

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 135



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**Maasmond Maritime (Shipping News Clippings) co-sponsored the dinner cruise of the Association of Dutch Business man (& woman) in Singapore which was held last Thursday evening onboard the Cheng Ho, 120 persons participated in the gathering and enjoyed the dinner whilst cruising over the anchorage.**

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## **EVENTS, INCIDENTS & OPERATIONS**



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The **VOLVOX OLYMPIA** seen dredging the beach in Kattupalli (India) - **Photo : Hans Boeschoten ©**

## **Fast ferries to Tallinn pose a serious threat to boats and yachts in shallow waters off Helsinki**

**Surge caused by passing ship nearly kills boater in Gulf of Finland**

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A relaxed bird-watching trip in calm weather on May Day turned unexpectedly into a struggle for survival for Helsinki resident and Finnish Environment Institute limnologist Seppo Knuuttila out in the Gulf of Finland, off the Helsinki coastline.

Knuuttila had anchored his boat in front of an islet called Gråskärsbådan, some 12 km south of Helsinki. The idea was to move the boat to a more sheltered location, but Knuuttila was taken by surprise by the wake from a large fast ferry travelling nearby, on the route between Helsinki and the Estonian capital Tallinn.

In an instant, the wake increased in height into a wall of water that lifted the stern of the small boat towards the sky and caused the 500-kilo vessel to capsize. The shipping lane where the high-speed ferry was travelling is nearly a kilometre away from the islet. The experienced boater fell into the sea and remained submerged under the capsized vessel. The boat's sides got jammed against rocks, but somehow Knuuttila managed to free himself and dragged himself onto the islet.

"The survival suit I was wearing bought me time. I did not get cold, even though I had to wait for help for over an hour", Knuuttila recalls. "It was like a tsunami", he says, while examining his boat, which has been hauled to the shore in Helsinki's Lauttasaari. The boat, just like the man, looks bruised and a little the worse for the experience, but is not totally wrecked. The equipment that flew into the sea has been piled up on the deck.

The formation of tsunami-like surges is possible also in the Gulf of Finland, explains wave specialist and academician Tarmo Soomere from the Estonian Academy of Sciences. The Gulf of Finland is shallow, and the variation of depths can raise the wakes of fast ferries surprisingly high. "A submerged obstacle breaks the wave and alters the frequency. The wave's height may be increased locally by as much as a factor of four, and the steepness by even more, up to eight times", Soomere explains.

There have also been some serious accidents. According to Soomere, the force of a wake surge has caused at least four deaths in the Tallinn Bay. For example, in 2005 a small child died on a beach when a wave snatched him into the sea. In 2001, a giant wave capsized a boat, and a man who fell into the sea died of hypothermia. "The strength of the waves in shallow waters comes as a complete surprise. People cannot begin to imagine how high the waves can grow, even in dead calm conditions", Soomere stresses. This is what happened during Knuuttila's bird- and seal-watching outing. "The stern wave strengthened into a tsunami-style surge once it hit the shallow water."

Tallink-Silja information officer Laura Saksala expresses astonishment at the idea that the large **Shuttle Star** or **Shuttle Superstar** high-speed vessels could cause a surge like that, for its screws cause a smaller wake than other fast ferries. "The smaller fast ferries have a kind of water-jet system, which causes steeper waves. Even in the open sea the Shuttle ferries do not travel at their maximum speed. Out there they form waves identical to those created by other ships", Saksala says. According to Coast Guard Search & Rescue Station director Keijo Parhiala, some potentially dangerous situations have occurred in Finnish waters as well as those reported from the Estonian side of the Gulf, especially when there were no speed limits imposed on the shipping lanes just outside of Helsinki.

Parhiala issues a warning to boaters of the power of the fast ferries. "It pays to check carefully where to anchor one's craft. The safe option is on the side of an island that is facing away from a shipping lane. But a wave-surge from a high-speed ferry may take a boater by surprise, even when the boat is on the move."

Today the speed limit extends to the lighthouse and pilot station island of Harmaja, just to the south of Suomenlinna. Seppo Knuuttila wishes it would be extended all the way to Gråskärsbådan. "Numerous boaters and bird enthusiasts travel regularly to the outer islands and skerries. They may not be as fortunate as I was", he ponders. The Baltic Sea researcher's ordeal in the cold waters of the Gulf of Finland had a happy ending. Knuuttila made it to the islet, where a telescope, a rucksack, and a mobile phone were waiting, and he was able to call for help. Source : [www.hs.fi](http://www.hs.fi)

## HARMS-ALP MARITIME B.V.

We are pleased to announce that **HARMS Bergung, Transport und Heavylift GmbH & Co. KG** and **ALP Maritime Services B.V.** have reached agreement to set up a Joint Venture Company "**HARMS-ALP Maritime B.V.**"



**HARMS Bergung, Transport und Heavylift GmbH & Co. KG** with its headquarters in Hamburg, Germany has been active in the field of towage, offshore support / supply, salvage, heavy lift and heavy transport already for nearly 160 years. At the moment HARMS operates a fleet of modern long distance towing and anchor-handling vessels ranging from 100 to 300ts Bollard pull (DP II).

**ALP Maritime Services B.V.** with its headquarters in Rotterdam, the Netherlands is a recently established company specialized in the world wide towage, mooring and installation of large floating objects, such as MODU's, F(P)SO's, GBS's. Furthermore the company is active in the field of transport of ultra large equipment by means of (semi-submersible) barges and vessels. In addition ALP Maritime Services B.V. is acting as world-wide general agents for Fukada Salvage & Marine Works Co., Ltd, the leading towing, salvage and transport contractor of Japan.

Through this joint venture, HARMS and ALP will combine forces, in particular related to the global long distance towage, mooring, installation and salvage projects. It is expected that formalities concerning the Joint Venture Company will be finalized by latest 1 July 2010, when a formal press-release on the joint cooperation shall be circulated.

In the meantime please forward any enquiry that you may have either to [alpsales@alpmaritime.com](mailto:alpsales@alpmaritime.com) or [chartering@harms-bergung.de](mailto:chartering@harms-bergung.de) , we shall serve you as usual.

## Venezuelan gas rig sinks in Caribbean,

A Venezuelan natural gas exploration rig sank in the Caribbean sea early on Thursday, but all 95 workers were evacuated safely and there was no leakage, the government said.



Left : File photo of the **ABAN PEARL**, seen under maintenance at Batam (Indonesia) early last year  
**Photo : Piet Sinke ©**

The accident came less than a month after a rig owned by BP exploded and sank in the Gulf of Mexico, triggering one of the world's worst-ever oil spills. Venezuela's Energy Minister Rafael Ramirez said no gas was escaping from the Aban Pearl rig site after the platform disappeared beneath the waves near the northeast coast of the OPEC nation, close to the Trinidad and Tobago islands. "At 2:20 a.m. (0650 GMT) the rig sunk completely. I flew over it this morning and there is nothing to see," Ramirez told Reuters.

The government had been proud of the **Aban Pearl**, which was the first offshore gas rig operated by state oil company PDVSA. State television frequently portrayed the platform as evidence of Venezuela's engineering prowess. PDVSA said the Dragon 6 oil field where the rig was working had been successfully sealed after the accident. Critics of President Hugo Chavez say he weakened state-oil company PDVSA by firing thousands of managers and technicians several years ago. The company is the main financier of his socialist revolution and has suffered cash flow problems on lower oil prices.

Venezuela, one of the world's leading oil exporters, has endured a series of fires and maintenance problems at its network of refineries in recent years, although the nationalization of foreign-owned projects and higher taxes have bolstered PDVSA's coffers. Chavez broke news of the accident at the rig -- owned India's Aban Offshore in alliance with Singapore-based company Petromarine Energy Services Ltd -- from his Twitter account, @chavezcandanga. He said all the workers had been rescued at the exploration site, which is run by PDVSA. "They were evacuated and now two Navy patrols are moving to the area," the president tweeted at 3:11 a.m. local time (3:41 a.m. ET).

Venezuela sits on some of the world's largest offshore natural gas reserves, but fears of rule changes and pricing issues mean PDVSA has struggled to attract extraction investment from foreign companies with the right experience. It is not yet producing offshore gas. Ramirez said the football field-sized rig, which was built in 1977, keeled over in the night before finally sinking at about 2 a.m. The region is known for strong waves, a state television reporter said. The minister said the accident appeared to have been caused by a sudden surge of water entering one of the submarine rafts that the platform's legs float on, and a submersible robot was being used to investigate further. "There are several hypothesis about the cause but nothing has been proved yet. We are going to send underwater robots because divers cannot enter there," Ramirez said.

He said safety valves and other security mechanisms meant the well was sealed and there was no risk of a gas leak. The rig owner would likely try to refloat the Aban Pearl, and two more exploration rigs are traveling to Venezuela from India, he said. Aban Offshore's shares fell by 1.51 percent to 1017.35 rupees on Thursday. The semisubmersible rig was drilling some of the 16 gas wells in the Mariscal Sucre offshore natural gas project, and just last week Ramirez visited the platform to celebrate the end of early tests at Dragon 6. PDVSA and Spain's Repsol announced last year that they had found a vast offshore gas field in Venezuelan waters.

In April, Venezuela gave Chevron the go-ahead to extract gas from a 7 trillion cubic feet project off the Orinoco Delta, but Chevron says it will not extract gas from there in the next few years at least. Last year, PDVSA invited a group of companies to take part in Mariscal Sucre -- but failed to attract any bids and the auction was closed. PDVSA is hoping for a loan to develop the stalled, 14 trillion cubic feet project. Ramirez said the development plan for the project would not be affected by the accident and he expected the first gas production in 2012. **Source : Reuters**

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## **Mega yacht marina in Victoria harbour clears federal approvals**

The Victoria Times Colonist newspaper in Canada reports that all federal approvals have now been granted for the proposed C\$20 million marina in Victoria Harbour.

A Navigable Waters permit - a crucial piece of the approval puzzle - was issued earlier this week, Transport Canada said. This follows the late April approval of an environmental assessment.

Fisheries and Oceans Canada has also OK'd the contentious plan, a spokesman said. Transport Canada is the lead federal agency which has examined the proposal for the marina aiming to service the large, luxury boat market.

The plans however led to an explosion of opposition in Victoria because many residents and members of the paddling community do not want the 2.63 hectare marina built in the harbour.

However, the latest news from Transport Canada completes the approval process at the federal level and now the developers are waiting for word from the city of Victoria and the province.

"This is an important step in the approval process that will soon bring one of the most modern, environmentally-friendly and beautiful marina projects in the world to Victoria's middle harbour," said Lachlan MacLean, general manager of marina operations for the WAM Development Group.

Strict federal Fisheries Department rules mean that dredging and piling installation can only take place in either the winter or the summer months.

It would take about six months to complete the marina portion of the development and another several months to finish the two commercial buildings, MacLean said. **Source : Dredging News Online**



The **FJORD** seen anchored at Singapore Eastern Anchorage – **Photo : Crew HAM 318 ©**

## Sailors from Russian tanker to return home this month after pirate attack

A dozen sailors from the Moscow University tanker, which was briefly seized by Somali pirates last week, will return to Russia this month, the mother of a crew member said. Ten pirates were captured and one killed in an operation on May 6 to free the **Moscow University** tanker, captured the day before. "They will return in May. The exact date is unknown. Maybe, next week," Lyudmila Ivanova said.

Question were raised from the fact that Russian military officials were forced to release the hijackers, captured in the rescue operation, because there is no international legal base to carry out prosecution procedures against pirates. The captured pirates were 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.

**Source: RIA Novosti**



**Palmerton** the new vessel of Combi Lift for bunkers and management system certification at the roads of Singapore  
Photo : Erik Matzinger ©

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## Somali pirates release ship after ransom payment

Somali pirates have released a British chemical tanker after receiving a ransom payment, the European Union Naval Force said Friday. The **St. James Park** tanker was safely on its way after ransom was delivered Thursday, the force said. It had been anchored in Garacad, Somalia. Officials did not say how much ransom was paid or where the ship was headed.

The ship was on its way to Thailand on December 28, 2009, when pirates hijacked it in the Gulf of Aden, a body of water between Somalia and Yemen, the naval force said. Twenty-six crew members were onboard -- including



Bulgarians, Filipinos, Georgians, Indians, Poles, Romanians, Russians, Turks and Ukrainians, according to the naval force. **Source: CNN**



HAL latest new building the **NIEUW AMSTERDAM** departed from the builder, Fincantieri in Marghera (Venice) Italy  
For her first dancing steps offshore - **Photo : Henk de Jong ©**

## **Transocean seeks to limit liability in Deepwater Horizon suits**

Transocean has filed a motion in the U.S. District Court for the Southern District of Texas seeking "exoneration from or limitation of their liability, if any, in respect of any and all loss of life, injury, loss, destruction or damage or for any other matter arising out of, done, occasioned or incurred" in the loss of the **Deepwater Horizon**.

Transocean is invoking the Limitation of Liability Act, under which a vessel owner's vicarious liability only extends to the value of the vessel, unless the owner had knowledge of the negligent acts of the captain or crew. If a corporation owns the vessel, the corporation is not entitled to limit its liability if the negligence was that of an executive, manager, or other supervisor with authority.

According to the filings, Transocean puts the value of the **Deepwater Horizon** at just \$27 million.

New York City tried to invoke the Limitation of Liability Act in the multiple law suits it faced after the October 15, 2003 incident in which the Staten Island ferry **Andrew J. Barberi** slammed into a pier. The District Court ruled that the City was privy to the negligent acts which caused the accident and, thus, could not limit its liability.

The Buzbee Law Firm, which represents 10 injured rig workers who were aboard the Deepwater Horizon when it exploded on April 20, condemned Transocean's move to limit its legal liability.

Managing Partner Tony Buzbee said: "Transocean has accepted more than \$430 million in insurance proceeds related to the **Deepwater Horizon** explosion and oil spill, but has asked a Houston federal court to limit its liability to only \$27 million, citing an arcane law that dates back to the 1800s. This is a despicable action contorts the intent of the Limitation of Liability Act, which allows a vessel owner to limit its liability to the post-accident value of the vessel. This



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dishonors the families of the 11 men who were lost on April 20, but also those who were injured on the rig, and the many more affected by the oil spill."

Buzbee, who has tried numerous limitation actions, added, "The first step is to challenge the paperwork filed by Transocean today. We will then ask the Court to be allowed to question Transocean executives, including the CEO whose previous claims regarding employee loyalty and rig safety will be severely scrutinized."

The Buzbee Law Firm, which represents a Halliburton cementing hand who was involved in the cementing job on the **Deepwater Horizon**, says it intends to provide testimony that both Transocean and BP officials knew that one of the two pressure tests performed prior to the explosion was abnormal, but work continued on the rig. This evidence, according to Buzbee, should be sufficient to defeat Transocean's effort to limit its liability. **Source : MarineLog**



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The **UNION FIGHTER** seen during her "maiden " tow with the **H 541** from Vlissingen to Antwerp

**Photo : Capt. Joren Meijer ©**

## Russian Coast Guard detains a Panama-flagged ship in the Sea of Okhotsk

The Panama-flagged fishing boat was detained two days ago by the Coast Guard of the North-East Border Control of FSB, supported by the agency's aircraft. The ship was detained for violations of the Russia's environmental laws, RIA Data reports referring to the NEBC's statement.

On May12, the Coast Guard's patrol aircraft spotted in the Okhotsk sea the Panama-flagged fishing vessel. The shipmaster was ordered to stop and a group of Coast Guard landed aboard of the fishing boat. All of the crew members were Russian nationality. The checkout did not reveal any fishproducts on board.

However, the officers of the State Maritime Inspection revealed a number of serious violations of Russian environmental law. The investigation is currently under way. **Source : PortNews**

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## SHIPYARD NEWS



The funnel of the Disney newbuilding **DISNEY DREAM** seen at the Meyerwerft in Papenburg (Germany)

**Photo : Henk Lichtenberg ©**

## **Austal closes Tasmania shipyard**

Shipbuilder Austal will close its Tasmanian operations in a few months leaving most of the 121 employees out of work as the company amends operations in light of changed market demand for smaller vessels.

The company's apple isle service shipyard will close in September after it completes its current project.

The closure will result in about 116 employees being made redundant, with Austal director sales and Australian operations Andre Bellamy telling WA Business News that a handful will be redeployed to other operations.

Mr Bellamy said the decision to close the operation was a result of declining demand for smaller ferries and patrol boats, which the Tasmanian shipyard was predominately focused on.

"What's changed specifically is that we used to export large quantities of these small boats," he said.

"Those small boats are now being made domestically in the country of our customers, hence the market demand for small boats is less than what it used to be and that's why we're closing the Margate facility."

He said that Austal had concluded that Henderson was capable of servicing the smaller boats from Margate.

"These changes are part of our ongoing effort to improve the level of efficiency and effectiveness of Austal's operations," Mr Bellamy said. Austal also has a small service base in Darwin, which is manned by eight people. The company also has service centres in Oman, Egypt, Trinidad, Hong Kong, the US and will soon establish a base in Gibraltar.

Mr Bellamy said Austal has no plans to close down any other service centres, saying the company has aspirations to grow the division, which is relatively untapped in the wider market. He also indicated that employee numbers at Henderson will not be substantially boosted due to the recent natural decline in the workforce, which had not been replaced.

Mr Bellamy said the reason behind this was that the company was "creating a natural demand for the group".

At the peak of the global financial crisis in late 2008, Austal laid off 109 workers at its Henderson facility

The company is currently waiting on a decision from the US Navy over the award of a multi-billion dollar contract to build 10 Littoral Combat Ships. Shares in Austal closed down one cent to \$2.19 today.

Full announcement below:

### **RATIONALISATION OF AUSTRALIAN OPERATIONS**

Austal announces a rationalisation of its Australian operations and workforce as a result of the impact of changed market demand for smaller sized vessels.

The rationalisation 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.





Above seen Hull 344 " **GREATSHIP MANISHA**" which will be launched today around noon at the Keppel Singmarine Benoi shipyard in Singapore

Photo : Philip Koh ©

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## Union accuses Austal of dumping workers

The CFMEU says workers will receive full benefits but they feel dumped. The union representing shipbuilders has attacked the West Australian company, Austal, for abandoning its Tasmanian workforce.

More than 100 workers at Austal's Margate shipyard, south of Hobart, were told today that the business will close in September due to a downturn in the market for smaller ships.

The company says there may also be a small number of job cuts at Henderson in Western Australia. While sacked workers will be paid their full entitlements, Tony Benson from the CFMEU says he is absolutely shattered. "This company deliberately came over out of Western Australia to set its business up against one of our local companies here, Incat, and now that the industry has changed they've decided to take their bat and ball, go home and dump the workers."

"I think that is an absolute disgrace," he said. Austal closing Tassie doors **Source : [themercury.com.au](http://themercury.com.au)**

## S.Korea's STX wins \$200 mln bulk carrier orders

South Korea's STX Group said its shipbuilding arm STX Offshore and Shipbuilding had won orders worth about \$200 million as the global shipping industry recovers and demand for vessels slowly revives.

STX Offshore won orders for a total of six bulk carriers from two unidentified European shipping firms, STX Group said on Thursday in a statement.

STX Offshore's European operation, STX Europe, secured a separate order for platform supply vessel, it added.

Source: reuters.com

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## ROUTE, PORTS & SERVICES

### Newcastle coal queues could be history

NEWCASTLE'S infamous coal queues could be a thing of the past if a plan to have the ships anchor over the horizon succeeds against the doubts of its critics. Announced in December 2008 and criticised by the coal and shipping industries ever since, the Newcastle Port Corporation vessel arrival system is due to come into force on July 1.

From then on, coal ships will be penalised with a loss of their turn in the queue or be denied entry to the port if they anchor off Newcastle more than two days before they are due to load coal.

Instead of anchoring, as they do now, for a fortnight or more at a time, coal ships on their way south from Japan and other Asian ports will be asked to wait at one or both of two designated drifting areas. The first is just north of the equator, a few hundred nautical miles north of New Guinea and the other about 120 nautical miles off the NSW coast between Old Bar and Newcastle. Shipping Australia chief executive Lew Russell said he understood why the port corporation wanted the system but he feared it was destined for the courts. "This was thought up after the Pasha Bulker storm and they decided the Newcastle anchorage was unsafe," Mr Russell said.

"But now instead of being anchored you've got ships drifting out in the open ocean. I will say the corporation has done a lot of consultation on it and they are well aware of everyone's concerns. "I hope it works but I think it will end up in court and they'll have egg on their face because they are trying to direct ships to sit north of New Guinea when their jurisdiction ends a few miles outside the port." The port corporation was unable to comment on the plan yesterday but information sent this week to coal shippers confirms "concern was raised as to the safety of vessels while drifting".

Voluntary trials began earlier this year and the compulsory start was delayed from May 1 to June 1. "As phase three is introduced vessels will no longer be allowed to anchor until 48 hours prior to their estimated loading time," the corporation said. The corporation has "suggested drifting areas that are outside shipping lanes" but it warns that shipping masters are responsible for the safety of their vessels. While high demurrage (or late-loading charges) were also cited as a reason for the vessel arrival system, the corporation concedes the system "does not change the total demurrage pie". Source : Garry Luxton

## SWIBER ELSE-MARIE ARRIVED IN ROTTERDAM



May 13<sup>th</sup> the **SWIBER ELSE MARIE** arrived with the loaded (with newbuilding hulls) pontoon **H 332** in Rotterdam, left seen the first view of the transport through the binoculars of the Kustwacht (Coast Guard) station in Ouddorp

**Photo : Eeuwit Tanis Kustwacht Ouddorp (c)**

**Photo below : Jan Steehouwer (c)**



**Photo : Wil Kik (c)**



**Photo : Fred Vloo (c)**



## New container terminal in The Bahamas gets the go ahead

The Prime of The Bahamas, Minister Hubert Ingraham, has said his government has signed on the dotted line with 19 private shareholders to create the new US\$65 million Arawak Cay container port.

Announcing that the memorandum of understanding (MoU) structuring the public/private partnership had been signed, the prime minister said the project to move shipping from Bay Street would end the dominance of a "select few families" in the shipping sector and broaden the Bahamian ownership of wealth.

The official signing was followed by the ceremonial driving of the first piling of the new port at Arawak Cay. The goal is that all commercial shipping will move from Bay Street by Christmas, opening up the historic heart of downtown Nassau for redevelopment.

The agreement between the government and the Arawak Cay Container Port Development Company comes after 18 months of negotiations. The joint enterprise will be known as the APD Limited. **Source : Dredging News Online**



The **EUROGRACHT** see enroute Rotterdam – **Photo : Fred Vloo (c)**

## DP World's Kochi terminal stands to siphon cargo from Colombo

DP WORLD has revealed it will invest up to US\$1 billion into a 13,000-TEU annual capacity terminal on the Indian west coast at Kochi to challenge Colombo's hold over India's trade with Europe and China. "Presently, long-haul vessels are unable to stop in India, which forces importers and exporters to spend an extra \$150 million a year ferrying goods to and from Colombo, Singapore or Dubai," said Anil Singh, DP World's man in India, told Bloomberg News.

"What we are trying to do is compete in the regional and international market," he said in Mumbai interview. "It will change the logistic pattern of the country."

DP World, controlled by state-owned holding company Dubai World, spent INR13 billion (US\$288 million) on the first phase of the new Kochi facility on southern west coast to first handle one million TEU a year.

The rest of the money According to Mr Singh, the rest of the investment will be sunk into building the second phase that is expected to add a further three million TEU in box handling capacity within five years. Container Corp of India Ltd is among three other partners in the terminal venture.

The new terminal is scheduled to open in August when it will be able to accommodate the 13,000-TEU vessels commonly used on Asia-Europe routes.

DP World will pay its share of the investment using its own funds, with Mr Singh dismissing suggestions that Dubai World's massive debt will have an impact on expansion plans.

The Indian government is also dredging Kochi port and building rail links to help boost traffic, Mr Singh said. The government has also agreed to lower port fees that are said to be more than eight times higher than Colombo's for larger ships to attract more traffic.

The report added that Kochi aims to lure large container vessels from Colombo, which currently handles 40 per cent of India's transshipment trade, according to Mr Singh. Indian shippers use the Sri Lankan port because of lower costs, deepwater and looser regulations, said Bloomberg.

DP World handles almost half of India's eight million containers annually that pass through the nation's five ports, and the company intends to pursue further projects and expansion plans in the country, the report added. **Source :**  
**Schednet**

## **STENA HOLLANDICA ARRIVES IN HOEK VAN HOLLAND FOR THE FIRST TIME**



Above seen the "old" **Stena Hollandica** taken from the new **Stena Hollandica** while vessels blow their horn to say farewell.

**Photo : John Pieterse - EBRO consult - [www.ebroconsult.nl](http://www.ebroconsult.nl)**

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After some small delays the brand new super ferry **STENA HOLLANDICA** arrived in her homeport Hoek van Holland after first visiting Harwich (as reported earlier this week) as seen below



The **STENA HOLLANDICA** seen during berthing trials in Harwich – Photo's : Rob de Visser (c)





## Port employees demand action

Cochin Port Employees' Organisation (CPEO) has advised the management of Cochin Port Trust to invoke compensation clause in its contract with a dredging company for the losses the port sustained because of the non-completion of dredging work even after extension of contract period.

In his letter to Chairman of Cochin Port Trust, C.D. Nandakumar, General Secretary and Labour Trustee, said that the Port Trust should immediately work out the compensation that is its due according to the original terms from February 2010.

The letter pointed out that the dredging contractor was to complete dredging operations to provide 14.5 metre draft for International Container Transshipment Terminal (ICTT) channel by the end of January this year.

The Board of Trustees, which considered the progress of the dredging work early this year, constituted a sub-committee to decide the future course of action on the issue.

The sub-committee's report, submitted in February, had recommended extension of time for completion of dredging operations till April 30. The sub-committee had also observed that any decision should be in the best interest of the Port Trust.

Mr. Nandakumar observed in his letter to Port Trust Chairman that as per latest information the contractor had not completed the capital dredging operations even after expiry of the extended date. **Source : The Hindu**



Above seen the **STENA HOLLANDICA** moored in the WILTONHAVEN in Schiedam - **Photo : John v/d Linden (c)**

## Evergreen to start transpacific Ningbo-LA service on May 21

Evergreen Line will launch a transpacific service, the CPS2, that will link ports of Qingdao, Shanghai and Ningbo to Oakland and Los Angeles. The CPS2 is intended to complement the CPS service, which is ensured through slots on the CSCL's AAC service, an Alphaliner report said.

The new service will deploy five 4,200-TEU vessels, but initially only three will be used with some weekly gaps in the first two months. The first sailing departs Qingdao on May 21.

The port rotation for the CPS2 is: Qingdao, Shanghai, Ningbo, Oakland, Los Angeles and back to Qingdao. The AAC service deploys five 8,500-TEU ships that make port of calls at Qingdao, Lianyungang, Shanghai, Ningbo, Busan, Los Angeles, Oakland, returning to Qingdao. **Source: schednet.com**

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## **CMA CGM projects \$1.8 billion profit for the year**

CMA CGM, building on a \$270 million profit the carrier showed in the first quarter, expects to earn \$1.8 billion on its operations for the year as a whole, according to Philippe Soulie, CEO of the French carrier.

Soulie said in an interview Tuesday that cost cuts and a strong recovery in demand and pricing will fuel the strong improvement in earnings before taxes, depreciation and amortization following a \$1.4 billion loss last year.

The carrier, the world's third-largest by capacity, is close to an agreement with outside investors who may take a minority position in the company. "We are making good progress with investors," said Rodolphe Saade, CMA CGM's co-executive officer, who was also in the Tuesday interview. He said he hopes to finalize the agreements "in the weeks to come."

Potential investors include Qatar's sovereign fund, Butler Capital Partners, Apollo, a Lebanese group and industrial group Louis Dreyfus in association with a Goldman Sachs investment fund.

Saade said that as part of any deal it strikes with outside investors, CMA CGM may issue \$500 million in convertible bonds that it would sell them and which they could then convert into stock in the company.

CMA CGM has also been talking with FSI, the Fonds Strategique d'Investissement, the sovereign wealth fund established by French President Nicholas Sarkozy, which is half owned by Caisse des Depots, a public financial institution, and half by the government. But FSI will only invest in the carrier if one of the other private investors takes the first step.

"The French strategic investment fund will be present whatever the structure of the deal; it is compatible with all the investors," Soulie said. "I think we will end up with two investors -- one plus the strategic investment fund."

The company is still in discussions with its 75 creditor banks about restructuring the \$5.4 billion in long-term loans it borrowed before the Great Recession to finance its new ship orders. The company has asked for a moratorium of 18 months on repayment of principal, but this could change as the carrier's operating results improve.

"We have been in discussion for nine months or so, but the situation has completely changed from the time we started the discussion with them in the midst of 2009, which was a difficult year for us," said Soulie.

"Now in May 2010, with a first quarter profit behind us, things are entirely different," he said. "There was an element of urgency eight or nine months ago, which has disappeared because the company has turned to being cash-positive from the month of January." **Source: [joc.com](#)**

## **Singapore's container trade rises 14%, to 9.24m TEUs in Jan-Apr**

Container volumes at the Port of Singapore in January-April 2010 grew by 14% from the same period in 2009, to 9,245,000 TEUs, the Port Authority statement said. In April, container count rose by 11.3% from last year's April, to 2.32 million TEUs.

Singapore, a city-state is located on an island in the South-East Asia. Last year's throughput of the port totaled 472 million tons of cargoes. **Source : [PortNews](#)**

## **Hapag-Lloyd three-month profit ends five-quarter losing streak**

GERMANY biggest container shipping line, Hapag-Lloyd, posted a first quarter operating profit of US\$17.4 million after a \$282 million quarterly loss and a full year loss of \$1 billion in 2009.



The **COPENHAGEN EXPRESS** – Photo : Rob Blythe (c)

The news came as German travel giant TUI, the Hapag-Lloyd's largest shareholder with a 43.3 per cent stake, announced its own financial results.



Hapag-Lloyd revenue was up 13.4 per cent to \$1.6 billion from \$1.42 billion, based on a five per cent increase in container volume and an eight per cent increase in freight rates with another big contribution from cost cutting.

The shipping line went after high paying cargo and volumes increased on Far East and Latin American routes.

TUI, whose exposure to Hapag-Lloyd in equity and loans totals \$3.2 billion, expects the carrier to post a full-year profit if the container shipping market continues to improve. **Source : Schednet**

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The diagram illustrates the layout of Dutch Harbour. It features a central area with four jetties labeled 'jetty 1' through 'jetty 4'. A 'security barrier' is positioned across the entrance. A 'crane 20 t.' is located near the barrier. The 'entrance' is marked at the top right, and the 'harbour entrance' is marked at the bottom right. A 'Quaesteil' is indicated at the top. A distance of '450 m' is marked between the jetties.

## LR first foreign class society authorised by the Japanese government

During a recent ceremony held in Tokyo, Lloyd's Register was confirmed as the first foreign classification society to be formally authorised by the Japanese government to carry out surveys on ships flying the Japanese flag.

Under Japanese legislation, Lloyd's Register has been designated as a Recognised Organisation by the Japanese government and is granted delegated responsibility for statutory surveys and permission to issue statutory certificates. Prior to the authorisation of Lloyd's Register, only ClassNK, the domestic classification society and fellow IACS member, has held such recognition.

Ono, the Director-General of the Maritime Bureau of Ministry of Land, Infrastructure, Transport and Tourism (MLIT), congratulated Lloyd's Register and expressed his appreciation for the efforts made by both parties to achieve this important outcome. He acknowledged the strong international reputation of Lloyd's Register and wished the society success in supporting the growth of the Japanese flagged fleet, adding "We expect strong relations between the Japanese government and Lloyd's Register with open communication and sharing of information."

Recognition comes at the end of a comprehensive review of Lloyd's Register's organisation and operations by the Japanese government and takes place against a background of a government-planned expansion of the Japanese fleet over the next five years.

The process required a formal change of policy by the Japanese government, to ensure Lloyd's Register would be eligible to receive formal recognition. An extensive process of 'due diligence' followed, which included a series of audits of Lloyd's Register's offices in Japan and at its London Office to ensure compliance with the Japanese government's criteria for acceptance. **Source : The Motorship**

# Efforts to boost cruise tourism sail into rough weather

**The Kochi port has withdrawn a 33% discount in rates for cruise ships, citing lack of steady growth in traffic**

If you were planning a holiday on a cruise liner from India this year, you might have to make new plans.

Dealing a blow to the efforts to boost cruise tourism in India, the Union government-owned port at Kochi has withdrawn a 33% discount in rates for cruise ships calling at the port. For around six weeks in December-January, the Kochi port had been the only facility for tourists wanting to go on cruises beginning and ending in India. In 2009-10, the harbour hosted 44 cruise ships, making it the biggest cruise port in the country in terms of numbers.

Still, in a submission to the tariff regulator, the Tariff Authority for Major Ports, it said there wasn't much demand for cruise ships. "There is no steady growth in cruise traffic as well as vessel-related income for the last three years due to concessional vessel-related charges for cruise vessels," the port said in its submission. "Hence, the concession is being withdrawn."

The regulator gave its approval on 7 April.

Even with the rebate, charges for cruise ships calling at the Kochi port were high. In January, just weeks into its operations, the world's fifth largest cruise line operator, Louis Cruise Lines, decided to stop using Kochi as its home port, citing the high charges, after having carried around 13,500 passengers in the six weeks that it ran the service.

The subsidiary of Cyprus-based Louis Plc had planned to run the service from 2 December to 25 April, offering Kochi-Maldives-Kochi and Kochi-Colombo-Kochi routes. Cruise tourism in India is in its infancy and had just started generating interest.

Louis Cruise Lines had been the only luxury liner to run cruises from India after the Union government eased taxes and policies to encourage the industry. Local tourists have no option now but to fly abroad to be able to go on cruises.

Earlier in 2007, Genting Hong Kong Ltd, formerly Star Cruises Ltd, had pulled out of Mumbai after operating the **Superstar Libra** ship for two seasons, and MV **Ocean Odyssey**, run by UK-based Cruise Line Ltd, pulled out of Mormugao port in Goa, blaming poor demand and the costs of accessing port infrastructure.

Louis Cruise was paying around \$73,000 (around Rs33 lakh) a week to the Kochi port, Vijay Puthran, head of sales and marketing at Louis Cruise India, said in a phone interview from Mumbai on Thursday. **MV Aquamarine**, the cruise ship owned by the firm, used to stay at Kochi for around 15 hours a week.

Another impediment to cruise ships is how taxes are levied on some on-board activities. A cruise ship has to sail some 200 nautical miles off India's coast to not be taxed for serving liquor or operating the casino, Puthran said. Earlier, ships had to sail just 12 nautical miles away to escape the taxes.

The Kochi port has now also got the tariff regulator's approval to levy a passenger fee and security cess of Rs100 per passenger on cruise ships. Another Rs200 will be levied from each passenger for checking and baggage examination.

Globally, cruise tourism has been growing at around 12% a year and generating in excess of \$14 billion a year in revenue from at least 10 million passengers. As no Indian company owns a luxury cruise line yet, the Union government has been encouraging foreign cruise liners to undertake coastal runs. In July 2008, the cabinet approved a cruise shipping policy exempting operators from income tax, excise duty, customs duty, corporate tax and service tax. But the policy was never implemented, said an executive at a European cruise line, asking not to be named.

In March 2009, the government also eased laws that had banned foreign-registered ships from carrying passengers between Indian ports without a licence from the Indian maritime regulator. The relaxation is valid for 10 years. But because of the high charges, this hasn't helped either. "Most of the things pertaining to the cruise shipping policy, particularly those on taxation, have to be done by the finance ministry," said Rajiv Gupta, a joint secretary in the shipping ministry. "We had written to them about this, but they are taking their own time."

The ministry also wants to increase budgetary support for cruise shipping-related infrastructure projects at ports. "Once we start investing, we would be in a position to advise the ports on tariff-related issues," Gupta said. Other Indian cruise ports such as Mumbai and Mormugao, both owned by the Union government, also offered discounts in charges to cruise ships. But the conditions attached to such discounts in Mumbai make it impossible for cruise ships to avail the lower rates.

The Mormugao port offered a 50% discount in port dues and a 30% rebate in berth hire and pilotage to cruise ships. But the problem with Mormugao is that cruise ships have to dock at a coal terminal. "It's like standing in a coal mine," said the executive at the European cruise line mentioned earlier. **Source : livemint**



The **MSC ALEXANDRA** seen in Felixstowe – **Photo : Derek Sands (c)**

## Taiwanese customs seizes Japanese meat products

The customs office at northern Taiwan's Keelung Port confiscated Japanese instant noodles and curry cubes from cruise ship passengers Wednesday, saying those meat products are not allowed to enter the country because Japan is affected by foot-and-mouth disease.

According to regulations under the early-warning system, food items containing any meat product -- including instant noodles, bouillon cubes, curry cubes and some miso pastes -- are not allowed to enter Taiwan from countries affected by food-and-mouth disease.



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Passengers from the **Superstar Libra** cruise ship who brought those food products back from Japan were asked to declare those items and watch them being seized and destroyed.

Wu Hsiao-lan, deputy chief of the Keelung branch of the Council of Agriculture's Bureau of Animal and Plant Health Inspection and Quarantine, said that it has asked cruise ship operators and travel agents to spend more effort educating passengers about the regulations. The council will also strengthen inspection and quarantine measures, the official said.

From October 2008, arriving passengers carrying animals, plants or other banned items without declaring them can be fined NT\$3,000 or more. If the situation is serious, they can be prosecuted in court, the official added. **Source :** focustaiwan



The **HAM 312** seen dredging close inshore near Chennai (Madras) in India – **Photo : Hans van Boeschoten (c)**

## OLDIE – FROM THE SHOEBOX



The dredger **H.A.M. 113** and the tug **H.A.M. 420** working in Cape Town's Duncan Dock in 1962.

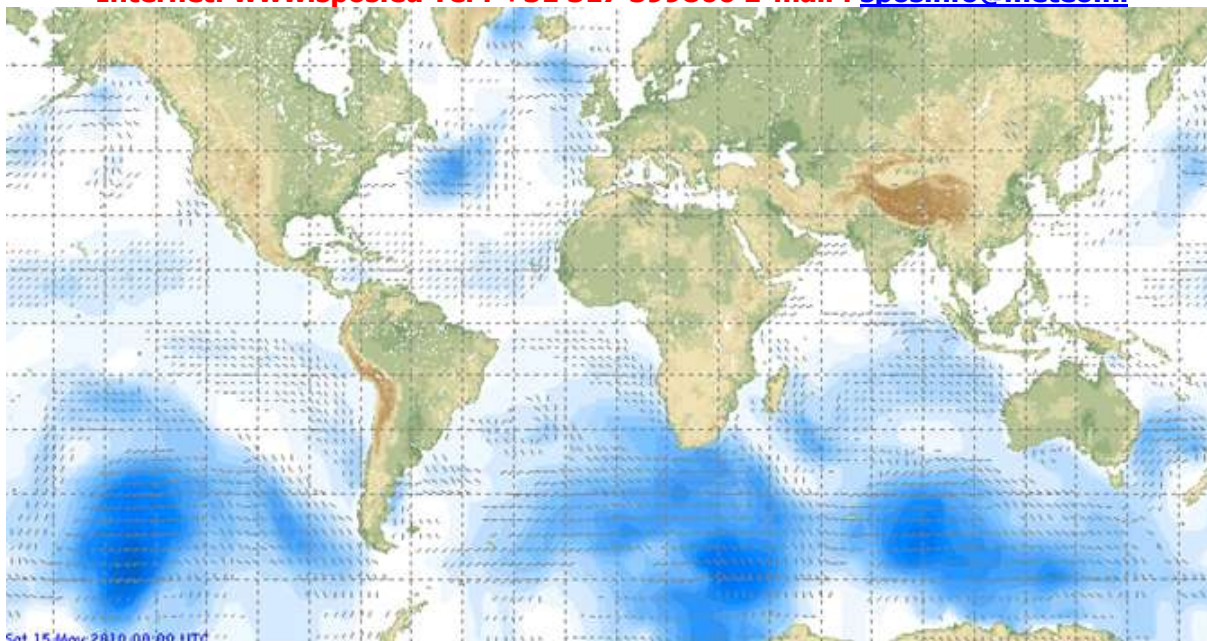
**Photo: Robert Pabst (c)**

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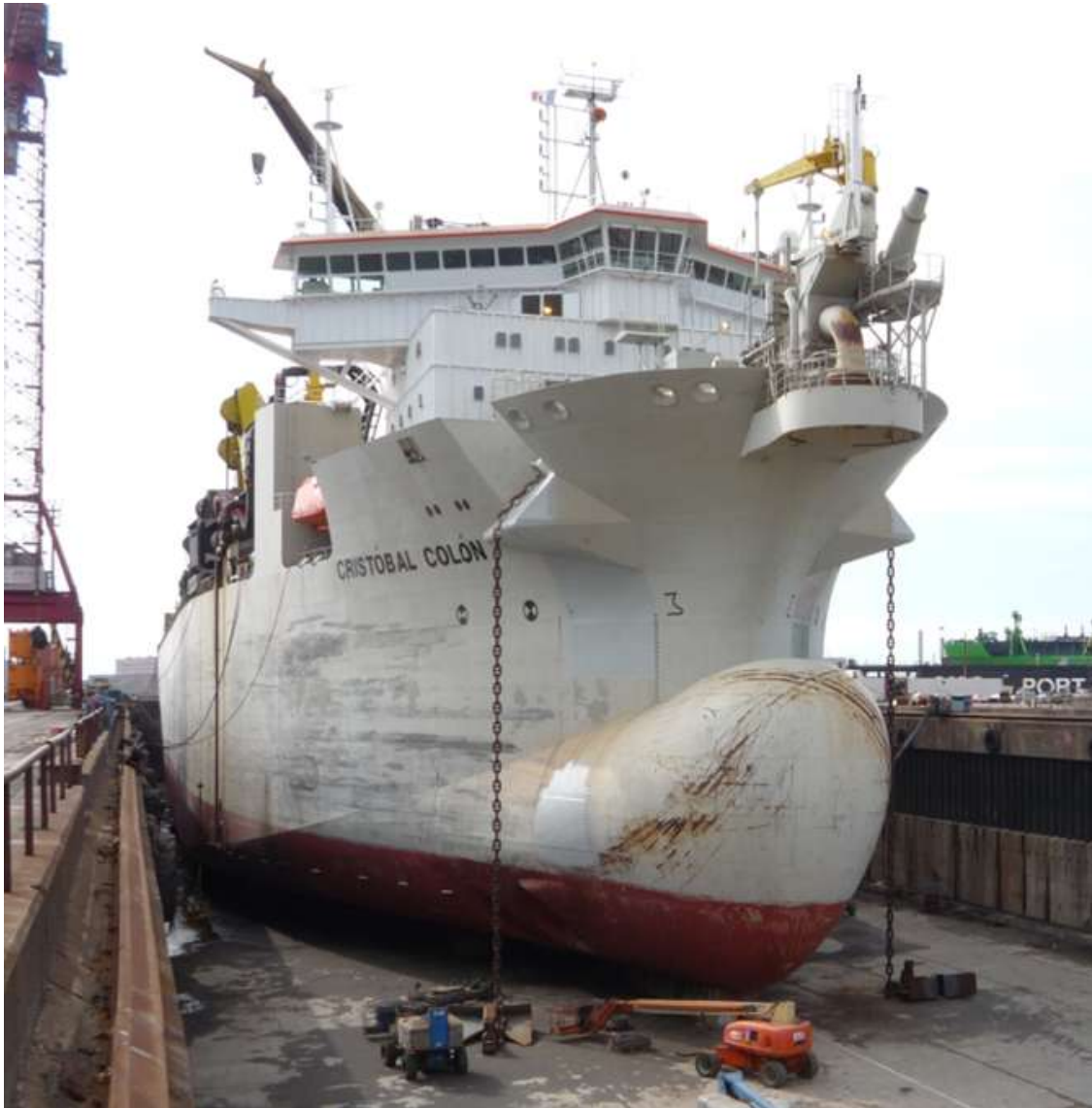
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## .... PHOTO OF THE DAY ....



The **CRISTOBAL COLON** seen in drydock at Dunkirk / Dunkerque - Photo : Arjan Rebel ©

**Enjoy your weekend !**

**Piet**