

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 149



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



The DUBAI MOON which was caught in a tropical storm, seen in trouble off the Horn of Africa – (See below article in Casualty section) - Photo : Royal Navy

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The **OLEANDER** seen in the port of Ostend (Belgium) - Photo : Helen Hoogendijk (c)

China more dependent on foreign oil than ever

In the first quarter of 2010, China's dependence on imported oil reached 54.5 percent, hitting a new high, according to a report released by the China Petroleum and Chemical Industry Association. The report showed that China's apparent oil consumption in the first quarter totaled 106 million tons, 17 percent higher year-on-year. Apparent consumption of natural gas increased 19 percent to 26.4 billion cubic meters.

It is notable that China's dependence on imported oil was 54.5 percent in the first quarter. The figure exceeded 50 percent for the first time in 2009. Last year, China produced 189 million tons of crude oil, and net crude oil import was 199 million tons. However, the export volume of China's oil products is also growing fast. China exported nearly 7 million tons of refined oil in the first quarter, up 66.4 percent year on year. "Overcapacity in the oil-refining sector is the reason for this situation," said an industry expert. The government should properly control oil-refining product

capacity, in order to avoid high dependence on foreign market in both crude oil import and oil products export, he said. **Source: People's Daily Online**



Three generations of tugs seen in action together, the **SMIT EBRO**, **SMIT CHEETAH** and the **SMIT JAPAN** seen operating in Rotterdam-Europoort

Photo : Jacco van Nieuwenhuyzen (c)

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PCG wants to inspect foreign ships seeking RP registration

THE Philippine Coast Guard (PCG) wants to inspect foreign-flagged vessels and offshore facilities such as platforms or oil rigs that seek to transfer registration to the Philippines. The draft of the implementing rules of Republic Act (RA) 9993, or the Coast Guard Law, provides that the agency will be the country's sole port state control authority and, as such, can inspect all foreign-flagged vessels, ships, watercraft and other offshore facilities. The PCG said the initiative was meant to ensure the shipping companies' compliance with domestic standards, rules and regulations.

During a stakeholders' meeting, the Association of International Shipping Lines (AISL) said it has no objection on Coast Guard personnel boarding its members' vessels for as long as the PCG complies with international best practices. "We have no objections on the plan for as long as the Coast Guard will coordinate with the Bureau of Customs as they also have these powers [to prevent smuggling of goods into the country]," AISL general manager Max Cruz said during a stakeholders' meeting on the Coast Guard's implementing rules. "No merchant ship, vessel, watercraft and offshore structure or platform or oil rig shall be allowed to operate or engage in trade unless it complies and passes the prescribed PCG inspection system," the draft rules state. Adm. Wilfredo Tamayo, Coast Guard commandant, earlier said RA 9993 gave the agency enforcement powers, such as detaining vessels that it regard as unfit for sailing and spot ship inspection, among others. Its draft rules also provide that the agency can also detain vessels found to be carrying smuggled goods.

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"Technically, we are not deputized anymore by the Maritime Industry Authority [Marina]. So all [maritime] enforcement activities now belong to us," Tamayo said Previously, regulator Marina has deputized its enforcement duties to the Coast Guard.

Coast Guard and Marina, however, are still discussing if the PCG should take all the blame in cases of sea mishaps since the agency will take all the enforcement functions. The Department of Transportation and Communications gave all the shipping stakeholders until June 1 to submit their official stand on the draft rules. Another stakeholders' meeting will be held in Cebu later this month, after which the DOTC will finalize the law's rules. With the law, the Coast Guard is also beefing up its search-and-rescue facilities with a pending proposal to have a P5-billion helicopter project, acquiring at least seven helicopters from the Eurocopter Group and building several hangars in the country.

Source: Business Mirror



The **MORITZ SCHULTE** seen enroute Antwerp – Photo : Stan Muller (c)

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Prosecutors demand 7-year sentences for piracy

Dutch prosecutors have demanded seven-year prison sentences for five Somali men accused of attempting to hijack a cargo ship, in Europe's first piracy trial stemming from the rising tide of banditry in the Gulf of Aden.

The five suspects were arrested by Danish marines in January 2009 after they tried to board a Dutch Antilles-registered freighter off the coast of Somalia. They claim they were not hijacking the ship, but asking its crew for food and fuel because their skiff's engine had been malfunctioning. But prosecutors rejected that claim Wednesday as not credible and asked judges to sentence each man to seven years. The maximum sentence is 12 years.

Source: Associated Press

REPLACEMENT FOR WAKER SPOTTED IN POLAND



In Gdansk (Poland) the **IEVOLI BLACK** was spotted in the Dutch Coast Guard (Kustwacht) colours and with Svitzer funnel markings, upon completion the vessel will proceed to Den Helder.

Photo : Johan Barendrecht - www.Barendrechttrading.nl

Norfolk-based Navy ship makes drug seizure in Western Med



A seven man visit, board, search, and seizure team from **USS Elrod** conducts a consensual boarding on a rigid hull inflatable boat.

A Norfolk-based Navy ship recovered several packages of drugs and turned over suspected smugglers to Moroccan authorities.

The Navy says a helicopter from **USS Elrod** spotted three people tossing packages overboard from their rigid-hull inflatable boat into the Mediterranean Sea on Tuesday night.

The crew relayed the information to the ship, which went to the scene. A rescue swimmer recovered several packages, two of which tested positive for narcotics, the Navy stated. A boarding team determined the three were from Morocco and arranged for them to be taken to shore. **Elrod**, an Oliver Hazard Perry-class frigate, is on a regularly scheduled deployment in the U.S. 6th Fleet Area of Operations. **Source : 13NEWS / WVEC.com**

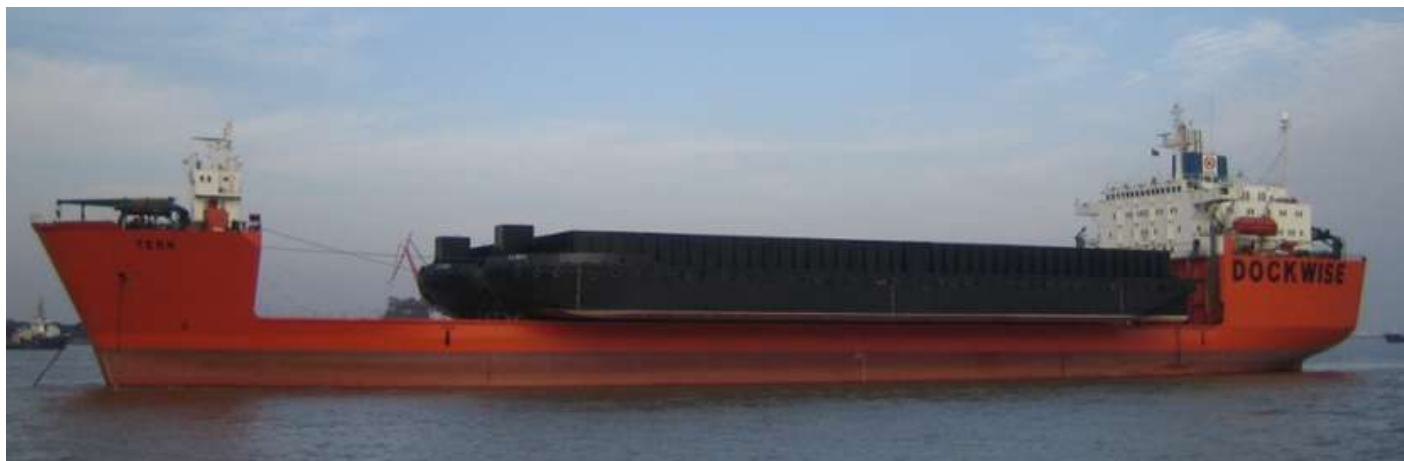


The **DEIRA** seen moored in Rotterdam-Mississippi harbor - **Photo : Muhlis Cakir ©**

Malaysian authorities put a stop to tin dredging effort

Bernama reports that the Malaysian Maritime Enforcement Agency (MMEA) has detained a dredger for conducting illegal tin mining in waters off Tanjung Mengkudu, Segari. Four Thais, aged between 30 and 40, onboard the Malaysian-registered dredger were also detained. A MMEA patrol boat, which was dispatched to the scene following a tip off, found the dredger conducting mining works about half a mile off the coast of Tanjung Mengkudu, Segari, said Bernama.

The dredger has now been towed to the MMEA jetty at Kampung Aceh to be handed over to the Marine Department. **Source : DredgingNews online**



Above seen the **Tern** of Dockwise loaded with two coal barges at Nantong, China. - **Photo : André Korver ©**

Single-hull tankers hit the scrapyards

It was widely expected, it already began last year and 2010 will mark the near total "extinction" of the single-hull tanker fleet, as a result of implementation of IMO's 13G measures, which are calling for the phasing out of single-hull tankers during this year. The accumulation of major tanker disasters, starting with the **Exxon Valdez** accident back in Alaska in 1989 and followed ten years later with Erika and finally in 2002 with Prestige, the IMO took action, accelerating the phase out plans through further amendments. Measure 13G(7) allows these same vessels an opportunity to trade to 2015, but only after successful completion of a Condition Assessment Scheme (CAS) which is applicable to all single-hulls of 15 years or older. Even with successful CAS certificates in place, the IMO 13G(8) measure grants flag states their own rights for controlling access. In many cases, major tanker ports around the globe have already indicated that 2010 will be the final year in which they will allow single-hulls to call their ports, regardless of a vessel's CAS status.

As a result tanker owners already began last year the phasing out of their older single hull ships. According to a report from Mcquilling Services, since January 2009, the VLCC fleet has dropped from 96 single-hulls (a 19% share of the fleet) to only 36 or a 7% share at present. VLCC's fall particularly prey worthy to G(8), given the inflexible nature of their trade and the long list of supertanker ports already gearing up to close the doors on these vessels.

Of course, all is not bad for owners, as the scrap market has picked up rapidly since late 2008. "Demolition prices for tanker tonnage have risen rather steadily since 2009 after dropping to US\$ 250/LDT. The market is seeing a new high point for 2010, with China paying \$435/LDT this month for the VLCC '**Shinyo Mariner**.' Average scrap prices of \$413/LDT this year are up by 49% compared to \$278/LDT seen during the same period in 2009. For a typical VLCC, today's scrap price leaves a parting owner with over \$14 million. This is hardly a figure to ignore in the face of surmounting difficulties for continued trade of a single-hull.

Bangladesh remains the most popular buyer of wet tonnage, taking 56% of tankers scrapped this year at \$408/LDT on average. India and Pakistan make up the gross majority of other breakers collecting tonnage, with Chinese yards expanding their participation in the demo markets as of late. It is interesting to note the high price being offered by Chinese breakers this season, who typically quote amongst the lowest of scrap rates. This is not the first time that China has offered premium prices on scrap, and it will probably not be the last. Typically, these price-cycles fall back down once China's prompt demand for scrap steel has been appeased" said Mcquilling in its report.

The scarcity of single-hull VLCCs, 63% less than last year, charter rates could very well have begun to be negotiated in a different way. Some charterers are willing to assume the risk of fixing a single-hulled ship, even at some discount to more modern, double-hulled vessels. "But with singles losing both their volume and trade-ability, owners of newer tonnage may be more at ease knowing that charterers are losing the 'discounted option.' It will be interesting to follow just how quickly the remaining single-hulls make their exodus. We maintain that some will trudge ahead, paying for dry docking repairs and CAS expenditures before the year is up. In fact, one could argue that the last few singles floating should do quite well given the scarcity of their kind. But many will opt not to take on these expenses,

particularly as today's single-hulls face a 40% fleet utilization and discounted freight rates at that. The final call for some tankers may come from the breakers, whose steadily rising rates may prove too powerful for even the most steadfast of single-hulls to resist. With IMO13G regulations taking force, and the economics stacked against singles, 2010 may just get a chapter in our tanker history books as 'the year of the exits', concluded Mcquilling.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Tug skipper fined £900 for haven collision

A TUG skipper has been ordered to pay more than £900 following a collision on the Milford Haven waterway that left a fisheries patrol vessel badly damaged. Last week Milford Haven Port Authority successfully prosecuted the skipper of the tug **Svitzer Ramsey** following the collision on March 4.

The south west Sea Fisheries Committee vessel Cranogwen was damaged on the starboard side and a crew member suffered minor injuries. The skipper was found to be in contravention of section 20(c) of the Milford Haven Harbour bye-laws – 'vessels to be navigated with care'.

He was fined £470, as well as additional costs of £450 and £15 towards the victims compensation scheme.

Harbourmaster of Milford Haven Port Authority, Captain Mark Andrews said: "While the majority of people who use the waterway do so in compliance with the safety regulations laid down, there are a minority whose actions could potentially put others at risk. "We are always seeking to enhance safety on the waterway and inappropriate behaviour by any user will not be tolerated." **Source : Milford Mercury**



The **HERMOD** seen leaving Rotterdam-Caland canal
Photo : Max Mueller - www.maxmueller.wordpress.com (c)



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The 2010 built **CLIPPER MARI** seen passing Spijkenisse – Photo : Lia Mets (c)

Radebe says piracy could spread to other parts of Africa

Piracy off the coast of Somalia will spread to other parts of the continent unless urgent interventions are made to stop it, Justice Minister Jeff Radebe warned on Tuesday. "If we allow such an illegal activity to fester in one part of Africa, we are sending an open invitation for it to spread to other parts of Africa," he told an African Renaissance conference in Durban.

Radebe said South Africa did not rejoice in the fact that the long route around Cape Town was being considered a viable alternative to the Somali coast, which was infested by pirates. The revenue and status for South Africa should be welcomed, but it came at a loss to another African country. South Africa believed the whole continent should find a solution to the problem. Although most pirate activity took place in international waters, a response strategy in terms of jurisprudence was needed, Radebe said. The Baltic and International Maritime Council recently urged Somalia and other African countries to cooperate in fighting piracy off their shores. In the first quarter of 2010, there were 20 actual and five attempted incidents of piracy and armed robbery registered in Asia.

From January to March, 18 pirate attacks were reported off Somalia, the highest number worldwide, followed by 12 in the Gulf of Aden. Radebe said there was an urgent need to extend technical cooperation to African Union member

states. "Those of us whose jurisprudence is advanced should be willing to give advice as to how others should improve theirs within the rubric of African jurisprudence," he said.

The conference was also attended by Home Affairs Minister Nkosazana Dlamini-Zuma, Transport Minister Sibusiso Ndebele and KwaZulu-Natal Premier Dr Zweli Mkhize. Addressing delegates, Dlamini-Zuma said there was a need for Africans to treat each other as brothers. There had to be an end to the mentality among South Africans that Africans brought problems. "Apartheid created the situation where Africans were kept out and others such as Europeans and Americans were welcomed," she said. Dlamini-Zuma said she would love to see roads and railway lines linking all African countries to stimulate economic and tourism growth. **Source : Sapa**



MARITIEM WEEKEIND TERSCHELLING 5 EN 6 JUNI



Ter gelegenheid van het tienjarig bestaan van de vereniging van eigenaren van voormalige reddingboten "**Oude Redding Glorie**", wordt een bijeenkomst in de havens van Terschelling gehouden op 5 en 6 juni. Er komen een kleine 20 voormalige reddingboten en ook nog eens 20 oude sleepboten. Die zullen op zondag 6 juni rond het middaguur gezamenlijk een vlootschouw op de Waddenzee voor de havenhoofden houden. Deze vloot zal nog eens worden aangevuld door zes reddingboten van de KNRM en een kleine 20 Terschellinger pleziervaartuigen. Als de weersomstandigheden meezitten komt ook nog de **Egmonder pink**. Dit is een replica van het type visserschip dat vanaf de zestiende tot in de achttiende eeuw langs de kusten van Noord Nederland in gebruik was. Er waren nog geen havens en deze boten werden vanaf de stranden in zee gebracht.. Ook op Terschelling was dat type visserschip in gebruik. De komst van de Egmonders hangt af van de weersomstandigheden of ze hun schip vanaf het strand de zee in kunnen krijgen..... De vlootschouw zal aan boord van het passagierschip "**IJmond**" door burgemeester J. Visser en een aantal genodigden worden afgenomen.

Op zaterdag morgen zijn de meeste schepen open voor het publiek. 's Middags zal op het strand bij Paal 8 de gerestaureerde roeireddingboot "Secretaris Schumacher" van de Stichting Behoud oudste Motorreddingboot ter Wereld op de eigen bootwagen een tocht maken, getrokken door liefst 12 friese paarden.. Er is archiefmateriaal bestudeerd om allerlei details van het vroegere vakmanschap terug te halen en er is een groot aantal keren geoefend. Eerst werd geoefend met zes, vervolgens met 8 en daarna met 10 en 12 paarden voor een boerenwagen. Achter deze wagen werd een Landrover op de handrem gesleept om het benodigde gewicht in het mulle zand na te bootsen. Vervolgens werd de lege bootwagen op dezelfde manier achter de paarden getrokken en daarna de roeireddingboot op de bootwagen. De 15 vrijwilligers met hun paarden moesten met het werk in teamverband op het strand vertrouwd worden gemaakt en het tuig moest worden uitgetoetst en bijgesteld.

Een lancering van de boot in zee zit er niet in. Daarvoor zijn de risico's voor de 10 benodigde roeiers en de schipper enerzijds en de voerlui met de paarden anderzijds in de meestal sterke branding te groot. Het scheepje heeft immers geen motor om snel van het strand weg te kunnen varen. Wel zal de moderne motorstrandreddingboot "Frans Hogewind" van de KNRM enkele keren worden gelanceerd. Op het zeer brede strand zal paardenreddingboot van Paal 8 richting Midsland aan Zee worden gereden en terug zodat fotografen de ruimte hebben om unieke foto's met wisselende achtergronden te maken. De demonstraties beginnen om 14.30 uur. Op zaterdagmiddag van 15 tot 18 uur is er bovendien aan de haven in West een nautische markt waar ook een demonstratie boeten van visnetten gegeven zal worden.

Voor meer informatie contact :

Martinus Kusters, voorzitter Stichting Behoud oudste Motorreddingboot ter Wereld, tel 0562 44 83 07

Dit maritieme evenement wordt mogelijk gemaakt met subsidies van de provincie Fryslân, de gemeente Terschelling, rederij Doeksen, de ondernemersorganisaties TOV en Aangenaam West en de Paardenverzekeraar EFO. De organisatie is in handen van de Stichting Behoud.

Dunkirk Little Ship towed by Whitstable Lifeboat

A 40-foot open motor boat, the Fermain V, a veteran of the Dunkirk evacuation, was towed into Whitstable Harbour by the Whitstable RNLI Lifeboat on Wednesday afternoon.

The vessel had broken down in the Swale just west of Harty Ferry with four occupants onboard whilst on passage from Conyer Creek to Ramsgate to join this week's 70th anniversary of the Dunkirk evacuation.

On board the 1926-built vessel was Mr Terry Radmore, Father of the boat's owner and three friends, Mr Ian Howe, Mr Greg McLeish and Mr Chris Zoeller. Said Mr Radmore who comes from Halverton in Devon:

'We were just coming down the Swale when the engine stopped just upstream of Faversham Creek, probably with an overheating problem. We had left Conyer Creek earlier and were making our way to Ramsgate for the Dunkirk anniversary. The Fermain V had been used to ferry troops from the shore to the waiting larger vessels and on its last trip had been machine gunned by an aircraft. It made its way back to Ramsgate but later sank in the harbour but was refloated.'

Whitstable Lifeboat was launched at 1.30 pm and, crewed by Helmsman Richard Judge with Mike Keam and Mark Laming, located the Fermain at anchor a ½-mile west of Harty Ferry. The vessel was taken under-tow arriving in Whitstable harbour at 2.40pm where they were met by a lifeboat shore party and the Herne Bay Coastguard.

After repairs to the craft, Mr Radmore and his party hoped to continue on their way to the Dunkirk anniversary.

For lifeboat crewmember Mark Laming it will be an incident to remember as his grandfather Jack, was a Dunkirk Veteran. This was the 15th call of the year for Whitstable's volunteer lifeboat crews.

Eighteen RNLI lifeboats from the south of England took part in Dunkirk evacuation. Two of those lifeboats, Margate and Ramsgate were manned by their RNLI volunteers, and are taking part in the 70th anniversary 'Little Ships' flotilla.

Chris Davey , Volunteer Lifeboat Press Officer **Source : bymnews**



The **GEOSURVEYOR V** seen operating near Breskens – **Photo : Henk de Winde (c)**

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Wereldwijde handtekeningenactie tegen piraterij

De internationale vakbond voor zeelieden ITF wil wereldwijd een half miljoen handtekeningen verzamelen tegen piraterij. Met name Somalische piraten houden momenteel meer dan 20 zeeschepen en bijna vierhonderd bemanningsleden in gijzeling. De ITF wil dat die vrijkomen en wil maatregelen die van Somalië een veilig en stabiel land maken.

De handtekeningenactie is volgens Marcel van den Broek van de vakbond voor zeevarenden NautilusNL vooral bedoeld als signaal. 'We laten al die marineschepen varen om de piraten te dwarsbomen, je schiet eens wat bootjes lek, je neemt er eens een paar gevangen. Het probleem is echter 'big money', aldus Van den Broek in het wekelijkse radioprogramma 'Op zee' van de Wereldomroep. Piraten vangen per gekaapt schip naar schatting tussen de anderhalf en drie miljoen dollar.

Ook Van den Broek wil dat Somalië weer een normaal land wordt.' 'Ik denk dat een oplossing moet bestaan uit het geven van ontwikkelingshulp, troepen sturen misschien. En eens met de buurlanden praten, want ook die spelen af en toe niet zo'n hele frisse rol in dit dossier. Dat kan alleen maar als de internationale gemeenschap bereid is dat te doen. Die lijken vooralsnog niet in beweging te komen. Wellicht kan een petitie, aangeboden namens een half miljoen

zeevarenden helpen om bepaalde partijen toch weer aan tafel te krijgen zodat ze eens gaan nadenken over wat grotere oplossingen en niet alleen doen aan symptoombestrijding.'

De ITF wil het half miljoen handtekeningen op 23 september op World Maritime Day bij elkaar hebben. Wie de petitie wil tekenen kan dat doen op www.endpiracypetition.org

CASUALTY REPORTING



HMS Chatham Rescues Merchant Seaman in Tropical Cyclone

NATO warship **HMS Chatham** has rescued 23 seamen from a merchant vessel, the **MV Dubai Moon**, which was in severe difficulties in a tropical cyclone off the Horn of Africa. On Thursday 20 May at approximately 0500 local time, HMS Chatham received a distress call from **MV Dubai Moon**, which was caught in the tropical storm. The merchant vessel was struggling to make headway in extremely rough seas and force 10 winds. The warship, which was some 175 nautical miles to the north west of the stricken vessel, made best speed towards the last known position of the merchantman. As **HMS Chatham** made her way into the storm, conditions worsened and it was officially classified as a tropical cyclone. The **MV Dubai Moon** was now in danger, her cargo of vehicles having shifted she was, by this time, listing heavily.



Overnight the merchant ship drifted ever closer to Abd Al Kuri island and it was only due to the tireless efforts of the Master that she closely avoided running aground. The wind and waves continued to push her further east, but due to the uncharted nature of these shallow waters **HMS Chatham** was unable to follow and had to battle through the cyclone to circumnavigate

the island to the north. The Master and **HMS Chatham's** Commanding Officer were by this time speaking every hour, trying to determine how to save the vessel. By daybreak on 21 May **MV Dubai Moon** was perilously close to another island, Jazirat Samhah and dropped her anchors in an attempt to arrest her progress. Although the anchors did not take permanent hold, they prevented her running aground on a coral reef which she cleared by less than 1000 yards before being pushed offshore by the wind.

The weather abated slightly as the day wore on and this presented an opportunity to rescue the crew from the stricken and drifting vessel. In very challenging conditions, the warship launched her Lynx helicopter and, in an operation which lasted for over 3 hours, the 23 seamen were winched to safety from the **MV Dubai Moon's** steeply listing deck, amidst her wrecked cargo of vehicles, before being transferred to **HMS Chatham**. Commander Simon Huntington, the Commanding Officer of **HMS Chatham** said "This rescue has been conducted in the most challenging

conditions imaginable. I am extremely proud of my Ship's Company whose sole focus has been to assist the Master and crew of **MV Dubai Moon**. It was, without doubt, the professionalism, courage and composure of my sailors and aviators that ensured this rescue was a success. The force of the tropical cyclone has tested our ship and everyone on board, and it is the quality of our people, our equipment and our training which has resulted in the Royal Navy saving the lives of our fellow mariners in such demanding circumstances."

After the rescue, Hassan Madar the Ethiopian Master of the **MV Dubai Moon** said

"Normally we operate close to the coast, but we had to go far out to sea to avoid the pirates. That meant we could not find shelter from the storm. If we were not rescued by the Royal Navy and NATO we all would have perished with my ship. They were the only people to respond to our distress call; we owe them our lives." Lieutenant Pete Higgins, **HMS Chatham's** Flight Commander and Lynx pilot said "We were asked to evacuate the crew from the **Dubai Moon**. On arrival at the scene the ship was

rolling very heavily by up to 40 degrees, however we were able to successfully put our winchman onto the deck and safely recover all 23 crew members in just under 4 hours. The combination of weather conditions at the very edge of our operating limits, excessive ship roll and a very slippery deck covered in oil made this a very challenging rescue operation, especially for the winchman. It is very satisfying to have been at the centre of this operation providing lifesaving assistance to seafarers in distress and the whole of the Flight and the Ship worked together to make the evolution as smooth and safe as possible."

Source : royalnavy.mod.uk



Peru ferry sinking leaves 12 dead, dozens missing

At least 12 people have drowned after a ferry sank in the Amazon River near Peru's border with Colombia, but officials warned the toll would likely rise when recovery efforts restart at dawn Thursday. The ship **Camila** carrying more than 140 passengers from the river port city of Iquitos in northwest Peru sank early Wednesday morning, and the toll rose steadily through the day as bodies were recovered from the boat and river. "The death toll rose from five to 12, but tomorrow there could be more deaths (recorded) because there are still many missing," Robert Falcon, head of the region's civil defense force, told reporters. The Peruvian Navy has joined Coast Guard operations in the search for at least 30 people who remain missing, according to local media reports. Source : google.com



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NAVY NEWS



Above seen the **Jeanne d'Arc** arriving at Brest, the vessel returned after her 45th and last school mission.

Photo : Jacques Carney (c)

Japan goes ahead with military base in Africa

Japan is going ahead with construction of a USD 40 million strategic naval base in the Horn of Africa region, at Djibouti at the southern end of the Red Sea. Japan will become the third foreign nation to create a base at the small Gulf of Aden country. The US has a substantial military presence in the enclave while the French, which once ruled Djibouti as a protectorate also maintain forces in the country to combat al-Qaida insurgents and incursions from neighbouring Eritrea.

Throughout history Djibouti has been a significant trading centre and is today the terminal for Ethiopia's main rail outlet to the sea. An important container terminal has also developed which acts for Ethiopia as well as a hub for Red

Sea and Gulf of Aden states. The Japanese presence is interesting in that it is the first time that Japan has reached outside its own territorial waters since the end of World War 2, and marks a significant move in policy by the Japanese government. The development of the base is to provide backup facilities for Japan's naval presence in combating Somali piracy in the Gulf and immediate Indian Ocean region. It is due for completion by 2011 and will include naval facilities as well as an airfield capable of handling Japan's P-3 Orion maritime patrol aircraft.

The commander of the Japanese naval force operating in the region, Captain Keizo Kitagawa said this would remain Japan's only base outside the Japanese islands. "We're deploying here to fight piracy and for our self-defense. Japan is a maritime nation and the increase in piracy in the Gulf of Aden is worrying," he said. Over 90 percent of Japan's exports into Europe and the Mediterranean are shipped through the Gulf of Aden and the Red Sea. **Source :** ports.co.za



The LST **PERSISTENCE (209)** seen arriving in Singapore Changi Naval Base - **Photo : Piet Sinke ©**

above photo can also be seen in high resolution in the photo album at my website www.maasmondmaritime.com or via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

SAS Manthatisi less than shipshape after prang

THE operational readiness of SA's new frigates and submarines has long been a subject of some conjecture. Suggestions that the shortage of trained personnel, for instance, precluded all the vessels being put to optimal use have been denied. When any of the vessels are seen in dry dock the questions resurface, and this has now happened with one of the new subs.

Freedom Front Plus MP Pieter Groenewald, in response to a parliamentary question, received the news from Defence Minister Lindiwe Sisulu that someone had pranged the SAS Manthatisi. Answering questions about why the **Manthatisi** was in dry dock, Sisulu said it was in fact in the submarine shed for administrative commission and maintenance to the batteries. It was also there for "constructional repair to minor damage to the rear edge of the Starboard Aft Diving Plane caused by contact with the quay.

This incident did not prevent the submarine from remaining operational, and the vessel subsequently participated very successfully in the Nato exercise, Exercise Amazolo." The Insider is absolutely thrilled that when our navy crash these expensive vessels against the quay, they do it gently. **Source : businessday.co.za**

Astute Completes Deep Dive and Full Power Trials

Astute has recently reached a major milestone in her sea trials programme by completing her first deep dive and full power work up. Preparations began with an extensive and arduous period of training by a team from Flag Officer Sea Training's (FOST) submarine safety experts. They tested the Ship's Company's ability to deal with every sort of emergency from fires to floods. All the hard work paid off and Astute was given approval to proceed to the next stage of sea trials. The deep dive involved going down to the submarine's deep diving depth (classified) and making sure that all the submarine's systems operated normally, which they did.

The final test was to find out the submarine's top speed (classified) by running at full power for several hours. Again this trial was successful and Astute has now returned to her base port of Faslane to conduct a planned maintenance period before heading out to continue with the sea trials package again. 'This was a really busy period at sea for us and we achieved exactly what we set out to do. The Ship's Company passed their FOST assessment and we returned to Faslane on time, having completed a very successful trials period,' said Cdr Andy Coles, Astute's Commanding Officer. Source : royalnavy.mod.uk

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Keppel delivers five vessels on schedule

(Keppel Singmarine), the specialised shipbuilding arm of Keppel Offshore & Marine Limited (Keppel O&M), has demonstrated its commitment to meet the needs of customers with the timely and safe deliveries of five ships. These five vessels, including a Multi-Purpose Supply and Support Vessel (MPSSV), an Anchor Handling Tug Supply (AHTS) vessel and three tugboats, have all demonstrated exceptional performance and exceeded their contractual bollard pull and speed during the sea trials.

Mr Hoe Eng Hock, Executive Director of Keppel Singmarine, said, "These successful vessel deliveries reinforce Keppel Singmarine's ability and commitment to provide reliable and versatile solutions that meet the requirements of offshore frontier. We strive to provide value-added services for our global clientele, and ensure that the vessels entrusted to us are completed on time, safely and within budget." **Greatship Mohini**, a MPSSV was delivered to Greatship Global Offshore Services Pte. Ltd (Greatship), a member of the Great Eastern Shipping Group of India. This 94-metre long vessel has been equipped with two units of electrically driven 2600KW Azimuth thrusters and three units of 1050KW tunnel thrusters to achieve a Dynamic Positioning II capability. **Greatship Mohini** is the second state-of-the-art vessel that Keppel Singmarine has built for Greatship. This vessel has since been acquired by Norwegian offshore shipping company, Rem Offshore ASA.

The Company also delivered **Hadi 28**, an AHTS to its regular client Hadi H. Al-Hamman Establishment (Hadi) for deployment in Saudi Arabia. The 80-tonne bollard pull vessel is equipped with dynamic positioning system and Azimuth thrusters to enhance its position keeping and maneuverability as she performs various supply and support functions for the offshore installation and floating units. In addition, two 50-tonne bollard pull twin-screw Azimuth Stern Drive (ASD) tugboats, **Mirbat** and **BT Bontang 08**, have been delivered to Salalah Port Services Company SAOG of the Sultanate

of Oman and PT. Badak NGL in Indonesia respectively. Meanwhile in China, Keppel Nantong Shipyard has also delivered a 65-tonne bollard pull twin-screw ASD tugboat, **KST 56**, to Keppel Smit Towage.

All three tugboats are of proprietary MTD design developed by Keppel Singmarine's technology unit, Marine Technology Development. "We seek to bring our engineering and execution capabilities even closer to the doorsteps of our global customers and their markets," said Mr Hoe. "With the addition of our latest facility, Keppel Singmarine Brasil, to Keppel O&M's international network of yards, I am confident that ship owners seeking a one-stop hub for customised vessels with added local content will find a very compatible partner in Keppel." **Source: Keppel Singmarine**

Stena Hollandica arrived



In course of large investments Stena Line is currently making on strategically important routes, extensive conversions of ferries have been contracted to leading European yards. The anticipated fleet changes include introducing the world's largest ferries during the summer and autumn of this year on the Hook of Holland-Harwich route.

In connection with the vessel change on the Hook of Holland - Harwich route, there will be a positive domino effect, which will give the Scandinavian operations a lift, since the Gothenburg-Kiel route as well as the Karlskrona - Gdynia, will receive larger and more modern vessels.

The very modern **Stena Hollandica** and **Stena Britannica** will be transferred to the Gothenburg-Kiel route, where they will replace the existing four vessels that currently service Gothenburg-Germany. The vessels **Stena Germanica** and **Stena Scandinavica** will be moved to Karlskrona - Gdynia service. The total value of the investment, including the construction of the Superferries, amounts to slightly more than 8 billion Swedish kronor, where the investment in vessels alone totals 5 billion Swedish kronor.



However the ships will not just be moved between the routes "as they currently are". According to contract signed between Stena Line and Gdansk Shiprepair Yard "Remontowa" S.A. the two ships deployed so far on the Hook of Holland - Harwich route, ranking high among the world's largest ferries (at 44,327 gt), will be brought for upgrading to Gdansk, Poland.

The current **Stena Hollandica** and **Stena Britannica**, which today service the Hook of Holland - Harwich route, will be transferred successively, as the Superferries are delivered, to the Gothenburg-Kiel route. The first ferry has already arrived at Remontowa ([see in the pictures](#)). The exact data of arrival of the second one will depend on Superferries newbuildings delivery schedule, but it is expected that the ferry currently named **Stena Brittanica** will arrive at Remontowa in Autumn 2010.

The range of upgrade at Gdansk Shiprepair Yard "Remontowa" S.A. will be quite extensive. The new part of superstructure (new deck) will be installed, which will extend the passenger spaces with both cabins and public spaces. Existing passenger spaces will be refurbished and rearranged. Cargo space will be rearranged as well, with new ro-ro and cargo access equipment installed.

All ship equipment items and systems, necessary for the new or rearranged cargo and passenger spaces will be installed, extended or rearranged accordingly. The conversion work will ensure that the vessels are best suited to their new trading route.

Upgrading and refurbishing of **Stena Hollandica** and **Stena Britannica** in Gdansk constitutes the continuation of good business relations between Stena Line and Remontowa resulting also from Gdansk based yard's wide experience in ferry upgrades and extensive conversions, scheduled repairs and maintenance as well as damage repairs for several top European ferry operators bringing their ships to Remontowa sometimes even from the North Sea, English Channel or Irish Sea. Also Stena Line ferries have not been a rare sight at Remontowa's docks and quays over the several recent years, with such jobs accomplished in Gdansk as extensive upgrade of **Stena Baltica** or wide ranging repairs of **Stena Nautica** as well as numerous regular dockings and scheduled maintenance / repairs.

Strategic Marine signs contract to build three 28m crewboats

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Strategic Marine has been awarded a contract to construct three 28m crewboats, bringing the company's current order book to more than US\$200 million. The vessels will be built at Strategic Marine's Singapore Yard and will be delivered to Indonesian company PT Baruna Raya Logistics in February, April and May 2011.

PT Baruna Raya Logistics is a major operator of offshore service vessels and provides logistics support for offshore exploration, drilling, construction, production and other activities related to the offshore petroleum and the mining industry. The company currently has about 60 vessels bearing Indonesian flags and registries.

Strategic Marine's Managing Director Singapore Ron F Anderson said: "The company is extremely pleased to be doing business with another repeat client and we are looking forward to working closely with Baruna Raya Logistics on their newbuild programme."

"Repeat business is extremely important to Strategic Marine as it reflects our commitment and quality we extend to our clients," Mr Anderson said. "It also follows on from the four 31 metre Crew Boats that Strategic Marine delivered to Baruna Raya Logistics in March 2009." The 28m vessels will be designed by Strategic Marine and Southerly Designs of Western Australia and incorporate a central deckhouse with seating for 60 rig crew. They will have fixed pitch propellers, reach speeds of 22 knots and have 55m² of clear deck space. Each of the vessels will be powered by two marine diesel engines to deliver a total 2400bhp.

Mr Anderson said the company had started 2010 with a strong focus on new projects in several market sectors. "Our current order book now stands at more than US\$200 million and we have many new exciting opportunities on the horizon." Mr Anderson said. "We have recently signed a contract to build four electric-powered water taxis at our Singapore yard and our Vietnam yard continues to steam ahead with all of its projects on track. Furthermore, we will be constructing a second 40 metre Crew Boat on speculation after the first 40 metre Crew Boat we chose to build on speculation was purchased by Tiong Woon".

Tiong Woon is a leading one-stop, integrated services specialist and provider of infrastructure businesses, supporting mainly the oil and gas, as well as petrochemical, power and construction sectors. Tiong Woon is headquartered in Singapore and has operations in Malaysia, Indonesia, Thailand, The Phillipines, China and Saudia Arabia.

Like the first 40m vessel, which will be delivered in approximately October 2010, the second 40m vessel will incorporate a central deck house with seating for 50 rig crew and will reach speeds of 25 knots. It will be a sister ship to the 14 delivered to a number of clients of the past five years. **Source : offshore shipping online**

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Semi-Submersible Ship “Sinks” to Deliver Yachts, Ready for Boating Season

Tour, Press Viewing, Photo and Interview Opportunities

WHO: Yacht owners and captains meeting their boats after long sea voyage

WHAT: Ship “sinks” to unload \$56 million in yacht cargo

WHEN: Wednesday, June 2, 8:00 a.m. to 12:30 p.m.

WHERE: Onboard Super Servant 4 in Narragansett Bay, Newport, Rhode Island



MEETING POINT:

Oldport Launch, Sayer's Wharf on America's Cup Ave.
(adjacent to The Moorings Restaurant, where parking is available)

TIMELINE:

0800 Media meet at Oldport, underway for **Super Servant 4**
0830 Media onboard **Super Servant 4**, at final draft
0900 Yachts sail out
1200 All out, Yachts for loading on stand-by, Start sail-in
1230 Divers in, start deballasting, Media returns to Oldport

Super Servant 4 will be unloading 45 yachts that are worth over \$56 million and stretch--when lined up end-to-end--over ½ mile. Owners and captains, who will be aboard the ship while its cargo is “floated” off, are anxious to begin the New England boating season and their yachts have come from as far away as Palma, Mallorca; St. Thomas, USVI; and Freeport, Bahamas.

Interviews: DYT Sales Manager Ann Souder, Loading Master, owners and captains

RSVP by Tuesday, June 1: Barby MacGowan, Media Pro Int'l, +1 401 225-0249,
barby.macgowan@mediapronewport.com

Note: All attending will be required to sign an Indemnification Letter prior to boarding the vessel.

More about DYT can be found at <http://www.yacht-transport.com/> ; a description of DYT's unique float-on/float-off service can be found at <http://www.yacht-transport.com/float-onfloat-offservice>



The **KANARIS** seen assisted by Iskes **GINGER** in the Ijmuiden locks – Photo : Tom Staneke (c)

Dutch dredging contractor Van Oord wins deal to deepen Port of Beira

Van Oord has confirmed that it was recently awarded a contract to perform maintenance dredging in the port of Beira, Mozambique. The customer is Portos e Caminhos de Ferro de Moçambique (CFM), and the contract is valued at approximately Euros 37 million.

The work began in April 2010 and will take approximately 18 months to complete. A portion of the project costs are being covered by the Dutch government.

A total of 8 million cubic metres of sand and clay will be dredged. Some of the sand will be used for land reclamation for a coal terminal. Van Oord will deploy two medium size trailing suction hopper dredgers and other assets.

In co-operation with Van Oord's subsidiary Wicks the new site will be prepared for further development by using vertical drains. Deepening the port will also provide a strong boost to Mozambique's ongoing economic development.

Source : Dredging News Online



The bulker **JOYOUS WORLD** seen arriving in Venice - Photo : Leo Varekamp (c)

U.S. to halt 33 exploration rigs in deepwater review

The U.S. government's broad move to crack down on offshore oil safety will include the temporary suspension of 33 deepwater exploration rigs, U.S. Interior Secretary Ken Salazar said on Thursday after unveiling a series of measures in the wake of the massive BP oil leak.

The halt represents the biggest regulatory threat to the immediate growth of U.S. oil production, potentially delaying project development plans by companies like Chevron Corp in the Gulf of Mexico, where rising output has helped offset shrinking domestic onshore supply.

Unlike the administration's six-month extension of its ban on new deepwater drilling permits and its decision to cancel a much-anticipated lease sale offshore Virginia, the indefinite pause for existing deep-sea exploratory rigs to meet new safety requirements threatens to affect proven oil discoveries rather than untested areas.

"These actions are all guided by the need to take a cautious approach to offshore oil and gas development, as we strengthen safety and oversight of offshore oil and gas operations," Salazar said.

Although the measures would not affect oil wells already in production, the 33 exploratory rigs are supposed to stop at the first safe opportunity and implement new safety measures before resuming operations, officials said. Salazar confirmed that the halt would not apply to rigs operating in shallow waters.

That could increase costs and delay development plans for companies like Royal Dutch Shell and Apache, which are among the biggest Gulf explorers, while major contract drillers who could be left with idled rigs include Transocean and Noble Corp.

Energy consultants Wood Mackenzie previously estimated a six-month extension of the ban would delay 80,000 barrels a day in U.S. oil production that was expected in 2011.

While that is only about 5 percent of the Gulf's total output, any delay to future development could elevate long-dated oil prices and would increase demand for imported crude, something President Barack Obama has sworn to curb.

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In addition to canceling the Virginia lease sale, the department also canceled a lease sale that was planned for the western Gulf of Mexico in mid-August that could have produced up to 423 million barrels of oil.

The Gulf of Mexico accounted for about 29 percent of U.S. crude oil production and 11 percent of natural gas output last year, according to the U.S. Energy Department.

About 24 percent of America's total oil production came from wells in Gulf waters more than 1,000 feet deep. About 5 percent of U.S. gas output came from wells at such depths.

New exploratory drilling in water depths of more than 500 feet will be banned under the six-month moratorium.

With some wells already under way and drill ships booked months or years in advance, companies were still struggling to figure out how they would be affected.

Chevron lost a permit for one appraisal well under the previous moratorium, but the status of an exploration well it has already begun to drill was unclear, a spokesman said. That is one of three such exploration wells planned this year.

The U.S. government's moratorium on new drilling permits in the Gulf of Mexico delayed about \$1.6 billion in oil and gas industry spending across the Gulf of Mexico region, according to Wood Mackenzie.

Shell may be hit twice as it will be forced to put on hold its imminent plans to drill exploratory wells off Alaska after Obama suspended permission to drill in the Chukchi and Beaufort Seas, where the company has paid \$3.5 billion for oil leases and planned to begin drilling in July.

The freeze appeared to affect about half of the drill ships under contract for this year in the Gulf of Mexico, according to recent Baker Hughes Inc data.

"This is a significant escalation that will have a much more pronounced impact on the development plans of the offshore industry, particularly for operators that were expecting to move deepwater production into the production phase over the next year or two," Eurasia Group said in a report.

"Producers may challenge this decision in court."

Following a 30-day safety review, Salazar said the Interior Department will also require that blowout preventers at offshore exploratory wells be certified to ensure they are working properly, addressing one of the factors believed to have caused a devastating blow-out on Transocean's Deepwater Horizon drill ship and the subsequent massive oil leak.

Salazar said a preliminary investigation shows problems with the cementing or casing, or both, at BP's offshore oil well may have contributed to last month's explosion of the Deepwater Horizon drilling rig leased by the company. The explosion killed 11 workers and caused the largest oil spill in U.S. history. **Source : The Star**

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The "**Grand Mistral**" of Ibero Cruceros seen moored at the Leopold II quay in Zeebrugge.

Photo : Henk Claeys (c)

Hotelplatform 'Safe Concordia' komt voor zes maanden naar Curaçao

Hotelplatform '**Safe Concordia**' zal naar verwachting op 10 juni op Curaçao arriveren om vervolgens zes maanden bij het eiland geankerd te blijven. Het platform heeft een hotelfunctie voor werknemers, die gewoonlijk op boorplatformen hun werkzaamheden verrichten. Concordia zal in de Caracasbaai bij pier nummer twee zijn vaste plek innemen. Dit is het tweede platform dat, binnen een kort tijdsbestek, op Curaçao zal aanmeren. Het bijzondere van dit platform is dat de heul gedeeltelijk onder water gedompeld kan worden. Het bijna 100 meter lange en 47 meter brede platform kan maximaal 376 mensen huisvesten. De Safe Concordia heeft een poos in Amerika aangemeerd gelegen, maar wegens de strenge immigratieregeling is ervoor gekozen om uit te wijken naar Curaçao. Tevens is de start van het orkaanseizoen een grote factor in het nemen van dit besluit. Op Curaçao spreken belanghebbenden in de scheepvaart, van 'een mooie kans voor het eiland om bij zulke grote projecten betrokken te zijn, waarbij positieve profilering in de internationale shipping industrie een belangrijke rol speelt.'

Bij aankomst zal er 35 man aan boord zijn. Dit is het minimaal aantal mensen dat benodigd is om het platform veilig te bedienen en te onderhouden. De bemanning wordt om de 27 dagen gerouleerd, waarbij er tussen de tien en vijftien man van boord gaan. Mensen die op het platform accommodatie krijgen, gaan tijdens hun verblijf ook van boord. Het platform is in het bezit van Prosafe SE dat op internationaal niveau opdrachten krijgt en een groot assortiment aan 'accommodatie platformen' levert. Het bedrijf heeft 400 werknemers. Het hoofdkantoor is in Cyprus gevestigd en er zijn ook kantoren in Singapore, Schotland en Noorwegen. Prosafe is voorsnog in onderhandeling over een nieuw contract binnen het Caribisch gebied en de verwachting is dat dit per november in zal gaan, wanneer het schip zal vertrekken. **Bron : Amigoe**



The Turkish registered cargo ship " **SALIH KAPTAN** " leaving Valletta on 27-05-2010 - Photo : Getju Spiteri (c)

Marine Atlantic charters welcomed

The announcement of Marine Atlantic's lease of two new ferries was greeted mostly with cheers.

Marine Atlantic and the Department of Transportation announced the leasing of two ferries from the Stena Group. The sister ships **Stena Trader**, which was built in 2006, and **Stena Traveller**, which was built in 2007, will have a



capacity of 2,840 lane metres - a measure of vehicular capacity. The **MV Caribou** (1986) and **MV Joseph and Clara Smallwood** (1989) have 1,850 lane metres. That's an increase in capacity of more than 50 per cent for the new vessels over the **Caribou** and **Smallwood** that will be retired. The newer boats are expected to be more

fuel efficient, too. Gord Peddle, past chair of the Atlantic Provinces Trucking Association, said Friday was a good day for the trucking industry in particular, but the province in general. "We applaud what the federal government and Marine Atlantic are doing," Peddle said. "At the end of the day increasing the available capacity to the user has got to be a positive thing." He doesn't foresee wind being a big problem.

He doesn't know how many days will be lost because of high wind, but the vessels will be able to haul a lot of traffic and clear backlogs quicker. He noted the **Caribou** and **Smallwood** lose days to wind, in a similar fashion to the much-criticized Atlantic Vision. The Vision was leased from Tallink in 2009. There were a few operational incidents early in the Vision's tenure on the gulf. There were a couple of fires in the fuel heaters and a couple of docking

incidents that cost a bit of time. John Dicks, chair of Hospitality Newfoundland and Labrador, said the Traveller and the Trader are good vessels and he believes they'll be fine once they've been through the refit that will remove 12.5 metres from the mid-section of the boats. That will bring the overall length to 199.5 metres. Also an extra thruster is being installed to make the craft more manoeuvrable. The extra capacity is a boon and his organization is excited to see what the 2011 tourism season brings. "They (Stena) have a very good track record for designing and operating vessels that operate in the kind of environment we expect them to operate in - Newfoundland waters," Dicks said. "Stena is a known factor, so it's not like trying to move in a different direction with somebody else."

Don DiCesare, a frequent traveller on Marine Atlantic's ferry service, said by renting equipment from someone else for five years the government isn't looking at the long term. He'd like to see a fleet of Canadian-built ferries constructed just for the Gulf of St. Lawrence run like the **Caribou** and the **Smallwood**, rather than something that would have to be cut to fit in Port aux Basques.

One problem he can immediately see is the extra vehicle capacity in the new vessels is in the upper deck, part of which isn't covered. "I wouldn't want to put my car up there in the wintertime," DiCesare said. "It'll be covered with salt spray and everything else. "Instead of designing something properly for our service, they find whatever's around and that's what's wrong with them." The lease of two ferries from the Stena Line takes Gerry Byrne, MP for Humber-St. Barbe-Baie Verte, back to a kinder, gentler time in Marine Atlantic's history. He has fond memories of the boxy **Marine Nautica**, **Marine Atlantica** and **Stena Nordica** the Crown corporation acquired from the Stena Group decades ago. The **Atlantica** and **Nautica** were leased from Stena in 1974 and 1975 and bought in 1981. They sailed the Gulf run until they were sold in 1986 to service the island of Corsica, off Italy. The **Nordica** was leased in 1975, and the summers of 1977, 1979 and 1981 and stayed with the Stena line until she was sold later. "The Stena line is a long-time supplier of ferries to us," Byrne said. **Source : The Western Star**

OLDIE – FROM THE SHOEBOX



The **BETULA** seen in 1968 – **Photo : Coll. Kees Huisstede**

.... PHOTO OF THE DAY



The **ARIANA** seen outward from Rotterdam – Photo : Marijn van Hoorn ©

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