

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 133



Number 133 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 13-05-2010**

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

stevedoring & warehousing		 INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS ISPS CERTIFIED
SHORECRANES UP TO 208 M / TONS		
rhb	E-MAIL office@rhb.nl	TELEPHONE +31(0)10 429 94 33
	WEB www.rhb.nl	Rotterdam Portnumber 2157



Songa's semi-submersible drilling rig 'Songa Mercur' departed on May 11th 2010 from Singapore. The rig is towed by the 'Sea Jaguar' and the 'Sea Hawk 1' from Singapore via Pusan to a location east off Sakhalin.

Photo : Capt. Rob Janse (c)

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore

PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

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

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

EVENTS, INCIDENTS & OPERATIONS

Not your average beach restoration.



You may never need us, but if disaster strikes, remember to call TITAN for response and results:

USA +1 954-545-4143

UK +44 1273 515-555

SINGAPORE +65 63187828

Salvage • Wreck Removal • Emergency Response



Tug found to tow carrier back to China



Authorities have found a tug boat strong enough to tow a stricken coal carrier back to China. That can't come soon enough for the Queensland community of Hervey Bay.

Residents are furious that the damaged **Shen Neng 1**, laden with coal, has been anchored in the Great Sandy Marine Park between Hervey Bay and World Heritage-listed Fraser Island. The ship arrived on Tuesday after a marathon towing operation that took 40 hours.

It's been taken there to allow salvage experts to unload about 19,000 tonnes of coal, or about a third of its load, in the hope it can be towed back to its home country. Maritime Safety Queensland general manager Patrick Quirk on Wednesday said a tug boat large enough for the task had been found in Singapore.

"She is a heavy tow, deep sea tug," he told reporters. "She can tow at seven knots ... she is designed for this operation." But the ship - damaged when it ran aground on Douglas Shoal off Rockhampton in April - isn't going anywhere just yet.

The MSQ has said it will take two to three weeks to unload the 19,000 tonnes of coal. In the meantime, residents are planning protests saying they don't want to be used as a dumping ground for shipping accidents.

A community meeting is planned in Hervey Bay on Wednesday night. **Source : smh.com.au**

Oil leak is 5 times greater than reported by officials

The amount of oil gushing from BP's **Deepwater Horizon** oil disaster is five times more than what the oil company and the U.S. Coast Guard are currently estimating, said a Florida State University oceanography professor on Saturday.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 133

At an oil spill environmental forum at the Hilton Pensacola Beach Gulf Front, Ian MacDonald said the blowout is gushing 25,000 barrels a day. The Coast Guard and BP estimate 5,000 barrels a day of crude is spewing into the Gulf.

MacDonald said his estimate is based on satellite images and government maps forecasting the slick's trajectory.

MacDonald also told a crowd of about 100 gathered for the discussion that he's been frustrated by the lack of data from federal responders and BP since the April 20 explosion and subsequent spill.

Dick Snyder, director of the Center for Environmental Diagnostics and Bioremediation at the University of West Florida, said satellite imagery and maps give a misleading picture of the spread of the spill. Chemical dispersants and exposure to sunlight have made some of the oil nearly invisible and hard to detect, he said.

Testing seawater for a hydrocarbon signature is needed to adequately track the oil spill so cleanup operations can be activated before it arrives, Snyder said. A proposal by UWF to conduct such testing off the Pensacola coast was rejected by the state Department of Environmental Protection, Snyder said.

Both Snyder and MacDonald are members of the newly created Oil Spill Academic Task Force. The organization brings together resources of Florida's academic institutions to assist the state of Florida and the Gulf region in preparing for and responding to the Deepwater Horizon oil spill.

The task force consists of scientists and scholars working in collaboration with colleges from the State University System as well as private colleges. For more information, visit www.oilspill.fsu.edu

Source : pnj.com



Spotted in Montrose, Friday 30th April 2010 the Tidewater vessel **NETHERLAND TIDE**

Photo : Iain Forsyth (c)



BGT Transport & Expeditie Bedrijf Bv.

Groupage Frankrijk
Offshore agency
Forwarding
Warehousing
Packing
www.bgttrans.nl
+31 10 4949600



The **SEA POINTER** see operating in Singapore-Sembawang - Photo : Piet Sinke (c)

Asian sailors tell of pirate ordeal

In his seven years at sea, Afrizal had never been attacked by pirates -- until one night late last month.

Armed attackers stole aboard the tugboat **Atlantic 3** in Indonesian waters near Singapore on April 27, Afrizal and his captain told AFP, in what an analyst said was part of an upsurge of attacks in that area. "All of us were tied up and put in a room," said Afrizal, 40, a native of Indonesia's Sumatra, who uses only one name. "Our eyes were covered."

The room became their cell for several days, until they were cast adrift in a life raft, he told AFP. Afrizal, one of six Indonesian and two Malaysian crewmen, said they wondered if they would be killed.

"We were very afraid," he said from Vung Tau in southern Vietnam, after the crew were rescued by the Vietnamese navy. Myint Shwe, the tug's Myanmar captain, said the drama began after they took on fuel in southern Malaysia's Johor state. The 300-tonne Malaysian-registered tug was towing an empty barge from Thailand to Indonesia, he said.

About 35 nautical miles into their journey from Johor, they were boarded by the seven pirates, Myint Shwe said.

"We did not see their boat. It was night time," said the 55-year-old skipper. He and Afrizal said the robbers, armed with a gun and machete, spoke Indonesian and Malaysian. They stole money and personal items including shoes and socks, leaving the men with only the clothes on their backs, they said.

"They took everything," Afrizal said. But their captors brought them food and the occasional cigarette, and allowed them out of the room for toilet breaks. Freedom eventually came but with it, more fear, Afrizal said -- they were cast adrift at night in a rubber raft.

Their drama finally ended the next day, May 3, when a vessel from the Vietnamese navy spotted them under clear skies. "We were extremely happy we got help," said Afrizal. ReCAAP, a Singapore-based international piracy monitoring agency, said the navy responded to a distress signal from the life raft.

"The crew was reported to be in a state of fatigue, but overall well," the agency said. Initial investigation indicates the sailors were set adrift near the Spratly islands in the South China Sea, said ReCAAP, which aims to enhance cooperation between governments against piracy and armed robbery in Asian waters.

Efforts were still being made to locate the tug and its barge. While the overall piracy situation in Southeast Asia and the Malacca Strait has improved in recent years, attacks in the area where the **Atlantic 3** was boarded have been on the rise recently, according to Sam Bateman, a senior fellow at the S. Rajaratnam School of International Studies in Singapore.

An increased number of tugs and barges ferry sand from neighbouring countries to the city-state through that area, and the tugs make an easier target than larger vessels because they are slow-moving, Bateman said.

ReCAAP said the **Atlantic 3** was the third tug reported missing this year. The Malacca and Singapore Straits are among the world's busiest commercial waterways and were once the global hotspot for pirate attacks.

Security has improved substantially in recent years, partly thanks to coordinated patrols by nations bordering the waterway. Throughout Asia, ReCAAP recorded 25 pirate attacks or attempted attacks for the first three months of this year, up from 15 reported for the same period last year. Most involved vessels at anchor or in port, it said.

"Generally, these attacks are just hit-and-run," in which the pirates steal personal effects, Bateman said.

Pirates obviously have seafaring skills, and could be sailors who lost their jobs during the global economic crisis, he added. Slower world trade last year left hundreds of vessels at anchor. "There are a lot of ships laid up these days and a lot of seafarers without work," Bateman said.

Afrizal and Myint Shwe said they are not about to join their idle colleagues. Seafaring is what they do, they said, and a bunch of pirates will not stop them from returning to the water. "No, I'm not afraid," said the captain. "I'm a seaman."

Source : Google / AFP

50 YEARS AGO SS FRANCE WAS LAUNCHED

May 11th, It was just 50 years ago, in Saint Nazaire, that the very last French liner has been launched, the **SS FRANCE**. The ceremony was performed by Yvonne De Gaulle, wife of the General, president of France of this time, it was at 4.00 pm.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 133

In the meanwhile, earlier this month, on May 5th was celebrated the 75 years of the delivery of the **SS NORMANDIE** which was engaged then also on the transatlantic service from her home port, Le Havre to Southampton and New York.

Both destinies will be compared, but never again duplicated, since however Saint Nazaire has been named the place of birth of legends, and even if the largest **QUEEN MARY 2** received this title, she became the nowadays survivor of an epic human adventure.



Photo : Coll.Philippe Brebant – <http://www.madelikeinlehavre.fr/> - <http://www.apmmlehavre.eq2.fr/>

In Le Havre a local association of ship lovers, will organize a special exhibition for the **SS FRANCE** showing items, documents, models, posters, china, silver and even the ship original whistle bought from the ship in Alang. This whistle was placed on the liner main mast and will be shown to local public for the very first time. The event will take place this week-end on May 15-16 and local visitors are expected to be numerous, local newspapers made an article on May 11th.



The **MSC Spendida** seen being refuelled by the Maltese registered tanker, " **Santa Maria** " in Grand Harbour, Malta

Photo : Gejtu Spiteri ©

Boxship scrappings slow as outlook brightens

Sixty container ships representing just over 100,000 TEU have been removed from the fleet since the beginning of the year, according to Alphaliner records. However, although the level of scrapping is still relatively high, the rate of deletions is diminishing due to improved employment prospects and as the fleet has been purged of most over-aged units which are the prime candidates for scrapping. This follows the record of 208 vessels for 380,000 TEU that were scrapped in 2009.

The bulk of the 101,500 TEU capacity deleted so far in 2010 results from the scrapping of 53 cellular ships representing 91,700 TEU and of the conversions of seven cellular ships, representing 9,800 TEU, into other vessel types. Most of these latter ships have been de-celled and will probably never revert to the container business.

The scrapping rate will likely reduce further in the coming months as the summer peak season could boost demand for idle ships, in spite of the influx of new capacity expected during the period. This contrasts with last year's situation, when scrapping peaked in July 2009 in what should have been the traditional peak season.

The idle fleet has already dropped to a 15-month-low with only 5.3% of the fleet idle, down from a high of 11.7% recorded in December 2009. Charter rates have also shown encouraging signs of recovery although the rate increases have been largely focused on the larger vessel segments.

Alphaliner has also identified another 25 cellular ships that are currently employed on pure breakbulk trades, carrying steel, windmill equipment and other breakbulk cargoes. A few small units have even been temporarily de-celled in this respect. Cellular ships employed as

breakbulk carriers command rates which are currently 10-30% higher than what could be expected on container trades. These 25 ships are expected to revert to the containership business as soon as their current commitments end.

Source : The Motorship



The **CHILTERN** seen departing from Reimerswaal – Photo : Marco Witte ©

Somalia pirates hijack a Bulgarian tanker in the Gulf of Aden

A Bulgaria-flagged chemicals carrier, **MV PANEGA**, was hijacked in the Gulf of Aden some 100 nautical miles east of Aden (Yemen), EU NAVFOR press release said. The ship was on route from the Red Sea to India when she was attacked by pirates.

The 5.848dwt ship has a crew of 15, all Bulgarian. EU NAVFOR will continue to monitor the situation.



Freed Pirates May Have Drowned



Ten pirates released from a Russian warship 300 miles out to sea may have drowned, according to Russian officials and colleagues of the pirates, raising fears of retaliation against other vessels plying East African waters.

Russian forces detain Somali pirates aboard the Moscow University in the Gulf of Aden on May 5.

The pirates were captured last week after they hijacked the **Moscow University**, a Liberian-flagged, Russian-operated oil tanker sailing off the Somali coast. A Russian warship came to the ship's rescue and apprehended the pirates. But after

determining it would be too difficult to obtain a conviction, Russian officials said that they dropped plans to take the pirates to Moscow for trial.

Instead, like many other warships that have intercepted pirate skiffs, the Russian marines released the pirates — but not before removing weapons and navigation equipment from the boat several hundred miles from shore. Russian officials gave no explanation for removing the navigation equipment.

A Russian Defense Ministry spokesperson said radio signals from the boat disappeared about an hour after the release. "That could mean that they are dead," the spokesperson said.

Fellow pirates in Somalia also said they lost contact with the boat after their separation from the Russian warship. "We will hold Russia responsible if any harm comes to them," said a pirate commander, Abdi Dhagaweyne, in a telephone interview. "I'm not sure of their safety now because we have since lost contact."

Foreign navies have begun aggressively patrolling international sea lanes, but pirates have kept up hijackings, recently seizing a South Korean oil tanker and, late last week, a German-owned chemical tanker. Clashes have become more frequent as warships deploy unmanned aircraft and other surveillance techniques to track potential attackers, prompting threats from pirates that they will target ships of countries that go after them.

So far this year, there have been 73 reported attacks or attempted attacks in the region, a little more than half of total incidents worldwide, according to the International Maritime Bureau.

Part of the piracy problem is rooted the question of what to do with those who are captured.

Those pirates who are caught by warships are often released, either for lack of evidence or a court in which to try them. Sometimes, the warships will drop the pirates close enough for them to reach Somali shores. In other cases, they may simply confiscate their weapons and return the men to their skiffs, which are usually little more than narrow wooden boats with outboard motors attached to the back. The boats often take on water and sometimes capsize.

In retaliation for the recent Russian rescue, pirates have threatened to harm any Russian nationals they find aboard hijacked ships. They also threatened to mistreat French nationals because the French navy has also been aggressive in rescuing its captured ships. Last year, pirates threatened to attack Americans after thwarted attempts to hijack U.S. ships. Pirates typically try not to harm any people they capture because they don't want to jeopardize their million-dollar ransoms.

On Tuesday, a hijacked Bermuda-flagged cargo ship was released after two months for \$2.5 million, according to pirates involved in the deal.

The **Moscow University** tanker was hijacked on May 5 by a gang of pirates, according to the European Naval Force Somalia, which patrols these waters and monitors hijacking attempts. It said the crew members locked themselves in the rudder compartment as the pirates boarded the ship.

A Russian warship began steaming to its aid. When the warship, the **Marshal Shaposhnikov**, came close enough to the hijacked ship, it sent a helicopter to investigate. The pirates fired at it, and the warship fired back. The pirates quickly surrendered, and the warship sent a team to capture the pirates and free the crew. The warship then released the pirates, setting them free in the same skiff they used to hijack the tanker. **Source : Wallstreet Journal**

Somali pirates released by Russian forces confirmed dead

The Somali embassy in Moscow on Tuesday confirmed the death of 10 pirates released at sea last week by Russian forces off the coast of the Horn of Africa country.

Earlier, an official from Russia's Defence Ministry told journalists that the men were presumed dead since their boat had not reached the shore.

Russian forces had captured the pirates last week in an operation to rescue the tanker **Moscow University**, which was hijacked in the Gulf of Aden. But the pirates were released on Friday and put in one of their own boats, without weapons or navigation equipment, 300 nautical miles off the coast of Somalia, after Russia said there were no international guidelines for prosecuting the men. **Source : earthtimes**

The alleged deaths of a group of Somali pirates who were set free after hijacking a Russian tanker near the Gulf of Aden have sparked heated debate in the Russian media. Ten pirates were captured and one killed in an operation on May 6 to free the Moscow University tanker, captured on May 5.

A top-ranking source in Russia's Defense Ministry said on Tuesday the pirates had been disarmed and set adrift in a rubber boat without navigation equipment. The Russian military concluded that the hijackers perished as their boat disappeared from radars an hour after they were released.

Editor-in-chief of the Maritime Bulletin magazine Mikhail Voitenko told Russian daily Gazeta the pirates had obviously been "killed." "When they [the military officials] realized there would be difficulties, they invented the story about the release. And now, to bring the story to a close, they added this information about the pirates perishing at sea," Gazeta quoted Voitenko as saying. "If they did perish at sea, that would also be murder, just in a more sophisticated form," he said, adding that fighting pirates off the Somali coast has become a kind of "safari" for the military, "with zero danger and the chance of rewards and glory."

According to the Defense Ministry source, the Russian military officials were forced to release the pirates as there is no international legal base to carry out prosecution procedures against hijackers and the nationality of the detained pirates was not allowed to be revealed. Russian daily Nezavisimay Gazeta said the story left many unanswered questions, especially surrounding the repercussions of the incident. "It is known that so far pirates have been trying to leave captured sailors alive. Now, it cannot be ruled out that they will take harsher and, God forbid, crueler action, especially if there are Russians among the crew of captured vessels," the paper said. It added that many Somali pirates will be aware of the fact that the Russians knew the pirates would perish after being sent adrift in a rubber boat without navigation equipment and other pirates are likely to try to avenge the deaths of their comrades. Russian President Dmitry Medvedev pledged last week to punish pirates who take vessels hostage off the Somali coast "with the full force of maritime law." Until a legal system allowing hijackers to be punished is created, "we will have to act as our forefathers did when they met pirates," he said.

A Fine Mess

The Russian captain of Greenpeace ship the **Esperanza** that blockaded Hay Point Coal Terminal, Australia, last year and forced it to close was fined \$8000 in Mackay Magistrate's Court yesterday. Captain Vladimir Votiacov, 40, did not have a conviction recorded for his part in the protest, in which the terminal shut down for about 36 hours. He pleaded guilty to three maritime offences and one criminal charge of failing to comply with the direction of a harbour master.

But charges against Greenpeace over the same incident were dismissed, The **Esperanza**, a 72-metre diesel vessel, entered the waters at Hay Point – where using the services of a marine pilot is compulsory – about 3.15pm on August 6 without a pilot and anchored illegally.

After being notified by radio that it was committing an offence, the **Esperanza** left the terminal, about five hours after it had entered. Greenpeace activists climbed coal loading equipment at Hay Point and Abbot Point terminals as part of the same protest against the expansion of the coal industry in Australia.

"His risks were deliberate and calculated and were made with safety at the forefront of his mind," Greenpeace solicitor Paula Morreau said. Magistrate Ron Muirhead said he accepted there was no damage done.

"But you were given warnings and you acted in complete defiance of those warnings," he said. Captain Votiacov said he was very satisfied with the outcome. "I am a professional mariner extensively travelling, so a recorded conviction would have had a negative effect on my ability to travel," he said.

Greenpeace Australia Pacific chief executive officer Dr Linda Selvey said it was a relief the charges against Greenpeace had been dropped. "We do accept the consequences of our actions and consider that the actions reflected our great concern about climate change and the expansion of the coal industry," Dr Selvey said.

"This was the first time the organisation has been charged in its 30-year history in Australia, and it was a great concern to us that it was part of a trend of attempting to curtail freedom of expression." **Source : ShipTalk**



Above seen the mv **Norstream** moored in Teesport. - **Photo : Julian Jager ©**

Pirates release ransomed reefer

Early Tuesday morning, May 11, the Bermuda flagged cargo ship **MV Talca**, hijacked 2 months ago, was released by pirates holding the ship.

The ransom drop was made on the May 8, and the ship left the pirate stronghold and headed north. However, the pirates remained onboard the ship and only left this morning putting ashore near the town of Bargaal.

MV Talca, with a dead weight of 11 055 tonnes, was hijacked on the afternoon of 23 March approximately 120 nautical miles off the coast of Oman. **MV Talca** has a crew of 22 (20 Sri Lankan, 1 Syrian and 1 Filipino). The Cargo ship is now heading towards Salalah. EU NAVFOR will continue to monitor the situation.

EU NAVFOR Somalia D Operation ATALANTA's main tasks are to escort merchant vessels carrying humanitarian aid of the World Food Programme (WFP) and vessels of African Union Mission in Somalia, AMISOM and to protect vulnerable vessels in the Gulf of Aden and Indian Ocean and to deter and disrupt piracy. EU NAVFOR also monitors fishing activity off the coast of Somalia. **Source : MarineLog**

MEET TOS  AT



from 18th until 20th May

- **Global Ship Delivery**
- **Crewing Solutions**

www.tos.nl



The **E 104 ANSGAR** seen passing Spijkenisse – Photo : Lia Mets ©

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

Crew Did All It Could to Slow Ferry Before Crash at Pier, Officials Say

The mammoth orange ferry was less than 700 feet away from docking at the Staten Island ferry terminal on Saturday when its crew realized that something was very wrong: It was not slowing down.

At the helm stood Donald Russell, 27, a five-year veteran of the ferry system who was working on his second day as a full captain. He did not feel the usual vibrations that occur when the ferry, the **Andrew J. Barberi**, begins to slow.

Mr. Russell, acting on his training, ordered "full astern": the signal for his crew to completely engage the reverse thrust. He then sounded five short blasts on the ferry's horn, the signal for danger, and the crew began warning passengers to brace for impact.

The account was released on Monday by federal investigators after they had interviewed crew members and reviewed surveillance footage of the pilothouse in the moments before the **Barberi** rammed into a St. George pier, injuring nearly three dozen riders.



Officials said it appeared the captain and his crew followed proper protocol after it became apparent that a crash was imminent. "It appears they did everything they could to slow the vessel down," said Robert L. Sumwalt, a board member of the National Transportation Safety Board, which is in the midst of a weeklong investigation into the crash.

The findings seemed to buttress the initial theory, proffered by officials from the city's Department of Transportation, that a mechanical error was to blame. The assistant captain, Maqbool Ahmed, 47, who was piloting the craft, appeared to have pulled back the lever used to bring the boat to a stop, investigators said, which was consistent with the captain's order.

The 310-foot long **Barberi** was about two boat lengths away from Staten Island when the crew began its effort to slow it down. Mr. Sumwalt said the boat's sophisticated propulsion system was capable of stopping within that distance.

Both the captain and assistant captain had performed thousands of previous dockings at the terminal, Mr. Sumwalt said, including hundreds of dockings aboard the **Barberi** or its sister ship, the **Samuel I. Newhouse**, which uses the same propulsion mechanism. Mr. Russell, a 2005 graduate of the SUNY Maritime College, completed a six-week training course in April to complete his promotion to full captain, Mr. Sumwalt said.

It was the first time that the crew, which also included a 47-year-old deckhand and a 23-year old mate who began working at the ferry this year, had worked together, officials said. Mr. Ahmed, in his interview with investigators, said there was no tension among the crew members.

Mr. Ahmed is a 1982 graduate from a merchant marine academy in Pakistan who worked in the American marine industry for 12 years before being hired by the Staten Island Ferry as a deckhand in 2004.

The safety board is now planning to examine the ferry's electrical and mechanical system, a process that may take several days. The full investigation could last up to 18 months. Investigators said they had found no evidence to suggest a criminal intent in the crash. **Source : nytimes.com**

RI-Aussie joint rescue exercise

Indonesian Search and Rescue (Basarnas) and Australian Maritime Safety Authority's (AMSA) Search and Rescue will conduct the annual joint search and rescue exercise south of Lombok island on May 12, 2010.

An Australian Embassy media release made available to Antara on Tuesday said the exercise was designed to improve search and rescue coordination and cooperation between Australia and Indonesia in the event of a real search and rescue incident close to the shared search and rescue border. This exercise will involve BASARNAS vessels based at Mataram and Denpasar as well as two rigid inflatable boats out of Lombok.

AMSA will send two observers from its Rescue Coordination Center based in Canberra and AMSA's Dornier 328 search and rescue aircraft out of Darwin. The exercise scenario involves a vessel off the coast of Lombok in West Nusa Tenggara with 10 crew taking to their life raft.

The search and rescue vessels and aircraft will attempt to find the life raft, rescue the crew and deliver them to a medical facility in a place of safety. The exercise is the third in the last two years between Australia and Indonesia. The last exercise was conducted in Kupang, East Nusa Tenggara, in November 2009. **Source : antara**

Roeireddingboot neemt deel aan HT-race

De oudste nog bestaande roeireddingboot '**Secretaris Schumacher**' doet dit jaar voor het eerst aan de Harlingen-Terschelling-race mee, nadat ze in 2007 geheel in oude stijl is gerestaureerd en daarmee de enig nog varende roeireddingboot is. Ze vaart weliswaar buiten mededinging mee – als promotieschip voor de KNRM – maar toch. De afstand is er niet minder om.

Zo oud als de roeireddingboot '**Secretaris Schumacher**' – 110 jaar – zijn de roeiers en de stuurman (nog) niet. Maar de meeste bemanningsleden die 14 mei a.s. met deze museumboot van wal steken voor de HT-roeisloepenrace, hebben al vijf of zes kruisjes achter hun naam staan. Belangrijker: ze kunnen bogen op een jarenlange ervaring in het roeien van de HT-race. Een paar van hen waren er al bij toen dit inmiddels immens populaire evenement in 1975 met twee ploegen een schuchtere start maakte.



Nog steeds beschikken deze mannen van het eerste uur over een puike conditie. En dat komt goed van pas, want de HT-race geldt met z'n 35 km op open zee als de zwaarste roeiwedstrijd van Nederland. Als de noordwestenwind aanhaalt en tegen het uitgaande tij inloopt, worden de golven hoog en steil en werken de elementen tegen. Wie dan niet tijdig bij de keerboei voor het Schuitengat is gearriveerd, krijgt de stroom meedogenloos tegen. Op dit punt hebben de afgelopen jaren al heel wat ploegen de strijd moeten opgeven. Directeur Roemer Boogaard van de KNRM zal in Harlingen vrijdag om 10.25 uur het startschot lossen. Burgemeester Jurrit Visser van Terschelling is erbij aanwezig. De '**Schumacher**' start vlak voor het wedstrijdveld uit. Ze wordt uitgeleide gedaan door voormalige en actieve reddingboten.



Photo : Piet Sinke ©

De '**Rutgers van Rozenburg**' – ook al zo'n oudje van meer dan een eeuw – zal de roeiers begeleiden. De roeiploeg bestaat uit André Lambrechts, Henk Langerak, Rein van Urk, Daan van Zandwijk, Piet Spanjer, Dirk Verhaagen, Cor Henk Kuipers en Guus Schweichmann, Jeroen Stobbe, Bas van Zandwijk en Arjen de Jong. Stuurman is Piet Smit, allen afkomstig van Terschelling. Roeier Rein van Urk is een nazaat van Klaas van Urk, de legendarische schipper van de Terschellinger motorreddingboot '**Brandaris**'.

De roeiers beschouwen het al een eer om voor de Reddingmaatschappij in deze bijzondere boot te mogen roeien.

CASUALTY REPORTING

MULTRASHIP
TOWAGE & SALVAGE

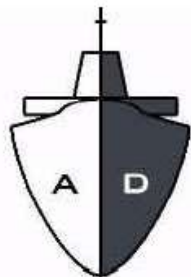
www.multraship.com +31 (0) 115 645 000

Vessel aground, Svir, Russia

On May 10 2000 LT duty officer of Volgo-Balt water traffic system reported grounding of m/v **Volgo-Don 5070** on 1168.2 kilometer mark, Svir river, entering Ladoga Lake. Vessel sailed into fog and anchored, when heaving anchor they found vessel was aground near buoy 8 on a red border of Svir channel. No damages or spill, traffic not affected. Vessel started to pump out ballast water. May 11 0400 – tug **OTA-2414** left S.Petersburg port to assist. m/v **Volgo-Don 5070** was on the way from Tcherepovets to S.Petersburg with 5051 mt steel on board. Owner reported Volzhskoye Parohodstvo – Volzhskoye Steamship Co. Volgo-Don 5070 IMO 7807043 Flag Russia Type river-sea general cargo build 1978 DWT 3775. Source : Mike Voytenko - Maritime Bulletin - <http://www.odin.tc>

SHIPYARD NEWS

ANGLO DUTCH SHIPBROKERS bvba



Waterstraat 16
2970 SCHILDE
BELGIUM
Tel : + 32 3 464 26 09
Fax : + 32 3 297 20 70
e-mail : anglodutch@pandora.be



The **SEVEN PACIFIC** seen fitting out at the IHC-Merwede yard - Photo : Pieter Dekker ©

ADSB will deliver 10 new ships this year

Abu Dhabi Ship Building (ADSB) plans to hand over this year eight 16-metre vessels to the Critical National Infrastructure Authority (CNIA) and two 42-metre landing craft to the Bahrain Navy, ADSB's chairman said here yesterday.

"The landing craft deal worth \$23 million (Dh84.59 million) with Bahrain was signed in 2007. We are going to deliver the two craft ahead of schedule," Humaid Al Shemmari told reporters at a news conference.

He said ADSB's order book is Dh3 billion in size and its backlog will take three to five years to clear.

"The nature of our contracts has a long-term horizon. This is the reason why we have been able to weather the global financial crisis better than a lot of other companies in the region," said Al Shemmari.

He said ADSB had received an order for six Corvette-type ships from the UAE Navy in 2005-06, the size of the order being 800 million euros. "Two of these ships, of which one is made in France, will be delivered to the UAE Navy by the third quarter of 2012," said Al Shemmari, adding the other four deliveries to the UAE Navy have a 2014 timeframe.

He also said ADSB currently has several new ship contracts under negotiation. The company is eyeing orders from Oman, Bahrain, Qatar, Kuwait, Libya and Algeria, added Al Shemmari.

He also said ADSB has multiple ship deals with the UAE Navy, Coast Guard and the CNIA. "ADSB has outlined a strategy that will enable the company to experience considerable growth in five to ten years.

"The overarching vision is to transform ADSB into a world-class military ship designer and integrator with cutting-edge solutions that benefit customers by being the partner of choice for military vessel maintenance and repair, overhaul and through life support services," said Al Shemmari.

He said the strategy will be achieved through organic growth and well-targeted acquisitions and partnerships. Abu Dhabi Ship Building has one of the world's most modern naval shipyards and is the only one capable of building, refitting, repairing and upgrading complex naval warships in the Arabian Gulf.

ADSB achieved a net profit of Dh114.39 million on revenue of more than Dh1.16 billion for 2009, representing the shipbuilder's strongest-ever annual performance since its establishment in 1996. **Source : GulfNews**

Mooring vessel launched

Merwelands Jachtbouw Rotterdam B.V. built a new highly reliable mooring vessel for "De Koperen Ploeg" boatmen in Amsterdam. The ship has been build as a mooring vessel with the highest requirements concerning safety, environment and equipment.



The ship has been provided with two watertight compartments and a CCR-2 John Deere engine 130 KW. **Merwelands Jachtbouw Rotterdam B.V.** is a co-operation with the **K.R.V.E. (Royal Boatmen Association Eendracht)**. They are masters in building a roundbilge ship. They are able to build in steel or aluminium.

Whatever you wish, you are at the right address. For information, www.Merwelands.nl

Austal to close its Tasmanian shipyard

Austal has announced what it terms "a rationalization of its Australian operations and workforce as a result of the impact of changed market demand for smaller sized vessels."

The rationalization will unfortunately result in the closure of Austal's Tasmanian operations at Margate in September 2010.

Austal Director - Sales and Australian Operations Andrew Bellamy commented: "Based on Austal's current assessment of the global market, the forecast demand for smaller passenger ferries and small patrol boats can be fully serviced out of the Henderson facilities in Western Australia.

"These changes are part of our ongoing effort to improve the level of efficiency and effectiveness of Austal's operations. We regret however that this will result in some reductions to our Australian workforce."

Austal's Tasmanian shipyard currently employs 121 people and will close upon completion of its current project.

Source : MarineLog

Korean firm announces plans to build ships in Ghana

STX Engineering, the Korean Company contracted by government to undertake a multibillion dollar housing project in the country later this year says it intends to venture into other areas.

Its Group Chief Executive D. S. Kang who is on a visit to the country told newsmen after a meeting with the Housing Minister, that they intend to make Ghana the economic Mecca of Africa by investing in a multi-purpose industrial complex that would include cement and steel manufacturing plants, a power generation facility and a technology-training center.

STX, which is also the world's fourth biggest shipbuilder, also aims to construct ships and platforms for oil exploration companies. Speaking through an interpreter, the STX boss said the company intends to establish the foundation for industrial infrastructure in the country.

Vice President John Mahama has been to Korea with members of the Minority in Parliament to seal the housing deal estimated at over 200 billion dollars. Parliament has deferred the agreement after its Select Committee on Finance was unable to complete work on it during the recent recall from recess.

Works and Housing Minister Alban Bagbin however told the visiting STX delegation the bipartisan interest in the project is enough guarantee that the company's investment is secured.

STX will construct 200 thousand Public Housing Units and 300 luxury pieces for government officials. More than fifty thousand of the homes will be sold directly by government while HFC Bank will mortgage the rest. It is expected that the project will create about 400 thousand jobs. **Source: Joy Business/Myjoyonline.com**

Labuan Shipyard Ready To Play Major Role In Oil And Gas Industry

Labuan Shipyard and Engineering Sdn Bhd (LSE) is ready to play a major role in the oil and gas industry, particularly in contributing to an expected upsurge in Sabah where major oil and gas discoveries have been made in the waters off the state. Its chief executive officer Mohd Azman Nasir said this when delivering his paper entitled "The Strategic Value

of LSE to Oil and Gas in the Region" during the 1st Borneo Oil and Gas Conference and Exhibition organised by the Sabah Oil and Gas Contractors Association here recently. "We want to correct the market perception that we are not ready and incapable of undertaking oil and gas jobs, both major and minor," he told the audience, who comprised representatives from major oil and gas companies such as Petronas and Shell.

"In fact, the direct opposite holds true", he said. LSE has a fully-developed and well-equipped yard with an area of close to 100 acres which is located on the doorstep of oil and gas activities in Sabah and Sarawak, Azman said. "It makes sound business and economic sense for the industry players to engage us in servicing them as this will entail substantial cost savings since our yard is situated only about 200 nautical miles to the nearest oil and gas fields off Sabah, compared to other similar facilities in the region," he said.

Azman said coupled with its track record and expertise in the oil and gas industry which LSE inherited from Sabah Shipyard Sdn Bhd when it took over the operations in 2005, LSE was prepared to deliver what had been entrusted upon it in line with the professional and high quality standards required by the industry. According to him, positive attributes in the form of strategic geographical location which is sheltered from the monsoons, skilled and professional manpower, and modern equipment, facilities and infrastructure allow LSE to add strategic value to the development of the oil and gas sector in the region. "With a long history spanning about 40 years as a yard, LSE is confident of achieving and delivering what it has set out to do," he said. **Source: Bernama**

ABG Shipyard sells 2.15 pct in Great Offshore

ABG Shipyard has sold 0.8 million shares or 2.15 per cent of equity in Great Offshore for Rs 369.4 million, Great Offshore said in a statement on the BSE on Tuesday. ABG's stake in Great Offshore has come down to 7.35 per cent from 9.50 per cent following the transaction, it added. **Source: indiatimes.com**

ROUTE, PORTS & SERVICES



Seamanship
Whatever the ship. Wherever delivered.

Redwise
GLOBAL SHIP DELIVERY & CREWING
info@redwise.nl

www.redwise.com

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered

Gopalpur port declares financial closure, decks cleared for all-weather port

Gopalpur Port on coast in south Orissa is all set to become all-weather port by the end of next year with the required investment of Rs 1400 crore tied up.

Announcing the financial closure for the first phase of the all weather direct berthing deep-water facility, Gopalpur Port Ltd [GPL] managing director Mahimananda Mishra said here that the consortium led by Punjab National Bank, Bank of India, State Bank of India, State Bank, of Travancore, Dena Bank, Oriental Bank of Commerce, Union Bank, Indian Bank and UCO Bank will fund to the extent of Rs 848.78 crore. GPL has signed the loan agreement with the consortium on Monday.

The estimated cost of the first phase of the project is pegged at Rs 1,400 crore with the rest of the funds to be raised by promoters and internal accruals. For the first time, the largest infrastructure financier India Infrastructure Finance Corporation Ltd has participated in a project in Orissa.

The GPL will construct breakwaters with at least three or four berths to handle large vessels with associated material handling equipment, stockyards, warehouses and railway infrastructure in Phase-I.

Environmental clearance for the project is under process of the Union Ministry of Environment and Forests and is likely to be handed over soon. "We expect the necessary clearances in the next 45 days and look forward to completing the first phase work in 18 months. GPL has already started the process of awarding contracts," Mr Mishra said.

The port after full development will handle 25 million ton of cargo.

Jointly promoted by a consortium between Orissa Stevedores Limited (OSL) and Sara International Limited (SIL) and operational under a concession agreement from the state government, the port currently has an anchorage facility and remains open from September to May.

GPL Director Charchit Mishra told that the port handled five million ton of cargo during the last shipping season 2009-10 up by 90% over 2008-09. The port directly employs 4,500 persons and has revitalised the local economy of the area, he said. **Source : Indiatimes**



The **BALTIC START** seen departing from Rotterdam – **Photo : Dave van Spronsen ©**

Maersk-CMA CGM to start Asia-Europe mega-ship service in June

MAERSK Line and CMA CGM will start a 10-vessel slow-steaming mega-ship service in June between the Far East and Europe (FAL 5), deploying 13,000-TEU units or larger.

The rotation of the FAL 5 will be Le Havre, Hamburg, Rotterdam, Zeebrugge, Port Kelang, Singapore, Ningbo, Shanghai, Shenzhen-Yantian, Tanjung Pelepas, Port Kelang and back to Le Havre.

It will bring to 12 the number of Far East-North Europe loops offered by CMA CGM (plus 4 FE-Med loops) and to eight the number of loops offered by Maersk (plus 4 FE-Med loops), reported Paris-based Alphaliner.

CMA CGM will deploy five 13,830-TEU ships in its **CMA CGM Christophe Colomb** class while Maersk will put on five 13,092 newbuildings, chartered from the Rickmers. The FAL 5 was initially to start last summer, but the global downturn put off the plan. **Source : Schednet**



The **BRAZILIAN REEFER** seen outward bound from Rotterdam – **Photo : Henk van Heijden ©**

Hanjin's quarterly operating earnings restores profitability

SOUTH KOREA's Hanjin Shipping has posted a first quarter operating profit of US\$2.2 million on sales of US\$1.63 billion, yet quarterly net losses hit \$118 million, but narrowed from the \$191 million lost in the same quarter last year.



Above seen the 2002 built DEU flag container vessel **HANJIN GOTHENBURG** offshore Malta heading to Marsaxlokk Harbour on Tuesday 4th May 2010.

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

Despite a cargo market recovery in cargo volume and Asia-Europe freight rates, the container division experienced an operating loss of US\$8 million which the carrier attributed to the "insufficient rate increases in the transpacific trade and the costs caused by laying up vessels during the slack season."

Hanjin moved 817,639 TEU during the reporting period, an increase of 30.1 per cent compared to the first quarter last year. "Even though the first quarter is traditionally a slack season, the cargo volume jumped by 30.1 per cent year on year with 32.9 per cent increase in total sales (US\$1,683 million).

"Especially, the container division saw 38.8 per cent upturn in sales (\$1,356 million) mainly due to the recovering global economy, which resulted in the sharp rise in cargo volume and rates of the company's major trades including the transpacific and Asia-Europe.

The bulk division's sales rose by 13.1 per cent compared to the first quarter of 2009 to \$327 million owing to the improved profitability of time charter business of small/medium sized vessels."

The bulk division was also able to return to black in operating profit recording \$10 million "thanks to the improved profitability of time charter business of small/medium sized vessels in spite of some decline in revenue after returning the chartered vessels," the carrier said.

Looking ahead, Hanjin Shipping said: "In the second quarter, for the container market, we expect vessel supply to increase along with the delivery of mega-sized vessels and redeployment of laid-up ships.

"However, we also expect our operating profit to continue to improve owing to the recovering global economy leading the growth in cargo volume during the traditional peak season, rate recovery in the transpacific trade and our extensive efforts to reduce costs. **Source : Schednet**



The TSHD **HAM 309** seen operating in Suape (Brazil) – **Photo : via Maarten Rog**

Finnish owner orders Supramax pair

ESL Shipping in Finland has ordered two ice classed geared bulk cargo vessels from the Korean shipbuilder Hyundai Mipo Dockyard.

The new 56,150 dwt Supramax vessels are considerably larger than ESL Shipping's existing bulk carriers and will represent a total investment of about EUR 60 million. The newbuildings, which meet the ice class 1A, have been tailored for ESL Shipping and will be delivered in the first half of 2012.

"The Baltic Sea cargo markets will continue growing as the economic development in the area recovers. Simultaneously the need to transport raw materials around the year with ever growing vessels is increasing. We are increasing our capacity by over 50 percent, which means that we can improve and expand the service we offer our existing customers. At the same time, we can participate in new projects where transportation reliability around the year is crucial. The new self-unloading vessels with ice-strengthening are unique in their size class. In the planning, we have paid particular attention to environmental issues and therefore the vessels will include, for instance, ballast water treatment equipment. Ice model testing will be carried out at Aker Arctic's laboratory in Helsinki," said Markus Karjalainen, ceo of ESL Shipping. **Source : The Motorship**



Another transport for Napa Shipping at Nantong roads, the **WEHR WESER** ready to go underway to Rotterdam.

Photo : Rob Huizing ©

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

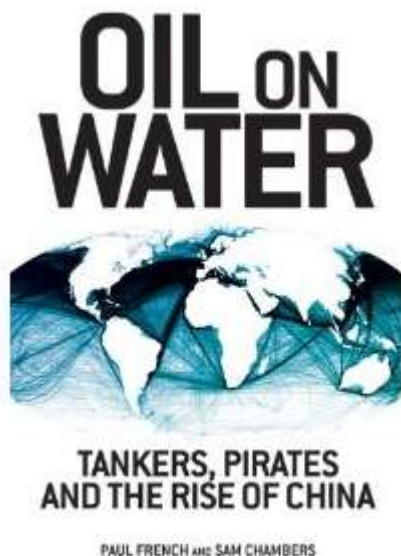
Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
E-mail: ocean towage.sales@svitzer.com
www : www.svitzer-coess.com



The **ZHEN HUA 11** seen arriving at the Muelle Sur, Callao port (Peru) with several new cranes for DP World

Photo : Cesar Llanos/SERPAC ©



Seatrade journalist casts light on tanker trades with new book

A new book co-written by Seatrade's East Asia editor, Sam Chambers, casts light on many of the thorny issues the tanker trades wish were not discussed. **Oil on Water – Tankers, Pirates and the Rise of China**, published by London's Zed Books, covers topical challenges facing the industry including crewing shortages, the environment and China's growing thirst for oil.

"East Asia's growing share of the 2 trillion tons of oil shipped each year across the world's oceans is one of the great, but little-told, stories of our age," wrote the UK's Guardian newspaper in a review of the book. "By tracking this very literal shift of power from West to East, the authors provide invaluable insights into energy security, environmental pressure and areas of potential conflict and cooperation." For more details click [here](#)



The **VOS TRAPPER** seen in Den Helder – Photo : Andre de Groot ©

Maersk makes Vietnam's largest ever ship call

Vietnam has joined the premier league of container shipping with the first call of a 9,000 teu boxship in Ho Chi Minh City by Maersk Line. Jesper Praestensgaard, ceo of Maersk in Asia – Pacific said Vietnam had entered the "premier league" of the industry with the maiden direct call by the 9,038 teu **Mathilde Maersk** at SP – PSA terminal on Tuesday. The **Mathilde Maersk** was the largest ever ship to call a Vietnamese port, surpassing even aircraft carriers in size, as it inaugurated a direct call by Maersk on the lines TP6 transpacific service to the US West Coast. The majority of mainline vessels calling Vietnam are around 4,500 teu in capacity. The first mainline service from Vietnam

to the US was launched at the end of last May by APL from the newly opened SP-PSA. Prior to this service the largest containerships that could call Vietnam were around 1,700 teu in capacity. **Source : Seatrade Asia**



The brand new **STENA HOLLANDICA** seen arriving in Harwich for the first time – **Photo : Andrew Moors ©**

.... PHOTO OF THE DAY



The **SPIEGELGRACHT** seen enroute Shipdock in Amsterdam – **Photo : Marcel Coster ©**

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

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

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