

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 148



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Landfall/Neptune's tug "NEPTUN 9" seen passing the Baanhoek railwaybridge in Slidrecht, after she just left Neptune Shipyard, where a heavy hydraulic deckcrane has been installed on the aftdeck. This new Heila 140 ton/metre deck-crane has a hoisting capacity of 18 tons at 7.7 metres and 5.5 tons at 18.3 metres, which upgrades the AH-utility tug "Neptun 9" to a multi-functional "workhorse". In June 2010 Landfall's tug "Neptune Mariner" will be equipped with an almost identical 140 ton/metre deck-crane, which will have a somewhat longer outreach of 21 metres .

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

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Maritieme Hobbybeurs te Lage Zwaluwe

Zaterdag 29 mei zal er in Lage Zwaluwe een maritieme hobby beurs gehouden worden. Deze beurs beoogt een ontmoetingsplaats te zijn voor Maritieme hobbyisten in de breedste zin des woords. Er zal gelegenheid zijn om uw scheepvaart curiosa, maritieme boeken en of fotos aan te bieden. De organisatie is in handen van de World Ship Society afdeling Zeeland en Shipspotters.nl.

De **World Ship Society** is een wereld omvattende organisatie van scheepvaart liefhebbers en spotters. Zij heeft door en voor haar leden een groot aantal publicaties op haar naam staan, de leden wisselen internationaal hun gegevens uit. Enkele malen per jaar organiseren zij een vaartocht en diverse clubavonden in de maritieme sfeer.

Shipspotters.nl is een website gedragen door enkele enthousiaste scheepspotters waarin zij dagelijks scheepsfotos en nieuwtjes over de scheepvaart publiceren. Modelbouw Vereniging **Het Stormanker** zal aanwezig zijn met een presentatie zoals ook de **Scheepsfotoruilbeurs** uit Rotterdam.

De aanvang is om 10.00 en om 15.30 is het afgelopen (toegang is gratis)

Lokatie:

**De Polderpub
Kerkstraat 6
4926 CW Lage Zwaluwe**

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**Due to travelling abroad this week the
newsclippings may reach you irregularly**



Above seen the **Maersk Ipanema** departing from the container terminal in Abidjan (Ivory Coast) piloted by **Capt Frank Ostwald**.
Photo : Roland Grard (c)

Achter het stuur voor Maasvlakte 2 en Groep 8

Vandaag, 28 mei zal Ineke Dezentjé Hamming-Bluemink om 09.00 uur officieel het project starten, dat de groepen 8 (laatste jaar van de basisschool) in staat stelt gratis een bezoek te brengen aan Maasvlakte 2.

De aanleg van Maasvlakte 2 is een uniek gebeuren, waar vanaf 2013 duizenden mensen zullen gaan werken en recreëren. De jeugd van Rotterdam moet hiervan op de hoogte zijn en zich mede trots kunnen voelen op dit bijzondere project.

Met deze gedachte op de achtergrond heeft een aantal ondernemingen, te weten **Management Partnership International**, **De Koninklijke Burger groep**, **Het Havenbedrijf Rotterdam**, en **DeltaLinqs** de handen in elkaar geslagen. Zij sponsoren voor 100% deze bezoeken van een aantal scholen aan de Maasvlakte2.

Op 28 mei a.s. zal groep 8 van de **Klinker School**, Bernardus Ijzerdraatsingel 1, 3123 CC Schiedam samen met leerlingen van de **Gorzenschool** een speciale rondleiding door dit nieuwe stuk Nederland krijgen.

Het initiatief werd dermate sympathiek gevonden door Ineke Dezentjé Hamming-Bluemink, dat zij in deze drukke verkiezingstijd toch graag tijd vrij maakt om het officiële startsignaal (een stevige druk op de claxon van de bus) te geven. "De jeugd heeft de toekomst. En of je nou later bij de havenpolitie gaat werken, op een kraan, of als logistiek directeur, de Maasvlakte 2 is daarbij onmisbaar", aldus Ineke Dezentjé

Deze gratis bezoeken sluiten aan op de activiteiten van het **Educatief informatie Centrum**, het project "**Gave Haven**", een werkweek Haven voor groep 8 van de basisschool en diverse schoolkeuze projecten. Immers in de toekomst zal er op de Maasvlakte 2 ook dringend behoefte zijn aan enthousiaste jonge werknemers.

Het project wordt nu als een testproject voor 6 scholen in de Rotterdamse regio gestart. Indien het succesvol blijkt en men meerdere sponsors weet te werven, ligt het in de bedoeling aan alle Rotterdamse scholieren een gratis bezoek aan maasvlakte 2 aan te bieden.

Ineke Dezentjé Hamming-Bluemink is sinds 2006 woordvoerder onderwijs, jeugdzorg en jeugdcriminaliteit voor de VVD en sinds 2003 lid van de Tweede Kamer.

Idle box ship fleet shrinks to 549,000 TEUs in six months



The **FRISIA ROTTERDAM** and **FRISIA ROSTOCK** seen laid up in Emden – **Photo : Jas Louwen (c)**

The idled container ship fleet shrunk by nearly one million 20-foot equivalent units in the past six months as ocean carriers launched new services to keep pace with rising cargo demand in the summer peak shipping season. The jobless fleet stood at 549,000 TEUs on May 24, down from a peak of 1.522 million TEUs at the beginning of December, according to Paris-based consultant Alphaliner. The new assessment follows a report this week by another research firm, SeaAxis, saying carriers are "shooting themselves in the foot" by increasing capacity more rapidly than the recovery in container shipping volume. The faster-than-expected reduction in idled tonnage has created shortages of ships above 4,000 TEUs capacity. The idled fleet is set to fall further to 450,000 TEUs by the end of June as carriers rapidly re-activate laid-up ships of over 4,000 TEUs, Alphaliner said.

"The reduction in idled tonnage is all the more remarkable as it comes on the back of 1.12 million TEUs of newbuildings delivered over the past 12 months," it said. The idled fleet excludes some 30 ships with a total capacity

of 270,000 TEUs which have already been built and will be delivered when their owners have resolved financing issues with shipyards. Several are due to be delivered in the coming weeks and are already booked to join new or existing services. The idled fleet is set to increase at the end of the peak season in September-October when cargo demand contracts and shipyards deliver more ships, according to Alphaliner.

The decline of the euro against Asian currencies also will have a negative impact on cargo volumes on the Asia-Europe trades. Alphaliner forecasts the idled fleet will reach one million TEUs by the end of the year. **Source: joc.com**



Singapore coast not tainted by oil from stricken tanker

An oil slick from a tanker involved in a collision with a bulk carrier in the Singapore Strait has not affected the city-state's coastline, the Marine and Port Authority (MPA) said on Wednesday. Crude from the tanker **MT Bunga Kelana 3** is being transferred out of the vessel after the collision a day ago, spilling some 2,500 tonnes of light crude oil, the shipowner said earlier.



"The waters in our anchorages and the Traffic Separation Scheme south of Changi were reported to be clean," Singapore's MPA said in a statement, though small patches of oil and sheen were sighted off Singapore's east coast and close to southern Malaysia where the accident happened. "Six response craft equipped with dispersants were on site to manage the oil and sheen," it said. "Fifteen craft and more than 120 personnel were deployed as part of the containment and clean up efforts. 3,300 metres of containment booms are being

used to contain the oil slick," it said, adding that clean-up work continues. MPA had said that traffic along the strait, Asia's busiest shipping lane, remained unaffected. The incident caused significant damage to the vessel's hull and resulted in a spill of Bintulu light crude oil that is now being cleaned up by specialists, shipowner AET Tanker Holdings said. "AET is also cooperating fully with Malaysian authorities in readiness of possible clean-up operations along the south eastern coast of Peninsular Malaysia," said the firm, a unit of Malaysian transport company MISC Bhd (MISC.KL). Shares in the company fell more than 3 percent on Wednesday. The Malaysian flagged aframax was carrying about 62,000 tonnes of light crude when it was involved in the collision with the **MV Waily**, a bulk carrier registered in St Vincent and the Grenadines.



Photo's : Courtesy Andy Fryatt

The spill, equivalent to about 18,000 barrels, is dwarfed by the 175,000 barrels of oil that has poured into the Gulf of Mexico since the April 20 offshore explosion that sank the **Deepwater Horizon** rig. Singapore's environment agency said that the public had complained of an oil smell but it had not detected toxic chemicals in the air.

Source: uk.reuters.com



Installed oil booms preventing oil to go into the Singapore port

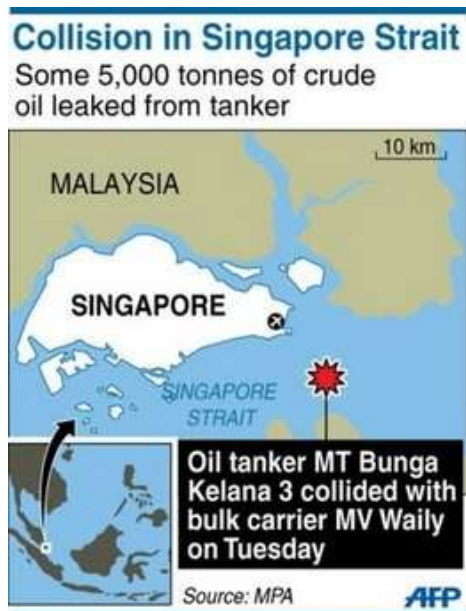
EU NAVFOR warship disrupts a pirates' attack on the Nordneptune

A helicopter from the EU NAVFOR warship **FS Nivôse** was launched against a pirate skiff leading to the disruption of a pirate attack against the merchant vessel **Nordneptun** off Zanzibar, Tanzania on the morning of 25 May, EU NAVFOR press release said.

The French EU NAVFOR warship **Nivôse** responded to a distress signal from **Nordneptune**, a tanker, which indicated she was under small arms attack from a pirate vessel. As a result of the application of 'Best Management Practices' against pirate attack, the Nordneptune was able to evade the attack.

However, within an hour, the Nordneptune was under further more serious attacks by two pirate skiffs. In the interim, EU NAVFOR warship **FS Nivôse** closed with **Nordneptun** and was now in a position to launch her helicopter. On arrival, **Nivôse** helicopter fired warning shots and both skiffs gave up their attack and moved into Tanzanian territorial waters where the Tanzanian Coast Guard was alerted to continue the pursuit, the NAVFOR statement said.

Oil slick reaches the coast of Singapore



The oil slick formed after a tanker collided earlier with a bulk cargo carrier has reached the coast of Singapore. As of now, only a small part of the coastline has been contaminated, local authorities said. Currently, there have been over 120 employees, 15 boats engaged in the oil spill response operation to prevent the spread of oil slick. The emergency team deployed 3,300 m of protective booms to protect the shoreline.

Local authorities are doing everything to prevent the oil slick from spreading to the east coast of Singapore with its popular beaches and parks, RBC reports. On the eve the locals have already complained they felt characteristic odor coming from the sea. However, the officials claim that the environmental damage from the accident will be minimal.

The two ships, the Saint Vincent and the Grenadines-flagged **Bunga Kelana3**, (owned by Malaysia Petroliaam Nasional Bhd (Petronas) MISC) and the **Waily** bulker collided in Singapore Bay, 13 km off the coast. Overall, about 14,600 barrels of light oil and condensate leaked into the sea.

See video at : <http://www.razor.tv/site/servlet/segment/main/news/48474.html>

RP condemns sinking of SoKor ship

The Philippines joined the rest of the international community Wednesday in condemning North Korea for the sinking of South Korean navy ship **Cheonan**, which killed 46 South Korean sailors, urging both parties to conduct dialogue for an amicable settlement.

"The Government of the Republic of the Philippines expresses its solidarity with the Government of the Republic of Korea over the sinking of the **Cheonan** on March 26, 2010. The Philippines strongly condemns acts of provocation that threaten regional security and peace and stability in the Korean Peninsula," the Department of Foreign Affairs (DFA) stated.

"Considering its proximity to the Korean Peninsula, the Philippines fervently hopes for the resolution of this issue through peaceful means, including constructive dialogue. The Philippines hopes that this situation will not deteriorate further to compromise the peace and security of the region," it said.

"The Philippines calls for adherence to international norms and codes of conduct, and the letter and spirit of United Nations (UN) Security Council Resolutions 1874 and 1718," it added.

Based on the findings by an international investigation group, it was learned that the sinking of the 1,200-tonne **Cheonan** off the south-west Coast of Baengnyeong Island in the Yellow Sea was due to a surprise torpedo attack by North Korea. This was condemned by members of the international community, including the United States, United Kingdom, Japan, France, Australia, Canada, and Sweden. **Source : Manila Bulletin**



Sea Shepherd anti-whaling activist goes on trial in Japan

An anti-whaling activist of the US-based Sea Shepherd Conservation Society who boarded a Japanese harpoon ship in Antarctic waters this year went on trial in Japan Thursday. New Zealander Peter Bethune, 45, was detained by whalers more than three months ago after he climbed aboard the Shonan Maru II, the security ship of the Japanese whaling fleet, during its annual cull of the sea mammals. Bethune pleaded guilty to four charges but denied a charge of assault.

The case throws a spotlight on Japanese whaling, which the island-nation defends as part of its culture and carries out under a loophole to an international moratorium that allows lethal "scientific research". The militant Sea Shepherd group pursued and harassed Japanese whalers in Antarctic waters for months in the 2009-2010 season, a campaign which both sides say reduced the Japanese cull by several hundred whales. The group, which receives millions of dollars from Hollywood businessmen and is backed by stars including Sean Penn, Martin Sheen and French screen siren Brigitte Bardot, prides itself on "innovative direct-action tactics". Around 20 Japanese protesters, watched over by police, staged a noisy rally and waved signs saying "Hang terrorist Peter Bethune!" and "Destroy Caucasian discrimination against Japanese!" outside the Tokyo District Court.

Amid intense public interest in the trial in Japan, 427 people queued for the court's 18 seats available to visitors. Bethune faces five charges, including injuring a Japanese whaler with a rancid butter, or butyric acid, stink bomb during a February 11 clash. Prosecutors say the projectile caused chemical burns to the face of a 24-year-old crew member, who required one week of medical treatment, and also hurt the eyes of several other whalers. Bethune also faces a charge of obstructing business, for the group's campaign of harassment, and charges for boarding the security ship on February 15 -- trespassing, property destruction and violation of the weapons control law for carrying a knife with a longer-than-legal blade. "Regarding the assault charge, I deny the charge," said Bethune, dressed in a suit and Japanese slippers, at the start of his trial. "For the disruption of business, I admit that I fired the butyric acid but there were additional circumstances that we will discuss in court," he said.

He did not contest the three other charges. "For the knife and cutting the net, I admit the fact," he said, referring to cutting a security net in order to enter the ship. "I admit that I boarded the Shonan Maru II. But I believe that I had good reason to do so." If convicted, he faces up to 15 years in jail.

Prosecutors quoted the Shonan Maru II captain Komiya Hiroyuki as saying: "The Sea Shepherd's actions are unforgivable and we would like (the court) to hand down a severe punishment." Bethune was the captain of the futuristic powerboat the Ady Gil, a trimaran made of Kevlar which was sliced in two in a collision with the Shonan Maru II in January while carrying six crew, and which sank soon after. The next month Bethune scaled the Japanese ship from a jet ski with the intent of making a citizen's arrest of its captain for the attempted murder of the Ady Gil's crew, and to bill him for the sunken vessel. Instead, Bethune was detained by the whalers and taken back to Japan, where he was formally arrested by the Japanese Coast Guard on March 12.

Outside the court, one of the protesters, Shuhei Nishimura, said: "Peter Bethune is not like an ordinary criminal. "To let him loose would be the same as letting loose a dog with rabies," he said to cheers from other protesters. "He will surely bite Japanese whenever he finds them." Japan has also sought Interpol's help to arrest Sea Shepherd founder Paul Watson over the harassment of the whaling ships in recent years. Speaking from outside Japan to the Fuji Television Network, Watson said of Bethune's trial: "I don't think that this is really what you would call justice, it's more of a political trial." He also vowed: "Not only are we going to continue, we are going to escalate, we get stronger every year, we get more resources every year, and we intend to save more whales next year than we did this year." Bethune's second and third hearings are set for Friday and Monday, and a verdict is expected later in June.



The newbuilding **SMIT ANGOLA** was spotted at the Yangtze River near Nantong (China)

Photo : Andre Korver ©

Baltic Dry Freight Index is up to 4187 pts

As of May 25th, Baltic Dry Freight Index jumped 244 points (+6%) from the previous trading session, to settle at 4187 points, the Exchange trading data said.

The 2009's BDI maximum, 4661 points, was posted on November 19th. In May, 2008 BDI gained its highest level ever, to over 11,700 points, beginning its slump in mid-July the same year. In Dec.5, 2008 it settled at 663 pts, the lowest Baltic Dry Index rate.

Baltic Dry Freight is an index reflecting changes in the value of the overseas shipments of basic commodities: metal, iron ore, coal and grain. The index includes three other indexes of freight rates, different sizes of ships for which they are calculated - Capesize, Supramax and Panamax. Dynamics of changes in BDI allows investors and market traders to analyze major trends in world demand and supply. Often the index is considered as the main indicator of future economic growth (if the index increases) or recession (if it falls), since the raw material on which the index is calculated, has a low potential for speculative operations. **Source : PortNews**

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The MORNING CELLO seen off Zeebrugge

Photo : Helen Hoogendijk (c)

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Special cell to probe shipping accidents

The Centre on Wednesday decided to set up a special investigation cell to deal with incidents of accidents and casualties which have shot up in the wake of increasing maritime traffic.

The Ministry of Shipping has decided to set up Indian Maritime Casualty Investigation Cell, the need for which has been felt with increasing incidence of shipping casualties and consequent losses of lives and ships besides pollution to maritime environment with the rise in maritime traffic and activities.

The cell will comprise a deputy head and six accident investigators and will conduct itself in tune with the code of international standards. **Source : The Hindu**

NAVY NEWS

Het gaande en komende stationsschip even bij elkaar

Door Els Kroon

Het nieuwe, aan de Grote Werf afgemeerde stationsschip **Hr. Ms. Van Amstel (F-831)** kreeg 25 mei om 07.00 uur gezelschap van haar zusterschip **Hr. Ms. Van Speijk (F-828)**, dat de term in de West afsluit. Het komt maar zelden voor dat het komende en gaande stationsschip elkaar ontmoeten op Curaçao. Een groot voordeel omdat beide commandanten en bemanningen optimaal in de gelegenheid worden gesteld om bijzonderheden uit te wisselen. De schepen lagen gisteren met de achtersteven naar elkaar toe gericht aan de Otrabanda zijde van de Annabaai. De avond ervoor vond aan boord van de Van Amstel de traditionele welkomstreceptie plaats.



Op de foto: Onder begeleiding van de zeesleper **Ocoa** meerde in alle vroegte **Hr. Ms. Van Speijk** af bij haar zusterschip **Hr. Ms. Van Amstel**. Op de voorgrond het havenkantoor van CPA

Plaatsvervangend Commandant Zeestrijdkrachten in het Caraïbisch gebied kolonel **Jeroen van Zaalen** heette de opvarenden van de **Van Amstel** welkom en memoreerde enkele opvallende wapenfeiten van het schip. Op 27 mei precies zeventien jaar geleden werd het fregat in dienstgesteld. Vorig jaar rond de zomer deed de bemanning nog een belangrijke drugsvangst in het Caraïbisch gebied. Gisteren begon het schip aan haar zevende West term. Aan boord zijn een aantal hulpgoederen voor Haïti die spoedig naar de plaats van bestemming zullen worden getransporteerd. De bemanning van de Van Amstel was een van de eersten in Nederland die de inzameling startte na de desastreuze aardbeving.



In verband met het naderende orkaanseizoen heeft de bemanning behalve een intensief opwerkprogramma voor de hoofdtaken ook een specifieke training ondergaan voor het assisteren van civiele autoriteiten bij noodhulp. **Hr. Ms. Van Amstel** was tweemaal eerder betrokken bij hulpverleningsacties, in 1995 bij de passage van orkaan Luis en in 2005 bij de nazorg in New Orleans na Katrina. **Hr. Ms. Van Amstel** is het derde schip binnen de Koninklijke Marine dat deze naam draagt. Haar voorgangers waren een mijnenveger (1936-'40) en een fregat (1950-'67)

Commandant kapitein-luitenant-ter-zee **Richard Keulen** mocht uit handen van kolonel **Van Zaalen** een gecombineerde fotocollage van twee van de drie schepen in ontvangst nemen.



HMS Sceptre arrives at Devonport for the last time with a Scots Piper playing on the fore casing and tugs giving water salutes with their fire hydrants. Flying her paying off pennant she is the last of the **Swiftsure Class** of Submarines which was first commissioned on 14th February 1978 she is due to be replaced by **HMS Astute** in December. **Photo : Iain Denton (c)**

S.Korea starts navy exercise

SOUTH Korea's navy on Thursday staged a major anti-submarine exercise, its first show of strength since tensions with North Korea flared over the sinking of one of Seoul's warships. About 10 warships including a 3,000-tonne destroyer and three patrol boats took part in the one-day drill, Yonhap news agency quoted military officials as saying. The defence ministry declined to give immediate details.

The drill was held off the west coast town of Taean, far south of the disputed Yellow Sea border where the Cheonan corvette was torn in two by a North Korean torpedo on March 26.

The exercise involved the testing of anti-submarine depth charges and naval guns, the military officials said.

Tensions have risen sharply since a multinational investigation concluded last week that a North Korean submarine fired a heavy torpedo to sink the Cheonan with the loss of 46 crew members. On Monday the South announced a series of military, diplomatic and economic measures including a trade cut-off to punish the North. **Source : AFP**



The Singapore navy **FPB 98 DARING** seen leaving Changi Naval Base - **Photo : Piet Sinke (c)**

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TOS



The **HAM 310** seen moored at Damen Shiprepair in Schiedam (The Netherlands) - Photo : Clemens Smits ©

Krasnoye Sormovo to build the 3rd tanker for Turkmenistan

Krasnoye (Red) Sormovo Shipyard of Nizhny Novgorod (part of MNP Group) and Turkmen Sea and River Lines (Turkmendenizderyayollary, Turkmenistan) signed a contract for building a river-sea-going oil tanker with a deadweight of more than 7,000 tons. This April Sormovo Plant won the bidding for contract for the oil tanker, the MNP statement said.

The new project vessel will have enhanced marine functions, increased deadweight, and cargo tanks capacity both for sea and river operations.

The tanker dimensions are as follows: length - 141.4 m, width - 16.84 m, depth - 6,82 m, deadweight at sea - about 7000 tons, laden tanker draft 4,60 m, in the river - 4700 tons, draft 3.6 m, capacity of twelve cargo tanks and two slop tanks - 8256m², of main engine power rated 2x1200 kW, operating speed - 10,5 knots. The shipbuilder installs two medium-diesel engines rated 1200 kW, operating on heavy fuel viscosity IFO380.

The tanker class - KM * Ice [A] R2 AUT1-ICS OMBO LI VCS Oil Tanker (ESP) of Russian Maritime Register of Shipping. The vessel designer - the Volga-Caspian Design Bureau. The tanker specifications include full-circle steerable propeller, facilitating the ship control, submersible pumps, etc. Besides, the tanker will have Echo Project class, meaning it complies with severe international requirements to prevent oil spill in emergency cases, and all special requirements and environmental restrictions on international oil companies. These environmentally safe vessels are popular among cargo owners and port authorities.

Earlier, the Russian Shipyard had built for Turkmendenizderyayollary two tankers. Sumbar ship was delivered to the customer in August 2009, the second vessel Khazar - in October 2009. The Shipyard, Krasnoye Sormovo Plant is one of the oldest Russian shipbuilding companies, founded back in 1849. All vessels built at the Krasnoye Sormovo meet the requirements of MARPOL conventions, having the state-of-the-art equipment. MNP Group, Sea, Oil & Gas Projects, is the Company Manager of shipbuilding projects. The Group is comprised of Plant Krasnoye (Red) Sormovo (Nizhny Novgorod), Sormovskoe (Sormovo) Engineering (Nizhny Novgorod) and the Volga-Caspian Design Bureau (Nizhny Novgorod). **Source : PortNews**

Dubai's Drydocks Sues Singapore Tycoon Over Takeover

Drydocks World LLC, Dubai World's ship-repair unit, has sued Singaporean tycoon Tan Boy Tee for breaching an agreement tied to a S\$2.4 billion (\$1.7 billion) takeover deal. Drydocks sued Tan in the Singapore High Court last month for the profits from buying and selling 11 million shares of Singapore shipbuilder Otto Marine Ltd. No value was cited in Drydock's claim. That number of shares is worth about S\$4.1 million today. Tan's indirect interest in Otto breached a three-year non-compete clause in his agreement to sell Labroy Marine Ltd., a shipyard operator he founded, to Drydock in January 2008, the unit of the Dubai state holding company said in its suit.

In his filing, Tan denied having an interest in the shares bought by his son in late January and sold on Feb. 14. A Feb. 4 Otto statement said Tan had taken a significant stake in the company as part of a share placement that raised S\$95 million. Attempts to reach Tan, whose mobile-phone and home numbers aren't listed, were unsuccessful. Calls to Tan's privately held Bestford Capital were directed to a fax machine. A business associate, who asked not to be identified, said Tan will not comment on the lawsuit.

A Singapore-based spokesman for Drydocks, who declined to be identified because of the company's policy, said the two sides are holding talks to see if the dispute can be resolved. Tan was Singapore's 12th richest person last year, according to Forbes. Labroy owned 37 hectares (443,000 square yards) of shipyards in Batam, Indonesia and a fleet of eight tankers and container vessels when Drydocks offered to buy it in October 2007. Tan said in November that year he would quit as chairman. Drydocks and DP World Ltd., the world's fourth-biggest container-terminal operator, aren't part of Dubai World's \$23.5 billion debt restructuring. Allen & Gledhill LLP is representing Drydocks and Drew & Napier LLC is acting for Tan. The case is Drydocks World LLC v Tan Boy Tee OS387/2010 in the Singapore High Court.

Source: Bloomberg



The **CITY OF BERYTUS** seen moored at the breakers in Gent - Photo : Helen Hogendijk (c)

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South Korean port throughput rises 10% in April

The total amount of cargo processed at South Korea's seaports increased more than 10 percent in April from a year earlier on the back of increasing trade, Yonhap reported. According to the data released by the Ministry of Land, Transport and Maritime Affairs, the amount increased 10.7 percent year-on-year to over 95 million tonnes last month. The amount also represents only a 0.7 percent decrease from that of April 2008, meaning cargo handling has nearly recovered to pre-financial crisis levels. The number of containers handled at all seaports also increased 21.9 percent in April from a year earlier to over 1.64 million TEUs. **Source: CargoNewsAsia**

2000 tons crane house installed on OLEG STRASHNOV



Marine Warranty Survey : EVH Surveys International BV

Last week the Installation of GUSTO MSC Slew platform (2372 mt including lifting gear) took place, Scaldis **RAMBIZ** lifted the unit in place onboard the **OLEG STRASHNOV**

Photo left / below : Eric Opdeweegh (c)



DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 148



Photo left & below: Carl A. van Hooijdonk (c)



Photo left : Sander van der Steen (c)



The final result as seen by **Capt. Henk Doornhein**, master of the **Rambiz**

LNG carriers seen having fastest growth in shipping sector

The Drewry Shipping Consultants said long term growth prospects for LNG carriers are positive brought by the increasing global demand for energy. The Drewry Annual Report - LNG Shipping Market Review & Forecast 2010 showed that LNG will take its place as a mainstream shipping sector.

The Report is a comprehensive source of LNG business intelligence available for fleet owners, gas producers and other stakeholders. LNG is a tank ship designed for transporting liquefied natural gas (LNG).

The report said overcapacity is reaching crisis levels for LNG. An overcapacity issue clouds short and medium term prospects for LNG carrier.

Shipowners without long-term employment for their vessels face a difficult period but there are options open to them.

Older vessels that have completed long-term contracts are either being converted into Floating Storage and Regasification Units (FSRUs) or at least being tipped as conversion candidates.

"Some older vessels could be converted into LNG training ships. Others that did not have full-time employment are either trading in the spot market or being used as floating storage," it said.

"Outside of the box thinking and the combination of shipowners' desire and the technological competence of shipyards will ultimately decide whether vessels head to a demolition or a conversion yard. Scrapping and layups are certainly options," it added.

LNG trading patterns are changing with new sources of supply and new importers and more flexible forms of trading. Seasonal demand is playing a part. Kuwait, the latest entrant to the LNG importers' club, plans to operate its Mina Al Ahmadi GasPort terminal only during summer.

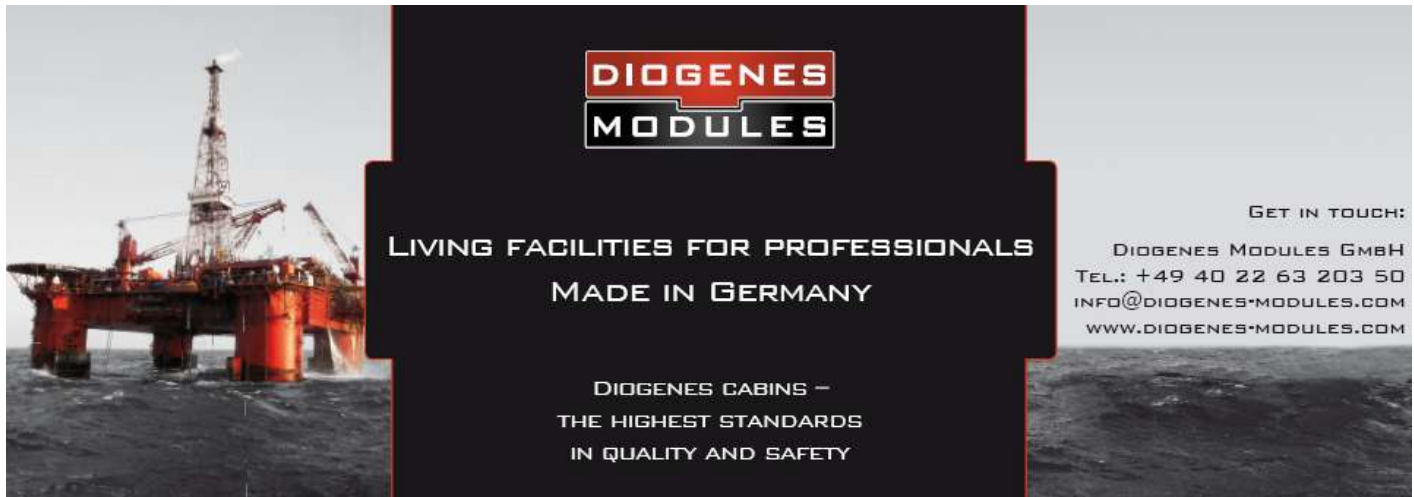
Countries like the UK and South Korea have increased demand for LNG during winter. South Korean yards currently dominate the order book, accounting for 89 percent of the capacity on order. Since the start of 2007, new orders have largely been restricted to just two yards – Samsung with 14 vessels and Daewoo with 12.

But with rates still being kept in check as the major economies emerge from recession, more competitive pricing has helped LNG cargoes reach a variety of customers with a wide geographical spread.

The concept of re-exports gaining popularity among existing importers, the dynamics of the LNG trade could change dramatically in the years to come.

"All in all, the longer term looks good as the LNG sector is growing. More immediately, owners need to deal with over-supply and yards must have the technical capability to convert assets to alternative employment," the report said.

Operating costs, although still falling, will need to be contained as the market recovers. Securing credit has been an issue for owners and will continue if rates fail to rise owing to overcapacity. **Source : Malaya**



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Dry bulk rates reach 2010 highs, but future remains uncertain

This week is proving to be a milestone for the dry bulk market, as the Baltic Dry Index has propelled itself at never before seen levels for 2010. Yesterday, the BDI edged up even higher at 4,209 (+ 22 points on a daily basis), with the Capesize market segment once again leading the pack, as all other ship types demonstrated deflationary trends. Still, after the impressive increase of Tuesday, yesterday proved a rather moderate session, with few fluctuations, in what could be a sign that charterers have tested their strength and aren't willing to push the market any further. Thus, some market correction could be in store in the following days.

In yesterday's weekly report, Fearnley's said that capesize rates went through the roof. "Early this week, FFA values for June were USD 51,500 vs. mid last week USD 37,000, one of the main drivers for the physical market. The freight for Australia round voyage jumped from USD 12.1 last week to USD 14.2 mid this week, Tubarao Qingdao from USD 29.9 to 34.4! Although some talks about the market appearing more toppish now - nobody dares to say we are presently on the top. It is also interesting to note last year's jump around this time, the 21st of May the index was USD 40,000 vs. USD 93,000 the 3rd of June".

Commenting on a lackluster panamax segment, the shipbroker said that "as expected and despite the strong re bounce in the Cape segment, the Panamax market gradually lost some of its momentum over the last few days. In the Atlantic prompt Continent positions are still able to secure very healthy numbers in the mid/upper 40's, whereas Charterers with June requirements may not be so tight on tonnage. Front haul typically in the mid/high 40's range apart from spot trips via Aden as a Baltic-India buiz done at 60K. The Pacific market has consolidated around the low 30.000 level for NOPAC and ECSA rounds. The period market is still fairly active indicating the market may believe the downside is limited" said Fearnley's.

In a market comment released this week, Jeffrey Landsberg of Commodore Research said that he remains cautious for what is in store for the future and there is valid concern that freight rates may come under great pressure in the second half of the year. "With that in mind, though, we continue to take things one step at a time, as there will continue to be opportunities to benefit from changes in short-term market dynamics, as we have seen in the dry bulk equity, FFA, and physical markets in the last few weeks". According to Commodore's analysis, approximately 100 capesize vessels were delivered in 2009, about 66% of what was expected to be delivered back in July 2008. "Capesize freight rates averaged approximately \$43,000 in 2009. This year, approximately 45 Capes were delivered in the first quarter of this year with more delivered each week. On an annualized basis that's 180 Cape deliveries for 2010. At the time of writing, however, Capesize freight rates are averaging \$48,248/day - well above operating costs and historically a very robust rate" said Landsberg. In the short-term though, Chinese demand for thermal coal is expected to remain robust as China enters peak summer demand season and the economy continues to expand at a

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rapid pace. In addition, the commencement of Indian monsoon season will result in China needing to import more iron ore from Australia and Brazil which will lend additional support to Capesize freight rates. A decrease in Indian iron ore exports, which are normally carried on Supramax and Panamax vessels, will be partially offset by an increase in Chinese grain imports. Overall, dry bulk cargo demand is in a bit of a lull, but thermal coal and grain demand remain robust and iron ore demand is still firm. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The POSH-Semco tug **GREENVILLE 126** seen off Changi (Singapore) - **Photo : Piet Sinke (c)**

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Inuit call for 'time-out' on Arctic offshore oil drilling

Canada's northern peoples on Wednesday called for a moratorium on offshore oil and gas drilling in the Canadian Arctic until safeguards are in place to avoid a spill like the one in the Gulf of Mexico. "Against the backdrop of the oil spill in the Gulf of Mexico, Inuit are seeking an immediate pause on drilling in the Beaufort Sea in order to take stock," Inuit leader Mary Simon told the Economic Club of Canada, a leading business forum. "We also seek a commitment that any future drilling proceed only on the basis of the best safeguards used internationally, and the adoption of supplementary environmental protection measures that address unique Arctic vulnerabilities," she said.

The US Geological Survey estimates the Arctic holds some 90 billion barrels of oil and 44 billion barrels of natural gas, or 30 percent of the world's undiscovered gas reserves. Environmentalists fear increased commercial activity could spoil the pristine environment as a global race intensifies for the vast energy riches believed to be hidden beneath the seabed. In a letter to Prime Minister Stephen Harper, Simon said the Gulf of Mexico spill "underscores the environmental risks and engineering challenges" of offshore drilling.

"In the offshore Arctic, these risks and challenges are compounded greatly," she wrote, "by harsh climatic conditions, the presence of annual multiyear ice, incomplete knowledge bases" and limited infrastructure, including ports. Simon pressed Harper for a "time-out" on drilling in the Beaufort Sea until strict environmental safeguards are in place. As well, she urged a top-up of a Canadian government fund that promptly compensates victims of oil spills, then seeks to recover the amounts paid out to victims from ship owners responsible for spills.



Seen on the Tees River, the **Svitzer Sun** - Photo : Julian Jager (c)

Danaos Corporation Announces Cancellation of Three Newbuildings

Danaos Corporation, a leading international owner of containerships, announced that it has entered into an agreement with Hanjin Heavy Industries & Construction Co. Ltd. to cancel three 6,500 TEU newbuilding containerships, initially expected to be delivered in the first half of 2012. The agreement has been reached with the consent of Yang Ming Line who was the charterer of these vessels. Danaos is building another 6 large containerships with Hanjin Heavy Industries and Construction Co. Ltd. all of which are fully funded by already committed loan facilities from various commercial banks. The cancellation forms part of an overall plan to address the total capex funding needs.

Danaos Corporation is an international owner of containerships, chartering its vessels to many of the world's largest liner companies. Our current fleet of 44 containerships aggregating 190,229 TEUs ranks Danaos among the largest containership charter owners in the world based on total TEU capacity. Danaos is one of the largest US listed containership companies based on fleet size. Furthermore, the company has a contracted fleet of 21 additional containerships aggregating 172,450 TEU with scheduled deliveries up to 2012. The company's shares trade on the New York Stock Exchange under the symbol "DAC". **Source: Danaos Corporation**

OLDIE – FROM THE SHOEBOX



Above seen the ss **Statendam** (4) from the Holland Amerika line. It is the 4th ship with that name. Build in 1956 and rebuild in 1972 when she was changed into a Cruiseship. In 1981 she was sold while her new name then became **Rhapsoy**. In 1984 she became grounded near Georgetown and was towed away by the **Smit Salvor** and the **Smit Hunter**.

Photo : Hans Breeman ©

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The 2008 built **BBC ALASKA** [IMO9433262] (General Cargo Ship, 9,627 gt, 12,840 dwt) owned by W BOCKSTIEGEL REEDEREI GMBH & CO, seen arriving Leith 26th May 2010, from Montreal

Photo : Iain McGeachy ©

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