marine bunker tankers with sizes ranging from 5,000 DWT to 300,000 DWT through acquisition, leasing or hire-purchase arrangements within this and the next financial year. With the expansion of the fleet, we will be able to capture opportunities brought about by the gradual recovery of the global shipping industry."

The Group now owns two ocean-going oil tankers with capacity of 107,500 DWT and a consideration of US\$52.5 million (equivalent to approximately HK\$409.5 million) each. They will mainly be used for transporting fuel oil or crude oil internationally. Built to Common Structural Rules (CSR), both vessels have stronger and more durable hull structures. The maximum discharge rate of each vessel is 9,000 m³ / hr. The newly-acquired oil tanker is also equipped with advanced equipment and is eligible for navigation in the European waters.

Dr. Sit Kwong Lam added, "China's marine bunkering sector has experienced phenomenal growth in recent years due to thriving external trade and government policies to open up the bunkering market. According to industry forecast,

bonded marine fuel demand in China will escalate to 26 million tonnes by 2015, representing a four-fold increase comparing with the bunker volume in 2008 when the Group has started marine bunkering operation. Brightoil is actively expanding its bunkering business and plans to extend operation to the ports of Rizhao, Tianjin, Dalian, Qingdao and Rotterdam from the existing ports of Hong Kong, Shenzhen, Singapore, Shanghai, Zhoushan and Ningbo. Leveraging on our strong foothold in China, we aim to create a global bunkering network covering all major ports in the world."



Cobelfret's **SERPENTINE** departed under the name **WINNER XI** from Cape Town bound for the breakers
Photo : Ian Shiffman ©

Glencore and Marco Polo in Indonesian JV

Glencore has formed a tug and barge joint venture with Marco Polo Marine for the Indonesian cabotage trades. The 50 – 50 joint venture, Alpine Marine, between Glencore unit, ST Shipping and Trading, and Marco Polo Marine will jointly own and operate a fleet of tugs and barges to provide transshipment services in Indonesia. The vessels will mainly carry cargo managed and carried by Glencore in Indonesia. Marco Polo is selling a fleet of 24 Singapore-flagged tugs and barges for \$44.7m to an Indonesian company, which will then lease the vessels back to Alpine Marine under the Indonesian flag. **Source : Seatrade asia**



The 1997 built crude oil tanker **WILANA** [IMO 9123075] seen May 1st at Hound Point to load for Quintero, Chile.
The tugs assisting the tanker are the **Cramond** and **Dalmeny**. 1st May 2010.

Photo : Iain McGeachy ©

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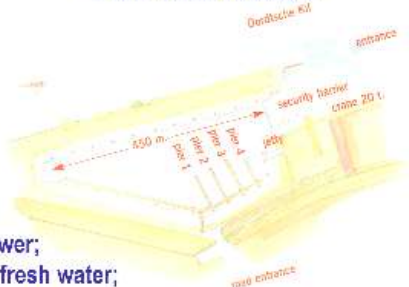
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Singapore Salvage Engineers tugs **SSE LUCY** and **SSE LUCIA** seen operating in the port of Singapore

Photo : Piet Sinke ©

Nordic Ferry Services to change name

Nordic Ferry Services has decided to change its name to Færgen (Danish for "the ferry") from October 2010. The change of name comes after some turbulence in the company after the problems at Samsø with the ferry Kanhave.

We must admit that we don't see any expansion in the Nordic market, and therefore we are cutting out this word from our name², says Per Gullestrup, chairman of the board of Nordic Ferry Services. The operative companies will change names accordingly, which means that Samsøtrafikken will change to Samsøfærgen, while Fanøtrafikken will change to Fanøfærgen and so on. It is a clear signal for a new focus in the ferry company and on its future, says Per Gullestrup. All the ferries will change colours and design as they are called in for docking. The last units will have changed colours and logo in 2012. Nordic Ferry Services is still jointly owned by Bornholmstrafikken (changing to Bornholmerfærgen) and Clipper Group. **Source : ShipGaz**

SBM Offshore N.V. Signs Design Supply Contract For Two Windmill Installation Jack-Up Vessels

SBM Offshore N.V. is pleased to announce that its subsidiary company SBM-GustoMSC has signed a contract with Dubai based Lamprell Energy for the design supply of two windmill installation jack-up vessels.

Additionally SBM-GustoMSC received orders from the yard for the supply of the innovative continuous jacking systems and large 800 ton offshore cranes that will be fitted on these vessels.

The units are of the GustoMSC NG-9000C type, a state-of-the-art jack-up vessel that has been specifically developed for the offshore windfarm installation industry. The two vessels have been ordered earlier this year from Lamprell by Fred. Olsen Windcarrier and they are the 2nd and 3rd units of this type to be built so far.

The total portfolio value of these orders is around € 60 million. **Source: SBM Offshore N.V.**



ISKES **TUMAK** seen in action – **Photo : Jan Plug ©**

Panama freezes tolls as volume falls, but laden box fee to come

FIRST quarter Panama Canal transits have fallen 1.5 per cent year on year, resulting in an overall 2.3 per cent drop in tonnage, the Panama Canal Authority has announced. Shortly after the announcement, the Panama Canal Authority said it will freeze tolls this year, but warned that they would be re-calculated next January.

Containerships will be targeted in the re-calculation, which will involve a price adjustment to the capacity charge and another levy applying to laden containers.

The downturn hit containerships, tankers and reefer shipments most severely, reported Newark's Journal of Commerce. Transits were down by 60 ships from the 3,914 in the first quarter of 2009, while transits of super tankers and other large vessels fell 0.8 per cent to 1,801.

But motor vehicles, dry bulk and general cargo were up and transit times improved, only marred by a higher accident rate. **Source : Schednet**



The **STAD AMSTERDAM** departed Sunday from Cape Town – **Photo : Robert Pabst ©**

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De vernieuwing van de website is een onderdeel van een groter automatiseringsproject waar achter de schermen al sinds september 2009 aan gewerkt wordt. Dankzij de steun van verschillende sponsors heeft de Eendracht naast de website ook een nieuw financieel, reservering- en database systeem. Mede door deze inhaalslag kan de [Eendracht](#) vanaf nu efficiënter werken en kan er bezuinigd worden op personeelskosten. Dit laatste komt weer ten goede aan de doelstelling van de stichting om het schip maximaal in te zetten voor jongeren.

Bekijk nu de vernieuwde website
www.eendracht.nl

.... PHOTO OF THE DAY



The tug [WATERPOORT](#) seen with the newbuilding hull [ANDRÉ W.](#) in IJmuiden – Photo : Marcel Coster ©

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