

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 140



**Number 140 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 20-05-2010**

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



**The BERGE ATLANTIC seen NE bound in the English Channel – Photo : Ton Versteeg (c)**

# IN MEMORIAM

*Na een strijd, moeizaam gestreden  
Ging je heen, niet onverwacht.  
Niemand weet hoeveel je hebt geleden,  
Onuitputtelijk was je kracht.  
Maar ook hieraan kwam een einde.  
Het deed je zeer ons te laten staan,  
Maar hiermee hebben we vrede,  
Omdat je nu kunt rusten gaan*

The compiler of the newsclippings received the sad news that

## JOHANNES LEONARDUS DE KRUIF

~ Hans ~

**11-01-1961**

**18-05-2010**

Passed away after a sickbed of a couple of months, his optimism and combative spirit towards his disease impressed us all

Hans worked the last twenty years with great involvement, high sense of duty and loyalty towards **Frank Mohn Nederland** and was highly appreciated for that.

Hans only reached the age of 49 years.

Our thoughts go to his wife, children and family

*'t liefste wat ik heb bezeten  
8 jaar de spil van mijn bestaan.  
Vraag me niet om dat te vergeten  
En gewoon weer door te gaan*

De crematieplechtigheid zal plaatsvinden op zaterdag 22 mei 2010 om 11:00 uur in het crematorium "De Ommering" aan de Oprelsegweg 3 in Spijkenisse

Na de plechtigheid is er gelegenheid tot condoleren in het crematorium

~ Kom zoals je bent ~

\*\*\*\*\* **HANS REST IN PEACE** \*\*\*\*\*

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](mailto: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



**LAMNALCO GROUP**

**Customer inspired**  
Quality & performance

HEAD OFFICE: Lamnalco Group, Al Buhaira Tower, Buhaira Corniche, PO BOX 5687 Sharjah - UAE  
+971 6 5172222 (Office) +971 6 574 9090 (Fax) [www.lamnalco.com](http://www.lamnalco.com) - [lamnalco@lamnalco.com](mailto:lamnalco@lamnalco.com)



After 7 months charter with Leighton in India the **SMIT LLOYD 27** returned with the **SMIT BORNEO** back in Singapore – Photo : John Bruinsma (c)



## U.S. Navy rescues Iranian sailors, military says

A United States Navy ship rescued six stranded Iranian sailors last week, the Navy announced Tuesday. The **USS Mesa Verde** picked up a faint mayday call in the Gulf in the early hours of May 14 and then spotted a signal fire on a dhow, or small sailing ship, the Navy said in a statement.

A Navy response team "discovered that the dhow's propulsion, electrical and steering systems had failed and that the crew had been adrift for four days at sea and dangerously low on food and water," the Navy said.

The U.S. military personnel replenished the ship's supplies, gave medical assistance to two Iranian crew members with burns, replaced the dhow's batteries and fixed its steering, the Americans said.

"It's well-trained boat crews and Mesa Verde's skilled engineers that made this difficult task look easy," Cmdr. Larry LeGree, the **Mesa Verde's** commanding officer, said in a statement. "While conducting maritime security operations, it was rewarding to be able to assist mariners in trouble." Iran did not immediately confirm the incident. **Source :**  
**CNN**



Above seen the heavy lift cargo vessel **ANNIGRET** arriving in Brisbane 19 May with two Svitzer tugs (**Svitzer Mercur** (R) and **Menja** (L)) onboard. The two tugs will become **Svitzer Maitland** and **Svitzer Myall**, respectively, after their delivery in Newcastle (Australia) this month

**Photo : John Wilson (c)**

## Double alert for Berwick lifeboat

**BERWICK inshore lifeboat was launched twice within the space of a few hours on Sunday.**

The first launch followed a sighting by Berwick Coastwatch of a sailing club dinghy thought to be in difficulty near the mouth of the River Tweed. The inshore lifeboat was launched at 11.40am and was almost on scene when it was stood down, having been told that a sailing club rescue boat had got the craft safely in tow.

The second incident involved a woman and two children who were seen on rocks below Berwick Holiday Camp at about 1.35pm. Believing them to be stranded a member of the public rang 999 and alerted the coastguard who called for an immediate RNLI launch.

The inshore boat was quickly on scene, at which point the crew were informed that all three people were safe and well having made their own way to safety.

A spokesman for Berwick RNLi said: "The later incident highlights the dangers in going out onto the rocks around Berwick, where it is too easy to lose sight of the shore line and hence the state of the tide. Before venturing out too far on a rock pooling trip it is always advisable to know the tide times." **Source : Berwick Advertiser**

## Tanker crew's cry for help

Desperate crew members from the rust bucket tanker **Hector** slipped South African inspection officials a note: **"Please help us... The ship is not safe... You are our hope."**

The **Hector**, a Cambodian-registered tanker, believed to be on her way to be sold for scrap in India, was due to be towed into Cape Town docks by salvors early on Tuesday after its engines had failed.

The hand-written note, written in capital letters, said: "Kindly help us go home. We are two Ghanaians on this vessel. The ship is not safe and our salaries are not paid for three months. We need our salary and plane tickets to go home (to) Ghana. You are our hope. Thank you."

Two names were at the bottom of the note. A postscript said: "My hand is broken, without treatment."

The Hector is one of many rust buckets that round the South African coast every year, many on their way to the massive Alang scrapyard in India, the biggest ship-breaking yard in the world. The dodgy vessels pose a pollution risk to our coastline and in some cases risk the lives of their crew.

Dave Colly of South African Maritime Safety Authority Samsa said on Monday: "The human element here is very sad. When our surveyors went on board they were slipped this grubby four by four note asking to be saved. They're obviously scared and want to get off. They apparently have not been paid for months."

The Hector's engines failed 10 days ago in a storm off Cape Point. The tanker, which was not carrying oil cargo but was filled with seawater as ballast, was en route from Ghana to the east. Samsa allowed the vessel to put into False Bay last week to try to repair her engines. "They would try to get the engines going and there would be huge clouds of smoke and then they would fail."

Colly said the ship had consistently refused help from Samsa while in False Bay. "The ship was clearly unable to leave the bay herself or even manoeuvre properly." On Saturday a team of Samsa officials and salvors from Smit Marine were able to board **Hector** to inspect her. What they saw "did not inspire confidence" that the crew could either repair the vessel or continue the voyage to the east. "The vessel had been lying in Ghana for months, and the crew were trying to get her to the east unaided, probably to be sold as scrap. The lifeboats were a year out of date. "When the anchor came up, it fell off the anchor chain it was so rusted. The question is, why do crew get on a vessel like that? It's because there's so much unemployment," he said.

Samsa appointed Smit Marine to tow the vessel from False Bay to Cape Town. Smit Marine head Dave Main said the priority was to get **Hector** away from the coast. "She has a few hundred tons of fuel, enough to get her to the east. If she ends up on the beach it's a big problem. We don't want that fuel on the beach," Main said. "To put it bluntly, the condition of the ship leaves a lot to be desired. And the crew had a hard time with regard to payment."

Colly said: "I don't think people really know what's going past our coast all the time. There's a constant stream of broken down vessels being towed past. Everything from North America and West Africa and other countries pass our coast to the Indian scrapyard. If the scrap is worth a lot, the owner will spend money on getting a decent tug to tow it. But a tug is \$15 000 to \$20 000 a day and it takes a month or two to get there. "Fly-by-night scrap merchant entrepreneurs buy these vessels for next to nothing and put crew on them who have the impossible task to get the broken ships to the east. They don't have insurance and they all pass our coast," he said. When something went

wrong and Samsa contacted the owners, "all you've got is a shadowy character on the other end of a phone". **Source : The Cape Times**



In addition to News clippings of May 16th above seen the **Rising Phoenix** loaded on board the **Swift** of Dockwise taken off Batu Ampar, Batam, Indonesia. - **Photo : André Korver - Dockwise ©**

## **Yemen to shoot six pirates**

Yemen's official Saba news agency reports that the Specialized Penal Court in Sana'a sentenced six Somali pirates to death and six others to ten years in prison. The verdict was delivered during a hearing chaired by the Court Chief Judge Muhsen Alwan. The pirates, who were arrested in April last year, were convicted of hijacking a Yemeni oil tanker off Aden and fighting the authorities when they tried to release it. A sailor was killed during the release operation, another went missing and four others were injured.

The court also ruled that the convicted pay \$2 million in compensation for the Aden Refinery Company. The company will then compensate the family of the victims.

The usual method of execution in Yemen is to make subjects lie face down on the ground and shoot them once through the heart, or the back of the neck, with an assault weapon. Executions are carried out in public and are normally attended by relatives of the victim. **Source : MarineLog**

## **Ships held for illegal oil transfer**

The Malaysian Maritime Enforcement Agency (MMEA) has seized two ships believed to be involved in illegal oil transfer activities in Pengerang, Kota Tinggi. Southern Maritime District operations director Captain Mohd Zubil Mat Som said the incident took place at about 12.35am off the southern coast of Tanjung Sedili. He added that upon closer inspection, MMEA personnel found no permits or documents allowing any oil transfer activities on board. **Source : The Star**



**VLIERODAM WIRE ROPES Ltd.**

wire ropes, chains, hooks, shackles, webbing slings,  
lifting beams, crane blocks, turnbuckles etc.

**Nijverheidsweg 21 3161 GJ RHOON The Netherlands**

**Telephone:** (+31)105018000  
(+31) 105015440 (a.o.h.)

**Fax :** (+31)105013843

**Internet & E-mail**

[www.vlierodam.nl](http://www.vlierodam.nl)

[info@vlierodam.nl](mailto:info@vlierodam.nl)



The TSHD **LELYSTAD** seen operating at the Elbe river – **Photo : Wilco Langeweg (c)**

## London-led piracy initiative becalmed

An initiative to forge an across-the-board alliance to combat piracy through the establishment of a private navy is still some way from coming to fruition though its instigator insists it will still go ahead with private rather than a combination of public and private equity. The \$15m initiative was mooted by Sean Woollerson, a partner at insurance giant Jardine Lloyd Thompson, who told SMI: "We hosted a round table for shipping in December with the likes of Bimco, the ICS, Intertanko, Intercargo in December. We spoke to the Navy and the insurance industry and while some legal such as rules of engagement issues needed to be addressed, we were fairly close to setting up tangible protection for vessels going through the Gulf on an industry scale.

"We wanted to harness the critical mass of the shipping industry. But the industry is very competitive and it was difficult to get people to play together. We wanted to save people money and properly protect crew, which we thought would have been a fantastic morale booster, but the view of shipping - I exclude Bimco from this - was that their position was to lobby government and provide more resource to maintain the right of free passage.

"There was an appetite from Bimco to explore this further. We were not looking to make a profit but to combat the problem onshore by making a contribution to the international trust fund for capacity building. We were going to set up a private navy."We are still going to do it but in a slightly different guise. Potentially it still has huge merits, Mr Woollerson said. **Source: Ship Management International**



## Bootlieden redden drenkeling op Westerschelde

Medewerkers van de Verenigde Bootlieden (VEBO) hebben vanmorgen rond 10.05 uur een drenkeling gered op de



Westerschelde ter hoogte van Terneuzen. Het Belgische binnenvaartschip '**Presagio**' maakte kort daarvoor melding 'Man over Boord'. De bemanning van het snelle communicatievaartuig **Vebo Runner**, Remco van Gils en Adri Bakker, aarzelde geen moment en zette vanuit zijn positie in de Put van Terneuzen direct koers naar de 'Presagio' die de Oosthaven aan het opvaren was. Daar aangekomen bleek dat de oorspronkelijk gemelde drenkeling net terug aan boord was geholpen door haar echtgenoot, matroos op het schip. Hij was haar achterna gesprongen nadat zij in het gangboord struikelde en overboord viel. Van Gils en Bakker wisten de man uit het water en veilig aan boord van de **Vebo Runner** te krijgen en vervolgens op de '**Presagio**' over te zetten. De

drenkelingen kwamen met de schrik vrij.

## Panama Canal disruption halts shipping

Traffic through the Panama Canal has been severely disrupted since late Tuesday after the **Atlantic Hero**, a Panamax vessel loaded with coal, hit a bridge between the Miraflores locks and the open sea. The vessel grounded and blocked the Pacific entrance to the canal. Attempts to refloat it will resume today at high tide, shipping agency GAC said.

Source: Argus



The **JEWEL of the SEAS** seen departing from Zeebrugge – Photo : Jasper van Raemdonck (c)

## Total number of pirate attacks up 150%, the actual hijacks down 25%



It's been a month over, since the Italian Rear Admiral Giovanni Gumiero handed over the EU NAVFOR-fleet outside Somalia to the Swedish Rear Admiral Jan Thörnqvist at a ceremony in Djibouti, EU Navfor press release said. "We have made progress in the new EU NAVFOR tactics, stopping suspected pirates closer to shore, before they get out in the high seas and do outrages" Rear Admiral (LH) Jan Thörnqvist said, summing up his first month as Force Commander of EU NAVFOR. During this first month admiral and his Force Headquarters have met a few challenges but also seen some breakthroughs. The new more offensive EU NAVFOR tactics have proven successful. Only this last month 10 pirate action groups (PAGs) have been disrupted and 8 whalers (pirate mother ship) have been disabled by EU NAVFOR. Together with the other task forces in the area, that we coordinate our efforts with, we count 22 disruptions. According to admiral Thörnqvist, the pirates are now operating far more out in the Indian Ocean, sometimes even closer to India than to Somalia. One example is the hijacking of three fishing vessels on April 18th, 1200 n. m. east off Somalia. Compared with the same period a year earlier the figures show two things; the total number of pirate attacks jumped 150% but the actual hijacks dropped 25%.

"The pirates are sending out more people in the high seas. Their plan is apparently to do a high number of attacks in multiple areas but we have successfully countered their actions by our disruptions," admiral Thörnqvist was quoted as saying. EU NAVFOR Somalia – 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: PortNews**



The **EIDE FIGHTER** seen arriving with the **PONTRA MARIS** in Rotterdam – **Photo : Tom Staneke ©**

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?  
PLEASE VISIT THE WEBSITE :  
[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)  
AND REGISTER FOR FREE !**

## **More evidence N.Korea behind S.Korean ship sinking**

Experts investigating the sinking of a South Korean warship have found a torpedo fragment with a serial number written in North Korean style, news reports said Wednesday. The discovery, if confirmed, would be the latest and strongest piece of evidence that a North Korean torpedo broke the 1,200-tonne **Cheonan** in two near the disputed

border on March 26, killing 46 sailors. The Seoul government will release the findings of a multinational probe into the sinking on Thursday. Media reports say it will formally accuse the North of launching a torpedo.

Yonhap news agency, citing unnamed military officials, said Seoul had collected a sizeable piece presumed to be part of the axle of a torpedo, with a serial number written in a North Korean font. It said this was in addition to a piece of the propeller salvaged earlier. Chosun Ilbo newspaper carried a similar report. Analysing the serial number, experts from the US, Australia and other countries agree that the torpedo that sank the **Cheonan** must have been made by North Korea," an unnamed source told the paper.

"It is the smoking gun, following the discovery of a piece of torpedo and traces of explosive." The defence ministry declined to confirm the reports. Both Yonhap and Chosun said President Lee Myung-Bak directly blamed the North for the naval disaster during his phone call this week with US President Barack Obama. Lee's office declined comment.

Top officials in the South have dropped widespread hints they believe the North was to blame, although Seoul has not yet formally accused its neighbour. On Tuesday Yonhap said explosive traces found on the **Cheonan** and on the seabed have a similar chemical make-up to substances found in a stray North Korean torpedo secured by the South seven years ago. The North has denied any involvement in the sinking. Seoul has said it will probably take the issue to the United Nations Security Council if Pyongyang is formally found responsible, and is seeking diplomatic support for such a move. A foreign ministry official told Yonhap that Seoul briefed diplomats from China, Russia and Japan on the upcoming report on Tuesday.

## Kustwacht helpt twee boten in nood



De Kustwacht voor de Nederlandse Antillen en Aruba heeft zondag 16 en maandag 17 mei twee boten in nood geholpen. In beide gevallen werd een Superrhib ingezet om de motorboten en de opvarenden veilig aan wal te brengen. Op zaterdagavond 15 mei kreeg de motorboot '**Heaven is my way**' bij Guana Baai op Sint Maarten motorpech. De drie opvarenden riepen de hulp in van het Kustwacht Steunpunt Sint Maarten. Door toedoen van de Sea Rescue Foundation (SRF) en een Superrhib van de kustwacht kon het vaartuig naar de wal gesleept worden.

Op maandag 17 mei raakte een lokale visserboot in Boca Grandi bij Aruba in nood. Het motorvaartuig, genaamd '**Anamar**', liep vol met water. De boot, met aan boord vijf opvarenden, konden uit hun benarde positie worden gered en werden door de Superrhib terug gesleept naar hun ligplaats in de

Commandeursbaai. Foto : KWNA&A

## World push for piracy action launches today



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 140

An unprecedented coalition of organizations – from trade unions to shipowners' associations and insurers – has joined forces to back a global e-petition demanding concrete action to end the piracy that is putting lives at risk and threatening world trade.

The petition [www.endpiracypetition.org](http://www.endpiracypetition.org), which launches today (Thursday) is the centrepiece of a new campaign to persuade all governments to commit the resources necessary to end the increasing problem of Somalia-based piracy. It is intended to deliver at least half a million signatures to governments by IMO World Maritime Day, September 23rd. It calls on nations to:

- Dedicate significant resources and work to find real solutions to the growing piracy problem.
- Take immediate steps to secure the release and safe return of kidnapped seafarers to their families
- Work within the international community to secure a stable and peaceful future for Somalia and its people

The campaign is being backed by BIMCO, ICS, IFSMA, IMEC, IPTA, Intercargo, InterManager, International Group of P&I Clubs, INTERTANKO, ISF, ITF, IUMI and SIGTTO\*, as well as national shipowners' associations and trade unions worldwide.

ITF General Secretary David Cockroft commented: "With one click everyone can now make their feelings about piracy known, and then pass the link on to all their colleagues around the world who feel the same. In this way we can signal our belief that it is past time for all governments to do what has to be done to protect seafarers, ships and the goods that they carry and on which we all rely."

Speaking on behalf of all the signatory associations, ISF President, Spyros M Polemis, explained: "Together we must encourage all governments to do everything necessary to protect the lives of seafarers who are subject to increasingly violent attacks, with over 1800 kidnapped in the last two years alone. Ninety per cent of world trade is carried by sea and governments have a duty to extend the naval protection being provided - which is currently inadequate - and regain control of the Indian Ocean from a handful of criminals."

The text of the petition is:

### **Enough is enough! Governments must act now to fight piracy**

- Almost every day seafarers are being kidnapped and exposed to an increasing risk of injury or even death
- Every day seafarers transport the world's goods through areas where the risk of pirate attack is increasing
- Every day seafarers' families are suffering worry and uncertainty
- Every day the chances of attracting people to jobs at sea - on which all our economies rely - are shrinking
- Every day shipping companies and their insurers have to pay for increasing anti-piracy measures, extra fuel and ransoms - costs that are eventually passed on to the consumer
- Every day the risk of a major ecological disaster due to an oil spill caused by piracy increases
- Every day the chances of a recovery in the world economy are being jeopardised by this threat to world trade

We, the undersigned, urgently call on Governments to do everything possible to protect the thousands of seafarers and the hundreds of ships at risk of attack by pirates by:

- dedicating significant resources and concerted efforts to find real solutions to the growing piracy problem;
- taking immediate steps to secure the release and safe return of kidnapped seafarers to their families;
- working within the international community to secure a stable and peaceful future for Somalia and its people.

### ENDS

BIMCO (The Baltic and International Maritime Council) [www.bimco.org](http://www.bimco.org)

ICS (International Chamber of Shipping) [www.marisec.org](http://www.marisec.org)

IFSMA (International Federation of Shipmasters' Associations) [www.ifsma.org](http://www.ifsma.org)

IMEC (International Maritime Employers' Committee) [www.imec.org.uk](http://www.imec.org.uk)

IPTA (International Parcel Tankers Association) [www.ipta.org.uk](http://www.ipta.org.uk)

Intercargo (International Association of Dry Cargo Shipowners) [www.intercargo.org](http://www.intercargo.org)

InterManager (International Ship Managers' Association) [www.intermanager.org](http://www.intermanager.org)

International Group of P&I Clubs (IGP&I) [www.igpandi.org](http://www.igpandi.org)

INTERTANKO. [www.intertanko.com](http://www.intertanko.com)

ISF (International Shipping Federation). [www.marisec.org/isf](http://www.marisec.org/isf)

ITF (International Transport Workers' Federation) [www.itfglobal.org](http://www.itfglobal.org)

IUMI (International Union of Marine Insurance) [www.iumi.com](http://www.iumi.com)

SIGTTO (Society of International Gas Tankers & Terminal Operators Ltd) [www.sigtto.org](http://www.sigtto.org)

### For more details please contact

**BIMCO.** Press contact Peter Grube. Tel +45 4436 6800. Email: [pg@bimco.org](mailto:pg@bimco.org)

**ICS/ISF.** Press contact, Simon Bennett Tel: + 44 20 7417 8844. Email: [simon.bennett@marisec.org](mailto:simon.bennett@marisec.org)

**IMEC.** Press contact Giles A Heimann. Tel: 44 (0) 20 7680 8680. Email: [Giles.Heimann@imec.org.uk](mailto:Giles.Heimann@imec.org.uk)

**InterManager.** Press contact Debbie Munford. Tel: +44 (0) 1296 682 356. Email: [dmunford@elabor8.co.uk](mailto:dmunford@elabor8.co.uk)

**INTERTANKO** Press contact, Bill Box. Tel: +44 20 7977 7023. Email: [bill.box@intertanko.com](mailto:bill.box@intertanko.com)

**ITF.** Press officer, Sam Dawson. Tel: +44 (0)20 7940 9260. Email: [dawson\\_sam@itf.org.uk](mailto:dawson_sam@itf.org.uk)

## CASUALTY REPORTING





## SIERRA LEYRE IN CONTACT WITH STEN MOSTER



The 1997 built Seatrade Reefer **Sierra Leyre** was in collision May 14<sup>th</sup> with the 2006 built combined chemical and oil tanker **Sten Moster** off Wandelaar ,



which resulted in a punctured bulbous bow of the reefer as can be seen at the photos above - **Photo's : Jamie Reurink (c)**

## SLUISGRACHT AGROUND AT CAROLUSBANK



Spliethof's **SLUISGRACHT** which was enroute Antwerp encountered propulsion problems and ended up around 09:30 hrs at the Carolusbank near Cadzand, around 16:30 she was refloated by the tugs **MULTRATUG 10, UNION 6, UNION EMERALD** and **UNION TOPAZ**, also the Coast Guard vessel **BAREND BIESHEUVEL**, the Cadzand KNRM lifeboat were stand by at the location, after the refloating the **SLUISGRACHT** was inspected at the Vlissingen roads and continued her voyage to Antwerp.

**Photo : Adri van de Wege (c)**

## NAVY NEWS

### WANT TO ENJOY THE FIFA WORLD CUP 2010 LIVE AT SEA?

- Fully Automated, All-in-one
- High Quality Antennas, dish from 28cm up to 1.2m
- Built-in GPS
- Unsurpassed Dynamic Tracking
- DVB Signal Identification
- Built-in Auto Skew Angle Control System (Larger Antenna's Only)
- Embedded HD module and TriSat function
- User-friendly Operation
- Tune in Your Favorite HDTV Channels

deepsea@alphatronmarine.com

www.alphatronmarine.com



**ALPHATRON**  
Alphatron Marine BV

ASK FOR OUR WORLD CUP  
SALES PROMOTION



## Japan not ready for base deal

JAPAN won't be ready to resolve a row over a controversial US airbase when Secretary of State Hillary Clinton visits Japan later this week, Foreign Minister Katsuya Okada said on Tuesday.

Mrs Clinton will visit Japan on Friday, mainly to discuss a sunken South Korean navy ship now suspected to have been caused by a North Korean attack, as well as Iran's nuclear programme, Mr Okada said in a news conference.

Tokyo and Washington have quarrelled for months over where to relocate the locally unpopular US Marine Corps Futenma Air Station now located in a city area of the southern island of Okinawa. Japan's Prime Minister Yukio Hatoyama after taking power last year promised to move the base off the island but has since gone back on the pledge and said the base will be relocated on Okinawa as agreed with Washington in 2006. He has faced a storm of protests on Okinawa, but his compromise plan, including building a planned offshore runway on stilts to minimise environmental damage, has reportedly also been rejected by US officials.

Okinawa hosts about half of the 47,000 US troops in Japan and 75 per cent of their military facilities in the country. Mr Okada, asked whether Japan and the United States are nearing a solution over the relocation of the base, said 'there will not yet be' a deal. **Source : Strait Times**

## Taiwan navy inaugurates squadron of stealth missile ships

Taiwan's navy Tuesday announced its first stealth missile ship squadron to boost the island's defence capabilities, despite warming cross-strait relations with China. The squadron of 10 boats, each equipped with four Hsiungfeng II ship-to-ship missiles with a range of 150 kilometres, was inaugurated at the Tsoying naval base in southern Taiwan, the navy said in a statement.

The combat capabilities of the 186-tonne Kuanghwa Six boats were "much better" than those of the 50-tonne Seagull-class boats they were to replace, the navy said. The new vessels have stealth technology to reduce the reflection of radar waves, are 34 meters long and have a maximum cruising speed of 33 knots (61 kilometres per hour).

The boats were built by Taiwan's state-owned China Shipbuilding Corp, which has so far delivered 12 to the navy since construction began in 2003. The navy has ordered 30 in total.

Naval officers said the formation of the new squadron reflected the determination of the military to defend Taiwan in the face of missile threats from China. Relations between China and Taiwan have been tense since they split at the end of a civil war in 1949, but have improved since Beijing-friendly President Ma Ying-jeou took office in 2008. But China still considers Taiwan to be a breakaway Chinese province, and has aimed more than 1,000 missiles at the island **Source : Earthtimes**



The **DDG 58 USS LABOON** seen at the Clyde  
Photo : Jim Prentice - <http://caledoniantransportphotos.blogspot.com> ©

## Indian Navy to buy hydrographic vessels to train sailors

To train naval cadets on coastal and oceanic hydrographic survey, the Navy is on the lookout for a shipbuilder with the capability to build vessels that can map underwater landscape. The vessels are required to carry out surveys near ports and harbours for determination of navigational approaches, channels and routes for defence applications.

"We want these survey vessels to be modelled on our own **INS Darshak** built by the Goa Shipyard and commissioned into naval service in 2001," a Navy officer said here today. Keeping in mind its future order for such survey vessels, the Navy has issued a Request for Information (RFI) to shipyards, both in public and private sector, he added.

**Darshak** is the Navy's eighth survey vessel with a length of approximately 85 metres and 1,800-tonne to 2,000-tonne standard displacement. Source : [ptinews.com](http://ptinews.com)

**MAMMOET Salvage**

Smart solutions. united experience

**MAMMOET Salvage**

24/7 PHONE +31 (0)10 2042 445

Fax +31 (0)10 2042 447

[www.mammoetsalvage.com](http://www.mammoetsalvage.com)

## Russian naval base in Ukraine guarantees European security integrity - Medvedev

Russia's naval base in the city of Sevastopol in Ukraine's Crimea guarantees European security integrity, Russian President Dmitry Medvedev said, according to RIA Novosti. Russia and Ukraine recently signed an agreement extending the lease on the Russian Black Sea Fleet base in the Ukrainian port of Sevastopol for 25 years after the current lease expires in 2017. In return for the lease extension, which may later be extended for an additional five years, Ukraine will receive a 30% discount on Russian natural gas worth an estimated \$40 billion.

"Preserving the presence of our naval base means at least preserving the setup that formed rather long ago, and a safeguard against the desire to repartition something in the sphere of European security," Medvedev told Ukrainian media shortly before his visit to Kiev that starts Monday.

"I am speaking about entire Europe," he said, adding that the EU and NATO reacted calmly to the lease extension. "This is wise," the Russian leader said.

In his first three months in office, Ukrainian President Viktor Yanukovich has made good on his campaign pledge to conduct a more friendly policy toward Russia than his predecessor, working swiftly to end the bitter disputes that arose under the Western-leaning Viktor Yushchenko.

Medvedev proposed drawing up a new pan-European security pact in June 2008, and Russia published a draft of the treaty in November 2009, sending copies to heads of state and international organizations, including NATO. However, world nations have been reluctant to support Russia's initiative. **Source : RIA Novosti – defpro**

## Indian defence team inspects Gorshkov refurbishment

A high-level Indian defence team has carried out a detailed inspection of refurbishment of **Admiral Gorshkov** aircraft carrier, which Russia is expected to deliver to India by 2012. Vice-Admiral Nadel Nirajan Kumar, who headed the Indian delegation, noted "positive dynamic in the works on the aircraft carrier" at Sevmash shipyards in Severodvinsk region, shipyard spokesperson, Yekaterina Pilikina, was quoted as saying by Itar-Tass.

She said the Indian delegation visited the warship and examined the refurbishment in detail. Ms. Pilikina said the team was "pleased" to see the United Shipbuilding Corporation taking all efforts to keep with the work schedule that has been agreed to by both the governments.

Initially, the contract was estimated to cost \$1.5 billion, but in early 2008 Russia sought an additional \$1.2 billion.

After protracted negotiations, India finally agreed to pay \$2.3 billion for the carrier, which is to be commissioned into the Indian Navy as **INS Vikramaditya**. The 44,570-tonne aircraft carrier will replace **INS Viraat** and after modernisation it is expected to be seaworthy for 30 years. **Source : thehindu**



## SHIPYARD NEWS

# MEET TOS AT

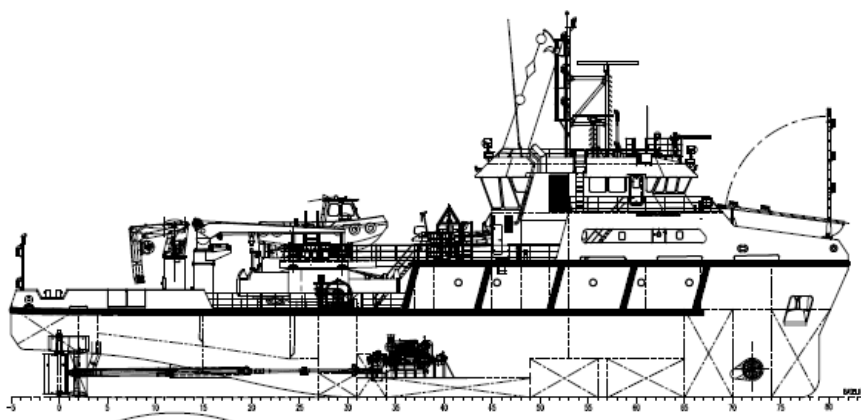


from 18th until 20th May

- Global Ship Delivery
- Crewing Solutions

[www.tos.nl](http://www.tos.nl)

## DAMEN TO DELIVER OIL RESPONSE VESSEL



**DAMEN's** new Multi Purpose Vessel, particularly suited for oil spill response, is set to enter service in the next few weeks in Vietnam after undergoing successful sea trials. Kitted with two large sweeping arms, this is the first time an oil spill response vessel of this type has been operated in Asia.

Built by Song Thu shipyard in Danang in Vietnam under a DAMEN license, the **MPV 5212** will be deployed by Vietnam's Oil Spill Response Centre for Central Vietnam. The Vietnamese

Authorities are expected to order another two oil spill response vessels and all three will be deployed along the coast of Vietnam.

DAMEN Technical Cooperation (DTC) provided the engineering and material package and the drawings for the MPV 5212 to allow Song Thu to build the complete vessel. Thomas ten Hagen, Assistant Project Manager DTC, says Song Thu wanted a good quality, proven design. "This oil recovery system is proven to be very successful and much more effective when compared to other systems."



The **MPV 5212** is actually based on a previous DAMEN-designed oil spill response vessel, the 80 m **ARCA**, which is stationed in the port of Scheveningen and owned by the Dutch Ministry of Transport. Built in 2003, this vessel has already proven its ability to handle oil spills and has worked on several major incidents over the years including the **Erika** and **Prestige** disasters.

Pim Schuurman, DAMEN Area Director Asia Pacific, says this MPV is the only oil spill response vessel that can operate in extreme weather conditions, even in wave heights of 6 m. The **ARCA** has proven itself already and the new MPV 5212 only improves on the **ARCA**, he says.

For instance, even though there were more than a dozen vessels clearing oil from the Prestige, which

broke up off the coast of Spain, the **ARCA** reclaimed more than half of all of the oil. Other response vessels had to wait for the weather to calm down before they could place the oil booms, he adds.

DAMEN has taken the **ARCA** concept a step further following input from the crew onboard the **ARCA**. Ten Hagen says DAMEN decided to boost the oil spill recovery capacity of the MPV 5212, recently named SOSRCEM (which translates as Safety Oil Spill Response Centre Middle Region). The input from the experiences of the crew was invaluable in the new design because they are the ones with direct experience of spill incidents, he adds.

Schuurman says the MPV also has a good oil separation system onboard which means that oil and water can be separated very quickly.



In addition, the oil tank heating system has been improved. Oil can be heated up quickly so it remains fluid, making it much easier to discharge. In addition, the **MPV 5212** can discharge the oil into a nearby tanker through a hose, allowing it to continue cleaning up the oil spill. There is also the possibility of discharging into floating bags that can be towed ashore when they are full.

Due to the possible build up of volatile gases during an oil spill response operation, the vessel has been equipped with an over-pressurized cabin. Remote-control fire vents/flaps can be used to close the air intakes in case the gas-detection alarm goes off and then the vessel should exit the area. As well as this, the MPV has air inlets more than 7 m above the waterline assuring the intake of non-contaminated air. The new vessel is also equipped with the unique "SeaDarq" radar that detects differences in wave patterns, allowing the vessel to identify oil patches day and night, making the vessel highly effective. Although the vessel has been designed for a performance speed of 12.8 knots and a Bollard Pull of 45 tonnes, in recent sea trials the **MPV 5212** managed 14.1 knots and a 47.5 tonne Bollard Pull.

As well as oil spill response, the MPV is also suited for towage, salvage, buoy laying, fire fighting, diving assistance and Search & Rescue. The crew of the SOSRCEM has just completed a four-week training period on the vessel. Specialist oil spill response training was provided by some of the crew from the **ARCA**.

DAMEN and Song Thu shipyard have worked on several projects together over the last five years. Two 46 m salvage tugs have been built there previously for the Vietnamese coastguard and work is just about to start on a third one. A hydrographic survey vessel, two Fast Crew Supply vessels and two ASD tugs are also under construction at the yard.

In total DAMEN has built around 100 vessels with Vietnamese shipyards during the past decade. Most of these ships have been exported to DAMEN customers worldwide.

## BAE Systems to buy Atlantic Marine

BAE Systems says it has entered into a definitive agreement to acquire Atlantic Marine Holding Company (Atlantic Marine) from JFL-AMH Partners, LLC, a portfolio company of the private equity firm J.F. Lehman & Company, for a cash consideration of \$352 million.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 140

Atlantic Marine is a privately held vessel maintenance, repair, overhaul and conversion (MROC), marine fabrication, and ship construction services provider with operations at Mayport and Jacksonville, Florida; Moss Point, Mississippi; and Mobile, Alabama. The acquisition does not include Atlantic Marine's Boston and Philadelphia operations, which will be retained by JFL-AMH Partners, LLC. The acquisition will be funded from BAE Systems' existing cash resources.

The deal would seem to end ambitions to make Atlantic Marine a player in the newbuilding market, where its last venture was the ill-fated attempt to put together Jones Act products tankers for AHL Shipping using the "virtual shipyard" concept.

"BAE Systems' strategy for our ship repair business is successfully growing marine sustainment activities in surface ship repair, as well as migrating our capabilities into naval modernization and upgrade," said Linda Hudson, President and CEO, BAE Systems, Inc.. "The acquisition of Atlantic Marine's operations, highly skilled workforce, and marine fabrication capabilities will enhance BAE Systems' ability to serve customers in the naval support and upgrade sector

Atlantic Marine employs approximately 1,000 people and will become part of BAE Systems' Ship Repair business. The acquisition will complement BAE Systems' existing ship repair and upgrade capabilities to further serve the U.S. Navy and other maritime customers. BAE Systems Ship Repair is part of BAE Systems, Inc., the U.S. subsidiary of BAE Systems plc.

BAE Systems says the acquisition is consistent with its strategy to address anticipated growth in Readiness & Sustainment activity within its home markets. The addition of Atlantic Marine will enhance BAE Systems' ability to support current and future U.S. Navy home-porting strategies and broaden its customer base.

The proposed acquisition is conditional, among other things, upon receiving certain U.S. regulatory approvals and is expected to close in the third quarter of 2010. **Source : MarineLog**



Two FCS 1204s, Damen new building no. **533505** & **533506** seen at the Kapuas river (Pontianak, Borneo Indonesia), on their way to open water for sea trial.

**Photo's : Chris de Wispelaere ©**



	<p>Hose &amp; Reel Products is the largest European designer and manufacturer of high quality hose and cable Reels for the heavy Industrial shipment and off-shore market.</p>		 <p><b>Hose &amp; Reel</b> PRODUCTS B V</p> <p><a href="http://www.hosereel-products.com">www.hosereel-products.com</a></p> <p>T. +31(0)43 3653102 F. +31(0)43 3653103 The Netherlands</p>
<p>[ We have always the right Reel for you! ]</p>			

## China: Shipbuilding Industry Stages Strong Recovery

China recorded a 94.9 percent year-on-year surge in completed shipbuilding volume to 18.6 million deadweight tons (DWT) in the first four months of the year, according to the Ministry of Industry and Information Technology (MIIT). New orders in the first four months surged 12 times to 12.77 million DWT. The volume of shipbuilding orders on hand as of end April fell 1.9 percent from end 2009 to 184.58 million DWT. In the areas of completed shipbuilding volume, new contract orders and orders on-hand, China had global market shares of 39.1 percent, 47.2 percent and 37.8 percent respectively. The share price of China CSSC Holdings (600150) was down 1.36 percent to close the morning session at 62.25 yuan. **Source: CapitalVue**



The **FATA MORGANA** seen in Messina Strait 18th of May 2010 - **Photo : Ronald de Bloeme ©**

## Lead bulker ordered by UCLH, launched at a China shipyard



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 140

Qingdao Hyundai Shipbuilding Co. (Qingdao, China), the shipyard launched the **Amethyst**, the lead multi-purpose dry cargo carrier of DCV36 project built for Universal Cargo Logistics Holding (UCLH), the Marine Engineering Bureau, the ship designer, said.

The DCV36 5.000dwt, 85-meter-long bulker is intended for general and maritime transportation of bulk cargoes, ISO 20-and 40-foot containers up to 9.5 feet (including ref containers), metal, grain, timber, coal, large-sized and heavy cargoes, dangerous goods of 1.4S, 2, 3, 4, 5, 6.1, 8, 9 classes of IMDG Code and cargoes of category B of BC Code. High ice category Ice3 allows the ship to operate in Baltic and White Seas during winter navigation.

Russian Maritime Register of Shipping class notation of the project is of KM Ice 3 AUT1.

The bulker is a steel single-deck motor one of unrestricted sailing region with single cargo hold, single screw, with forecastle and poop, with deck-house and engine-room located aft, with a double bottom and double sides in the cargo area, with removable grain bulkheads, with bulb fore and transom aft ends, with hatch covers of "folding" type, with bow thruster.

The ship's overall length is 89.96 meters, calculated length - 84.89 m, breadth - 14.5 m, depth - 7.5 m, Summer freeboard draught is of 6.40 m with 5280DWT.

The **Amethyst** series lead ship was laid on November 16th last year. There are currently five more ships of the project being constructed at the shipyard. Hyundai Company will build 10 DCV36 multipurpose seagoing bulkers with deadweight of about 5280 tons at its China shipyard.

The shipbuilder is to deliver all DCV36 series ships to Universal Cargo Logistics Holding by the end of next year.

Source : PortNews



The **FLINTER AMERICA** seen at the Westerscheldt river – Photo : Ronald Ribbe ©

## Mosvold Supply cancels at Batamec

Mosvold Supply has cancelled an anchor handling tug supply (AHTS) vessel it ordered at Batamec shipyard. Otto Marine, owner of Batamec, said Mosvold Supply had cancelled a contract for a 21,000 bhp, VS 491 CD, AHTS. The shipbuilder said under the contract Mosvold was entitled to a refund of its deposit and interest accrued. Otto Marine said it was seeking legal advice. Mosvold has four large AHTS on order from Batamec, and the options for the third and fourth vessels were said to have been contracted at a total value of \$167m. Source : Seatrade Asia

## NASSCO To Lay Off up to 900 Workers

Citing a downturn in ship construction and repair work, San Diego shipbuilder General Dynamics NASSCO will lay off up to 900 employees beginning in July.

"The reason for the work force reduction is because of the sustained downturn in the commercial and government shipbuilding markets, as well as fluctuations in the Navy's ship repair schedule," company spokesman Karl Johnson said May 14. Employees that could be affected by the move received Worker Adjustment and Retaining Notification, or WARN, letters on May 6, Johnson said, informing them they could be indefinitely laid off beginning between July 12 and July 26.

In addition, Johnson added, the shipyard could also eliminate up to 250 subcontractor positions. Final numbers are still being determined, he said. NASSCO, the largest shipbuilder on the U.S. West coast, has about 4,100 employees, with about 500 subcontractors.

The company builds **Lewis and Clark T-AKE 1-class** dry ammunition cargo ships for the U.S. Navy and also has been building a line of commercial product tankers. The 10th T-AKE will be delivered this year, with four more to follow, and the last two of five product tankers also will be completed before year's end.

Three new Mobile Landing Platform (MLP) ships for the Navy could be awarded, but not before next year. Funding for the first of the ships is included in the 2011 budget request, but if approved, work would not start until 2011 at the soonest. The shipyard also carries out a significant amount of repair work for the Navy, which bases much of the Pacific Fleet in San Diego. NASSCO is the prime contractor for repair work on all Pacific Fleet amphibious assault ships and amphibious transport docks, as well as all frigates, and works on other warships as well.

"It's certainly possible our workload could change, allowing us to reduce the number of people affected," Johnson said. "In the short term, an increase in ship repair work would provide us the flexibility to retain some of the employees. Longer term, the situation would be aided by a timely MLP award." General Dynamics also owns Bath Iron Works in Maine, and Electric Boat, with shipyards in Connecticut and Rhode Island. **Source : defense news**



The **ANTARADUS** seen passing Spijkenisse – **Photo : Lia Mets ©**

## Aker Philadelphia Shipyard Delivers Ninth Product Tanker

Aker Philadelphia Shipyard, a leading U.S. commercial shipyard, delivered its ninth Veteran Class MT-46 product tanker Friday to American Shipping Company. The 46,000 dwt vessel, named the **Overseas Martinez**, will leave the shipyard in the coming days under the operation of OSG America to transport petroleum products for Tesoro.

A small naming ceremony was previously held to bless the ship and name her the **Overseas Martinez**. During the ceremony, Jim Miller, President and CEO, credited this delivery to the strong teamwork by the employees at the shipyard; and said in his remarks, "there is an unspoken recognition here that when one team is successful, we are all successful, and I believe that spirit is contagious. The end result speaks for itself; here we stand on this beautiful 600 foot long vessel handcrafted with the hearts of each employee. It's truly amazing."

Aker Philadelphia has three other vessels currently under construction as part of its historical build program. All are scheduled to be delivered through spring 2011. Aker Philadelphia Shipyard is a leading U.S. commercial shipyard constructing vessels for operation in the Jones Act market. It possesses a state-of-the-art shipbuilding facility and has earned a reputation as the preferred provider of oceangoing merchant vessels with a track record of delivering quality ships. Aker Philadelphia Shipyard is a member of the Norwegian-based Aker family of global companies, leaders in global growth markets including energy technologies, energy resources, maritime technologies, seafood and marine biotechnology.

American Shipping Company (AMSC) owns and leases world-class quality vessels for operation between ports in the United States. When its current series of ten tankers is completed in 2011, AMSC will own the most modern product tanker fleet in the United States. **Source: Aker Philadelphia**

## ROUTE, PORTS & SERVICES



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



GLOBAL SHIP DELIVERY & CREWING

[info@redwise.nl](mailto:info@redwise.nl)

## TITAN Salvage Successfully Removes Fuel from a Submerged Vessel off the Southern Coast of Saint Lucia

TITAN Salvage has successfully removed 230 tons of fuel from a submerged vessel off the southern coast of Saint Lucia. The 6,704-gross-ton fully cellular containership (657-TEU capacity), which was en route to Guyana in late February, capsized and sank in 105 feet of water about two miles from the port Vieux-Fort. No lives were lost in the incident. TITAN was contracted by vessel owners to remove the hydrocarbons and other hazardous materials onboard.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 140

TITAN worked closely with Saint Lucia Air and Sea Ports Authority (SLASPA), and local contractors to safely complete the fuel removal operation mitigating the risk of an environmental incident.

The removal of fuel and other contaminants onboard the vessel was performed by a team of seven TITAN divers working from a supply vessel moored over the casualty. The vessel functioned as dive platform as well as place to receive and store the contaminated bunker fuel. While divers worked in near perfect visibility in turquoise Caribbean waters, they regularly encountered rough seas and strong currents. All recovered fuel and hydrocarbons were transported to Puerto Rico for proper disposal. **Source : Titan Salvage**



Above and below seen the 2009 built ATG flag tug **PEGASUS** piloted by **Capt. Alan Brown** towing the 1986 built MLT flag ro/ro ship **NICEA** piloted by **Capt. Charles Scicluna** leaving Grand Harbour, Malta bound to Tuzla, Turkey Tuesday 18th May after the ro/ro was sold in an auction last 5th May after it was detained by a court impediment.

**Photo top : Gejtu Spiteri - Below : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)**





## Ship scrap avg price up 19% in April, to \$440 a ton

Global average price of ship scrap in April 2010 was \$440 per ton, a 19% increase over \$370 /ton in March. Since December last year, according to brokers, the quotes have increased by 43%, Trans-Port reports.

Pakistan paid the highest price for ship scrap - averagely \$464 a ton, and \$512 a ton of a maximum level. In India, average prices in April were at \$460 a ton, in Bangladesh - \$447 / ton, in China - \$401 / ton, in Turkey - \$242 a ton.

Source : PortNews

## HEAVY TRANSPORT & LIFTING SEMINARS IN SINGAPORE AND FRANKFURT

Since May 2008 **Richard Krabbendam** have presented his Seminars "**Heavy Transport & Lifting**" to almost a 1000 participants by means of public or "In Company" Seminars in more then 12 countries around the Globe, from Brazil to Australia, the UK, Netherlands, Germany, Norway, Saudi Arabia, United Arab Emirates, China, USA, Singapore, India and Zwitzerland.

This calls for a celebration and Richard will be giving away a new iPad (64Gb+3G) in case more then 25 persons register on my next two day Seminars in Singapore on the 26th +27th of May 2010 and in Frankfurt on the 25th +26th of June 2010.

Frankfurt already qualifies with 31 persons signed-up yet. Singapore is not yet there, but there are still 8 days to go and your chances are 1:25 or 1:40. Pass this message onto friends and bussiness associates, who might be interested in joining this valuable course as well. Sign-up now, send Richard an e-mail at : [heavyliftspecialist@gmail.com](mailto:heavyliftspecialist@gmail.com)

**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](mailto:ocean towage.sales@svitzer.com)  
www : [www.svitzer-coess.com](http://www.svitzer-coess.com)

## Israeli firm to build box terminal in India

The Israel Ports Development and Assets Co (IPC) is seeking to gain the Indian government's approval for a consortium to build a container terminal in the western Indian state of Gujarat. Pending state approval from India's Ministries of Finance and Transportation, IPC aims to form a consortium with an Indian firm to build a modern

container terminal in the Indian state of Gujarat, according to Port2Port. IPC is reportedly looking to develop a proposed container port project in Gujarat, which is subject to international tender and worth billions of dollars.

Gujarat is one of India's wealthiest and most industrialised states, contributing 16% of the country's total investment, 10% of its expenditure, 16% of exports and 30% of stock market capitalisation. IPC is responsible for the development of Israel's three commercial seaports, Haifa, Ashdod and Eilat, and provides the necessary infrastructure to enable the ports to efficiently handle the country's international maritime trade. **Source:** [www.portworld.com](http://www.portworld.com)



The 2980 hp **SMIT BELAIT** (built as **SMIT JAVA** in 1983) was sold to OOE in Sydney and renamed **BOTANY SALVOR** - Photo : John Bruinsma (c)

## Seaspan takes delivery of another new boxship

Seaspan Corporation has accepted delivery of the **CSAV Lingue** from Jiangsu Yangzijiang Shipbuilding. The 4,250 TEU containership is Seaspan's sixth delivery in 2010 and expands the company's operating fleet to 48 vessels.

The **CSAV Lingue** is on charter to Compania Sud Americana de Vapores (CSAV) under a six-year, fixed-rate time charter and is the third of a total of four 4,250 TEU sister ships to be chartered by Seaspan to CSAV. **Source :** **The Motorship**

## Yang Ming to launch Asia-Adriatic service

Yang Ming (UK) announced that it will start a new service covering Asia to/from the Adriatic Sea area. The service is provided along with Hanjin Shipping, Hyundai Merchant Marine and United Shipping Arab Company (SAG). The four carriers will jointly deploy eight Panamax vessels for this service, and the port rotation will be Pusan, Shanghai, Ningbo, Yantian, Singapore, Colombo, Jeddah, Port Said, Alexandria, Mersin, Koper, Trieste, Rijeka, Venice, Port Said, Singapore, Hong Kong, and Pusan.

The maiden voyage of this service will commence at Pusan in the week of May 30. Through this service, Yang Ming (UK) expects to expand its port coverage to the fast growing Adriatic Sea area. Source: [www.etaiwannews.com](http://www.etaiwannews.com)

## Cosco, MSC cut capacity 25pc on Far East-Mideast route

COSCO Container Lines and the Mediterranean Shipping Company's (MSC) joint service linking the Far East and Middle East will cut capacity on the loop from May 24, according to ComPair Data.

Operating with 6,880-TEU ships on average, with Cosco providing five vessels and MSC providing one, the MEX/MAX service will operate from May 24 with six smaller 5,175-TEUs with each line supplying three, representing a 25 per cent drop in capacity on the string.

The rotation, which remains the same, is Shanghai, Ningbo, Hong Kong, Singapore, Dubai, Dammam, Bandar Abass, Port Kelang, Singapore, Hong Kong and Shanghai. Source : Schednet

## "Alexander von Humboldt" has launched a cruise season in Gdansk

On 12 May 2010, the Gdansk port saw the arrival of the first cruise liner in this year. This cruise season - as was the case with "Albatros" a year ago - was launched by a cruise ship sailing under the Bahamas flag. **"Alexander von Humboldt"** called at Gdansk on her way from Bremerhaven, via Hamburg and Szczecin, to Visby and Stockholm, with 437 tourists on board, mainly from Germany.



This over 151-metre long vessel was built in 1990, in the Spanish shipyard of "Union Naval De Levante", and is among the cruise ships making regular calls at Gdansk. On 2 June 2010, the arrival is expected of the over 100-metre long **"Clipper Adventurer"**, and the next day - of the 236-metre long **"Oceanic"**.

Most of the cruise liners will be docked at the Westerplatte Ferry Terminal and at the WOC II and

Cpt. Ziolkowski Quays.



There is but one concern while analyzing the announced cruise ships' arrivals that, as a role, they only spend a few hours in Gdansk. Last year, 40 cruise liners brought to Gdansk a record-high number of 17,000 visitors. With the view to further promotion of sea tourism in Gdansk, as of 1 October of the previous year, the Port of Gdansk Authority SA decided to introduce new price incentives. Cruise ships calling at Gdansk in the subsequent cruise seasons will be able to take advantage of the "Frequently is cheaper" offer. Further details are available in the PGA SA Tariffs for Port Services. **Source : Port of Gdansk**



## **Greek shipping sets course for booming Asia**

As heavily indebted Greece slumps into a prolonged economic crisis, shipping industry players like Michael Bodouroglou are setting their course for Asian markets in the hunt for profits. "I would say it's business better than usual. That's primarily due to China. China has been importing raw materials big time," Bodouroglou, chief executive at New York Stock Exchange-listed Paragon Shipping, told AFP in an interview.

"The ships that we have carry commodities that are used primarily for infrastructure projects in countries like China and India," said Bodouroglou, who has a fleet of 11 ships and has ordered more this year to meet demand. Paragon Shipping, based in the town of Voula on the shores of the Mediterranean near Athens, is one of several Greek shippers that reported healthy profits in the last quarter -- thanks mainly to business in Asia. The contrast could not be greater with the state of the Greek economy as a whole -- now dependent on a bailout loan of 110 billion euros (136 billion dollars) from the European Union and the International Monetary Fund. Legendary Greek shipowners like Aristotle Onassis and Stavros Niarchos retained at least some links to trade with Greece during their careers but the new generation of magnates operates almost completely beyond Greek shores.

"Greece has 20 percent of the world fleet.... They are based in Greece but none of what they do is related to Greece," said Dimitri Sofianopoulos, Greece director for Norton Rose, an international law firm. Many of the companies are not even registered in Greece but in offshore entities like the Marshall Islands and, while they bring foreign exchange into the economy, they are exempt from paying corporate tax. Next month Athens is set to host Posidonia, a major shipping conference that is attracting record numbers this year. Chinese, South Korean and -- for the first time -- Indian companies are due to attend the event. Among the participants are Chinese state-owned industry giant Cosco, which has acquired a 35-year lease to use part of the commercial port of Piraeus and Abu Dhabi Mar, which is in talks to buy a majority stake in Hellenic Shipyards. The fair includes a Hellenic-Chinese forum bringing together businesspeople and officials to discuss increased business and investment, as China looks to Greece as a potential trade gateway into markets in southeast Europe.

"I think that Greek shipowners... are in a very good position" because they are cash-rich and can afford to make investments, said Bodouroglou. Asked what he would think of investing in Greece, he replied: "I would sweat in my sleep thinking about it... The state is the problem." Earlier this month Paragon Shipping announced it was ordering eight more vessels from a Chinese shipyard for delivery in 2011 and 2012. In its earnings statement, Euroseas, another shipping company, said "strong trade growth mainly coming from China" was reflected in its results.

OceanFreight said it was aiming for "long-term growth" by buying three more vessels "to focus on the expanding Brazil to China iron ore trade." But Clay Maitland, a US shipping expert, warned that Greek shipowners face a storm on the horizon in the form of a possible revision of their exemption from corporate tax as the government struggles to drive down its deficit. "Obviously, tax breaks for the elite, certainly including shipowners, will now come under scrutiny," Maitland, who is also a partner in a shipping registry company, wrote in his blog. The exemption "is basically what's kept the ship-owning class in town, but now a chill wind is blowing," he said. Bodouroglou said the tax break "is one of the very reasons why Greek shipping has been so successful." Abolishing it would generate "a serious lack of competitiveness in this very successful sector and... a lot of people will be forced to relocate." "They will lose a sector that creates more than five percent of GDP."

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



The DAMEN built **BEVER** commenced yard trials – Photo : Henk van der Heijden ©

## BOEKBESPREKING

Door : Frank NEYTS

### "Coasters in 2009".

Bij Coastal Shipping verscheen zopas het interessante boekje "**Coasters in 2009**" van de hand van Bernard McCall. Het boekje is het tiende in een populaire reeks dat de naam meekreeg 'Coaster Annuals'. De editie 2009 brengt een uitgebreid gamma kustvaarders van over de ganse wereld. Alle besproken schepen worden gegeven met een kleurenfoto, samen met de scheepsdetails en een korte bespreking van de plaats waar de foto werd genomen. De opgenomen locaties variëren van Murmansk tot Kos, van de Yangtze Rivier tot de Yarra River, van Cadiz tot Kyle. Alles samen hebben zo'n 65 fotografen foto's voor het boek geleverd. Samen met de vorige edities is de serie uitgegroeid tot een schitterend fotoarchief aangaande kustvaarders (coasters).

"**Coasters in 2009** (ISBN 978-1-902953-47-2) telt 56 pagina's en verscheen in maart 2010 als softback op A4-formaat. Het boekje kost £13.00 of 20 euro, exclusief P&P. Bestellen kan via de boekhandel, of rechtstreeks bij de uitgeverij Coastal Shipping, 400 Nore Road, Portishead, Bristol BS20 8EZ, UK. Tel/Fax: +44(0)1275.846178, [www.coastalshipping.co.uk](http://www.coastalshipping.co.uk) . Wie bij de uitgeverij bestelt moet er ook nog 2 euro verzendingskosten bijrekenen.

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.