

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 152



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Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

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



**In total 16 steam powered tugs participated in the event "DORDT IN STOOM" which was held last weekend in Dordrecht (The Netherlands)
Photo : Hans Hoffmann (c)**

EVENTS, INCIDENTS & OPERATIONS

DORDT IN STOOM



Photo : Hans Hoffmann (c)

The bi-annual **Dordrecht Steam Festival** traditionally opened last Friday evening with a parade of workboats (operating in the Dordrecht area) and steamers of all age and size. Apart from marine steam there were also steam trains, steam vehicles, classic transport vehicles, etc.



The vessel traffic during the show is regulated by patrol boats of the Ministry of Transport with assistance from the water police and port of Dordrecht patrol boats. Commercial traffic continues as per usual and is guided through the parade. This varies from inland waterways cargo vessels to 6-barge push tows and deepsea vessels.

Photo left : Jan Steehouwer (c)



Photo : Job van Eijk (c)

Above seen the **ROEK** (built 1930, 180 ihp) followed by **ROSALIE** (1873 - 95 ihp) dwarfed by inland waters vessel **JOHANNA / JOHANNA II**. Total vessel length is 171 m x 11,45 m. The forward part is a detachable cargo barge. Tonnage (total) is 5270 tonnes. The forward part has its own propulsion system allowing it to enter and leave locks on its own. Due to the rigid link the combination transport large cargoes over to ports behind smaller locks while at the same time a larger crew to rig the connection is unnecessary. Text : Job van Eijk



China Offers Condolences Over Ship

Prime Minister Wen Jiabao of China offered condolences on Saturday to South Korea for the sinking of one of its warships in March, The Associated Press reported. China has faced growing pressure to rein in North Korea, its traditional ally, since an international investigative team placed blame for the warship's sinking, and the death of 46 sailors, on a North Korean torpedo. South Korea is pushing for the United Nations Security Council to censure the North.

Mr. Wen has joined the leaders of South Korea and Japan in a three-way summit on the southern Korean island of Jeju. "I hope this summit will conclude with solid results and that we will try together to ensure that it will contribute to world peace," Mr. Wen said, according to a Korean-language transcript released by the South Korean president's office and reported by the A.P. On Friday, the Chinese prime minister had promised that Beijing "will not protect anyone" once it had concluded who was responsible for the sinking. Mr. Wen had told the South Korean president, Lee Myung-bak, that China would make an "impartial judgment" on who was responsible for the sinking, said Mr. Lee's spokesman, Lee Dong-kwan.

"Once we have our conclusion, we will not protect anyone," Mr. Wen was quoted by the spokesman as saying, words that seemed to represent a shift away from China's former calls for calm on all sides. In its report on the talks in Seoul, China's official Xinhua news agency made no mention of Mr. Wen's pledge, but it did quote him as saying that China would assess the matter in an "objective and fair manner."

During the meeting, Mr. Lee made a detailed case as to why China should join international condemnation of North Korea, his aides said. Mr. Wen is trying to balance China's inclination to shield North Korea from further sanctions

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against the expectations of South Korea and Japan, its third and fourth largest trading partners, that Beijing will be a force for regional stability. On Friday, Japan said it would limit cash remittances to North Korea from Koreans in Japan.

South Korean officials have said they do not expect Beijing to rebuke the North at the Security Council, where South Korea, with American and Japanese support, will seek condemnation of the North next month.

South Korea is not seeking the imposition of new sanctions but wants to secure broad agreement, particularly with China, on the "will and intention to continue and deepen the existing sanctions," a senior government official told foreign correspondents in Seoul on Friday. Young technocrats in Beijing have begun to have "a new thinking" about China's ties with North Korea, the official said. But "at the top level," the official said, speaking on the condition of anonymity, "I don't see any serious change."

"There are only a few top-ranking old people who can decide China's North Korea policy," he said. "That's the reality."

Ever since investigators concluded last week that a North Korean submarine torpedoed the 1,200-ton **Cheonan** warship, international attention has focused on Beijing. Without the support of China, the North's biggest trading partner and benefactor, any campaign to formally punish the North is likely to fizzle.

So far, China has not formally endorsed the investigative report. North Korea has denied responsibility for sinking the Cheonan and has warned that any retaliation or punishment could lead to war. On Friday, the National Defense Commission, the North's highest ruling agency, headed by the country's leader, Kim Jong-il, issued a rebuttal of the major points on the investigative report, which it called a "fake."

North Korea does not own a 130-ton minisubmarine of the sort the South said was used to attack the warship, Maj. Gen. Pak Rim-su, a commission official, said at a news conference in the North's capital, Pyongyang, according to the North's official news agency, K.C.N.A. Nor did the North distribute brochures containing the specifications of its torpedoes to foreign clients, he said. The South Korean Defense Ministry cited such brochures in support of its report.

General Pak repeated the North's warning that the Korean Peninsula was heading to "the brink of war."

Mr. Wen was the first Chinese leader to meet Mr. Lee since South Korea formally accused the North of torpedoing its ship. He will also meet Prime Minister Yukio Hatoyama of Japan at the three-nation regional summit meeting on the resort island of Cheju over the weekend. Japan, which already bans trade with the North, said Friday that it would lower the limit on the amount of undeclared cash that could be carried to North Korea to 100,000 yen, or about \$1,100, from the current 300,000 yen, or \$3,300.

The maximum amount that can be sent to North Korea without being reported to the Japanese government was lowered to \$33,000 from \$110,000. **Source : NYtimes**



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The tug **DE DA** arrived in Gladstone (Australia) to collect the ill fated 230 mtr long ore carrier **SHEN NENG 1**
Photo : Nick Haslam (c)

Indian Ocean countries to get tough on piracy

Countries bordering the piracy threat in the Indian Ocean and the Gulf of Aden will have to act together to stem the attacks. At the Seychelles Conference, the participants agreed that to be effective a joined-up, short, medium and long term strategy was needed. In the short term, continuing deterring and capturing pirates remained a priority. In the medium term, the capacities of the countries in the wider region needed to be strengthened to enable them to prosecute and imprison pirates.

However, it was agreed that this strategy could only be achieved by addressing the underlying security challenges and development causes behind piracy. The partners also agreed to further develop and enhance their domestic action plans to fight piracy with a view to formulating a more comprehensive, coherent and sustainable regional strategy to be agreed at a further ministerial level conference to be convened in the very near future. At the conference, the EU reiterated its strong commitment to stand by the countries in the region together with the other international partners in order to help them to effectively address the piracy problem.

The conference partners included the Ministers of the Djibouti Republic, Kenya, Mauritius, Mozambique, Seychelles, South Africa and high representatives of the EU, plus other international organisations. Meanwhile, the EU's counter-piracy operation claimed a spectacular success against pirates recently by quickly responding to a tanker's distress signal after the vessel came under fire from pirates off the east African coast. The attack took place off the island of Zanzibar, Tanzania, in east African waters south of Somalia, according to EUNAVFOR.

Klaus Oldendorff's LR1 '**Nordneptun**', adopted 'best management practices' by immediately radioing for help and starting evasive manoeuvres. The ship successfully evaded the first attack, but the pirates were still around. Within an hour, an EUNAVFOR frigate, which was in the area, responded to the distress at the same time, '**Nordneptun**' was coming under attack again, this time by two pirate skiffs. The frigate launched its helicopter and disrupted the attack and upon closing with the tanker, fired warning shots at the skiffs, which gave up their attacks and fled into Tanzanian territorial waters. **Source: Tanker Operator**

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REDDINGBOOT ORANJE GEDOOPT



Afgelopen zaterdag 29 mei heeft de tophockeyster en ambassadrice van Oranje Casino, **Ageeth Boomgaardt**, de nieuwe reddingboot voor KNRM station Veere gedoopt, de naam van de reddingbot is **ORANJE**.

Photo : **Adri van de Wege** ©

Oranje Casino vindt dat zij een taak heeft richting maatschappij. Ze schenken daarom jaarlijks een gedeelte van de winst aan goede doelen. Speciaal voor Oranje Casino selecteren de ambassadrices, de tophockeysters Mijntje Donners en Ageeth Boomgaardt jaarlijks een aantal goede doelen. Uiteindelijk bepaalt u als speler bij Oranje Casino naar welk goed doel het meeste geld gaat.



De **ORANJE** is gebouwd door **Mare Safety AS** in Ulsteinvik (Noorwegen) en geschonken aan de KNRM door **Oranje Casino**, de boot met een lengte van 9 meter heeft buiten haar bemanning van 4 personen een capaciteit van 20 personen en is voorzien van een 435 pk diesel welke een waterjet aan drijft waarmee een maximum snelheid kan worden gehaald van 35 knopen

Foto links : **Hans Hoogesteeger** ©

Dezelfde dag werd tevens een monument onthult, gemaakt door kunstenaar **Toos van Holstein** uit Middelburg, voor de redders van Veere door de kapitein van de sleepboot **Ebro**, **JAN BRUINS** en **BOETE MINNEBOO**, opstapper matroos van de reddingboot **MARIA CAROLINA BLANKENHEYM**, welke op 11 januari 1958 de 19 bemanningsleden van de sleepboot **Ebro** redde voor de kust van Walcheren.

Foto rechts : **Hans Hoogesteger** ©
Foto onder : **Adri van de Wege** ©



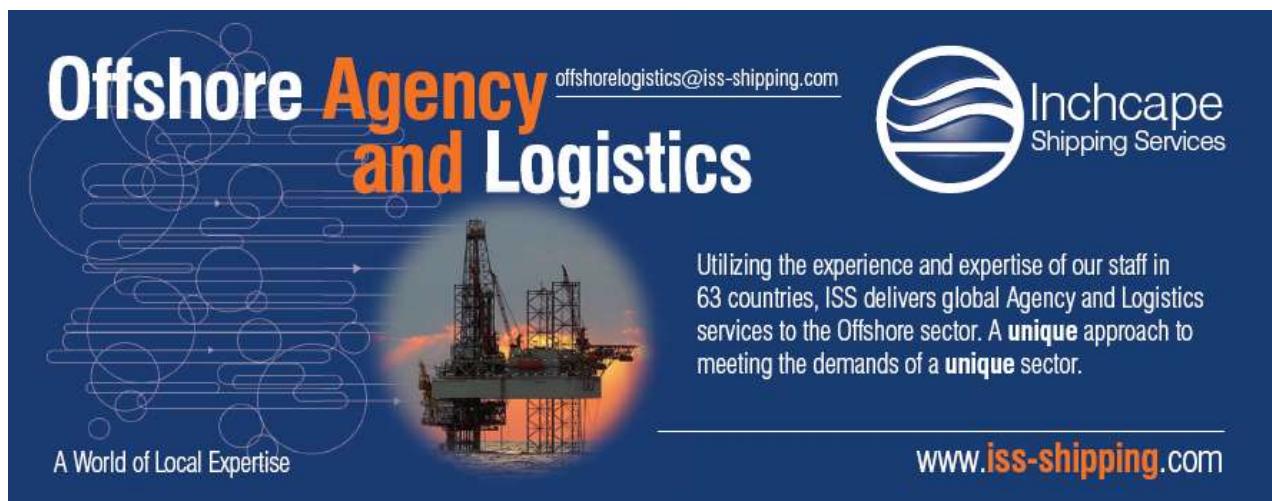
Boven het monument in de gevel van Kaai 33 te Veere, met **BOET MINNEBOO** (opstapper van de reddingboot), **FRANS MINNEBOO** (zoon van de schipper van de reddingsbot en oprichter Stichting Reddersmonument Veere), en **JAN BRUINS** (kapitein van de sleper **EBRO**)

BIMCO's 2011 AGM to be held in Vancouver June 6-8, 2011

THE Baltic and International Maritime Council (BIMCO) is to hold its General Meeting in Vancouver, British Columbia from to June 6-8 next year with a series of Seatrade events to follow including a high profile speaker's conference focusing on matters central to shipping industry concerns.

The venue location is important given British Columbia port's increasingly importance as a focal point in the past twenty years for the Pacific trades allowing shipping people from North America, Far East and Europe to network during the conference and social programme. BIMCO's, the largest international shipping association has a total membership of approximately 2,600 individual members from 123 countries, composed of shipowners, shipbrokers and agents and other entities with an interest in or associated with the Maritime Industries. It is accredited as a Non-Governmental Organisation (NGO).

In recognition of its position within the international shipping community, the US Coast Guard formed a partnership agreement with BIMCO to jointly address issues of regulatory compliance and maritime governance in an effort to find practical and workable solutions for shipowners plying US trade **Source : SChednet**



Israel boards Gaza-bound ships, 15 dead

About 15 people were killed on Monday when the Israeli navy intercepted ships carrying aid and pro-Palestinian activists toward the Gaza Strip, Israel's private Channel 10 television said. As a diplomatic furore took shape, especially with long-time Muslim ally Turkey whose flag some of the ships were flying, an Israeli minister said: "The images are certainly not pleasant. I can only voice regret at all the fatalities." Israeli Trade Minister Binyamin Ben-Eliezer gave no details of what Channel 10 said were 14 to 16 deaths. But he told Israel's Army Radio: "I can also understand ... how soldiers are coming down and are set upon with batons and tools. "The moment someone tries to snatch your weapon, to steal your weapons, that's where you begin to lose control."

The bloodshed thwarted Israel's hopes of avoiding casualties -- which could hurt its diplomatic relations, especially with Turkey, where media reported ministers were meeting. Israel's Western allies have also been critical of its Gaza embargo. Turkey said it "strongly protested" against the military action, calling the interception of the ships unacceptable and cautioning in a statement issued by its Foreign Ministry that "Israel will have to endure the consequences of this behaviour".

Israel has said it was absolutely determined to maintain its blockade of the Islamist-controlled Palestinian territory of 1.5 million, citing fears that arms supplies could reach Hamas by sea. It has previously halted such activist ships, although some others have reached Gaza before. Greta Berlin, a spokeswoman for the Free Gaza Movement which organised the convoy said she was told of 10 dead by an Israeli lawyer for the group but had had no contact with the ships. "How could the Israeli military attack civilians like this?" she said. "Do they think that because they can attack Palestinians indiscriminately they can attack anyone? "We have two other boats. This is not going to stop us." Israeli media said some marine commandoes were slightly hurt. Captured ships were sailing toward Israel's southern Mediterranean port of Ashdod, media said.

The convoy set off in international waters off Cyprus on Sunday in defiance of an Israeli-led blockade of the Gaza Strip and warnings that it would be intercepted. The flotilla was organised, among others, by a Turkish human rights organisation. Turkey had urged Israel to allow it safe passage and said the 10,000 tonnes of aid the convoy was carrying was humanitarian. Turkey, long Israel's best Muslim friend and a key ally in a hostile Middle East, was highly critical of Israel's attack on Gaza 18 months ago, in which 1,400 Palestinians were killed. Relations between the two states are now distinctly chilly and bloodshed at sea will do nothing to improve them.

France24 television aired video of a woman in a Muslim headress holding a stretcher with a large bloodstain on it. Below her lay a man, apparently injured, in a blanket. CNN showed pictures of a commando apparently rappelling down a rope and clashing with a man wielding a stick. Other TV images showed what appeared to be rubber boarding launches. The United Nations and Western powers have urged Israel to ease its restrictions on Gaza to prevent a humanitarian crisis. They have been urging Israel to let in concrete and steel to allow for postwar reconstruction. Israel denies there is a humanitarian crisis in Gaza, saying food, medicine and medical equipment are allowed in regularly. It says the restrictions are necessary to prevent weapons and materials that could be used to make them from reaching Hamas. (See the video clip of the action [here](#))



Above seen Solar Chartering & Towage tug **COURBET** towing the 8200 ts newbuilding hull Damen-Bergum BN 9412 passing the Bosphorus enroute from Kerch (Ukraine) to Harlingen

Photo : via Herbert Westerwal – Westcoasting

Israel 'regrets' the dead in convoy raid

Israel on Monday expressed its "sorrow" over those killed when Israeli navy seals stormed an aid convoy destined for the Gaza Strip, an Israeli cabinet minister said.

"I can only express my sorrow over all the deaths," Industry and Trade Minister Binyamin Ben Eliezer told army radio by phone from Doha where he is attending the World Economic Forum. He did not give a figure for those believed killed in the early-morning raid targeting six aid ships destined off the coast of Gaza.



Tanker acquisitions double from last year

As improved sentiment and a bullish stance from ship owners hit the market from the beginning of the year, on renewed optimism on the recovery prospects of the global economy (despite the recent hick-ups). As a result the volume of tanker transactions on the second hand market this year has almost doubled that of the same period of the previous year. According to the latest weekly report from Mcquilling Partners, investors are anxiously acquiring tonnage, as asset prices keep on recovering from the lows back in late 2009. "As the demand for tanker-borne trade rises in line with economic recovery, improved earnings in the freight markets have spurred an increase in asset values over the last six months. But as the international community emerges from widespread recession, the path for growth is anything but certain. Various blips on the radar, such as the sovereign debt instabil

"We've observed a spike in the number of secondhand tanker transactions this year, with nearly 110 sales recorded in the first five months (MR-VLCC, not including FSO). Liquidity is returning to the asset markets, particularly in comparison to 2009 when only 59 sales were recorded through May. However, while the current level of sales has significantly increased from 2009, it is still shy of the 126 vessels sold during the same period in 2008" said Mcquilling. Of course, as was the case back in 2008, investors couldn't wait to jump into the freight markets, with earnings skyrocketing, as a result of new highs in global demand for liquid fuels. It's worth noting that VLCCs were earning over \$165,000/day at the peak, and the BDTI hit 2,347. The resulting demand for tonnage brought on record-breaking asset values, driving the value of a five-year old VLCC up to \$155 million. As 2008 progressed and consumers reacted to \$147/barrel crude prices, the demand for tankers and freight rates plummeted. The BDTI dropped to 1,340 only one month after its all-time peak, and asset values reacted sharply. Tanker earnings continued their descent into 2009, and only saw glimmers of a recovery in the fourth quarter as demand began to improve. During 1H2009, VLCCs earned \$28,100/day on the spot market which deteriorated the value of five-year old tonnage down to \$72 million, or by 54% in just over one year.

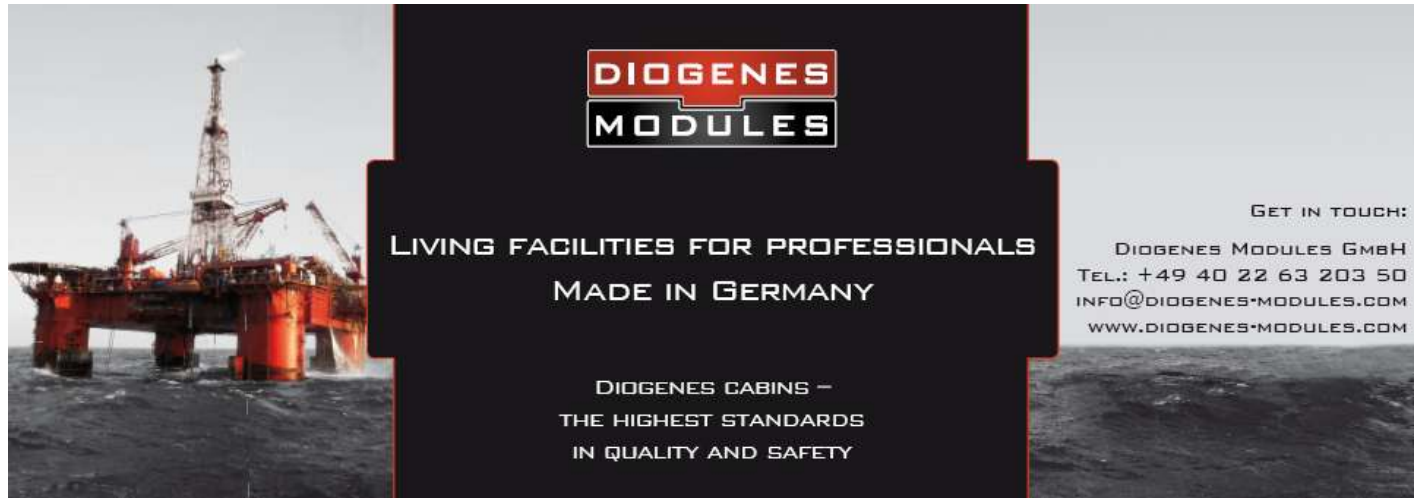
"2010 has enjoyed some recovery in freight rates. VLCCs have averaged \$41,200/day, up 47% from the same period last year. With the prospects of profitable ownership revisited, the demand for tanker tonnage is returning. We note that the growth in asset values has lagged the freight market's recovery, but December 2009 appears to have been the bottoming out that investors were waiting for before returning to the asset markets. With asset values still reasonably low, and earnings relatively healthy, the uptick in secondhand tanker sales is likely to continue until demand exaggerates prices, or earnings take another dip. Either way, we fear that the road to recovery in the tanker asset markets will be as bumpy and volatile as the path out of economic recession" concluded the report. Earlier, the US-based company had noted that the rapid phasing out of older single hull vessels, already from 2009, has also played its part, in terms of determining the new balance between supply and demand. 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.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



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High supertanker demand fails to stem supply growth

The highest monthly demand for supertankers in more than two years failed to curtail an expansion in the number of vessels seeking cargoes in the Middle East, the world's largest export region for crude oil. There are 19 percent more very large crude carriers, or VLCCs for hire in the Persian Gulf over the next 30 days than there are cargoes that need shipping, according to the median estimate of five shipbrokers and one owner surveyed by Bloomberg New. A week ago, the excess was 12 percent. "May was the busiest month since April 2008 for the number of liftings reported," London-based shipbroker Galbraith's Ltd. said in a report late May 21, referring to cargo loadings. Supply swelled because Asian refineries performing routine yearly maintenance offered ships for hire that they don't need themselves, it said. Charter rates fell for a fourth straight week last week, declining 1.5 percent to 70.32 Worldscale points on the industry benchmark Saudi Arabia-to-Japan route. Income from the route climbed 5.4 percent to \$31,846 a day following the biggest weekly drop in fuel costs since July.

The global price of ship fuel at 25 ports worldwide fell 7.7 percent to \$432 a metric ton last week, according to data compiled by Bloomberg. That was the biggest decline since the week ended July 10. Ship fuel represents the largest running cost for most owners and prices normally track crude oil. Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in US dollars a ton, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates. Each flat rate assessment gives owners and oil companies a starting point for negotiating hire rates without having to calculate the value of each deal from scratch. Source: Alaric Nightingale, Bloomberg

Maersk and Greenpeace form coalition to punish politically incorrect fish shippers

Maersk Line, the company that each year adds more meaning to the term "knee jerk" has decided that it will no longer be an ocean cargo carrier in free commerce. Instead Maersk will stand beside Greenpeace as the god-like decider of what stuff is fit to fit in its holds and on its deck.

Stimulated by Greenpeace, Maersk is offering a huge seafood market to any rival wanting to call New Zealand where 40 percent of the commercial products were carried to market by Maersk.

The reason? Greenpeace has convinced Maersk to decline "at-risk marine species worldwide," including orange roughy caught in New Zealand waters Antarctic and Patagonian toothfish, or any species of shark and whale. Although not specifically mentioned, the ban will likely include canned tuna. Fresh tuna usually travels by air.

"We recognise the global concerns over the overfishing of toothfish species and support efforts to curb this trade," Maersk Line head of global seafood David Pawlan said. "The checks and processes that we have implemented with our global offices help prevent the transportation of these species as well as illegal, unreported, and unregulated catches of other species."

Greenpeace oceans campaigner Karli Thomas said if the New Zealand government and fishing companies did not stay ahead of the global sustainability movement, New Zealand's seafood industry could end up gutted.

"The net is closing on destructive fisheries as retailers continue to reject unsustainable seafood and now a major shipping company is refusing to transport a number of species plundered from our oceans," Thomas, who is not a Maersk stockholder, said.

Thomas said Maersk's refusal to ship Antarctic toothfish is in line with a growing movement to protect the Ross Sea. But the New Zealand Ministry of Fisheries said New Zealand worked closely with other countries as part of the international conservation convention to manage the Ross Sea and its fisheries. It said fisheries, including southern bluefin tuna and orange roughy, were carefully managed to ensure sustainability using a "world leading quota management system".

The ministry said New Zealand's main orange roughy fishery catch limits had been reduced by almost 40 percent over the past five years, and others had been closed when science showed that was what was needed to protect sustainability.

Ministry of Fisheries deputy chief executive of fisheries management Gavin Lockwood said bottom trawling was the main fishing method for catching orange roughy, and it was closely managed.

"We know which fishing vessels are bottom trawling. We use satellite monitoring so we know exactly where they are fishing and we require detailed catch reports so we know how much is being caught."

Lockwood said 17 areas had been closed to bottom trawling, equal to 1.2 million square kilometres -- among the largest closure of their type anywhere in the world. The Green Party said the Maersk's refusal to ship orange roughy added to the rising tide of international rejection of the country's seafood industry.

Its oceans spokesman Gareth Hughes said New Zealand could have a better performing industry if our fisheries were managed with precaution and the export brand was enhanced. "Consumers have power, and because of them, companies like Maersk, which carries around 40 percent of New Zealand's seaborne trade, are sending some clear signals to our government." Maersk is the company that employed a business plan where one division - APM - owned and operated port terminals and the APM division charged Maersk's liner services division an ever-increasing amount to use the APM terminals to offload cargo. And they could not figure out why they were losing money!

What next? Maersk will no longer carry products using animal hair? No more lead-based materials, no more copper-based products, no more offensive bling jewelry or Speedo bathing suits?

At least this ought to open a new category of maritime jobs, **politically correct cargo manifest inspectors!**

Source : [seshippingnews](http://seshippingnews.com)

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Rig operators made a 'fundamental mistake'

OPERATORS on the rig that exploded over British Petroleum's (BP's) oil well in the Gulf of Mexico made a "fundamental mistake" by ignoring a "very large abnormality" in a pressure test, according to a congressional memo this week.

An investigator for BP told the House of Representatives energy and commerce committee that the operators erred by releasing pressure in a "kill line" while pressure in a drill pipe was at 1400 pounds per square inch, according to the memo dated Wednesday and signed by Democratic representatives Henry Waxman and Bart Stupak.

"BP's investigator indicated that a 'fundamental mistake' may have been made because this was an 'indicator of a very large abnormality'", the legislators wrote in the summary prepared for members of the panel, which was to hear more testimony on the spill later yesterday.

The congressional memo provides an account of events on the rig in the 24 hours before the April 20 explosion, based on the BP investigator's interpretation. It did not include information from Transocean, owner of the rig that exploded, or Halliburton, the contractor involved in cementing the well. Executives of the companies have publicly disputed responsibility for the explosion, in what US President Barack Obama has called a "ridiculous spectacle".

Operators on the rig missed warning signs, including indications that more fluid was flowing out of the well than was being pumped in, according to the memo.

Five hours before the blast, a riser pipe had a loss of fluid, suggesting leaks. Four hours before, a system gained 15 barrels of fluid when five were expected, suggesting an "influx from the well", the memo said. Later, 41 minutes before the explosion, the pump was shut down and pressure unexpectedly increased.

The operators also had trouble with cement used to hold back gas in the well, and a step in the cementing process had to be repeated nine times, according to the memo.

A test performed after cementing was complete "may not have been definitive". The cement may have been contaminated, making it weaker than it was intended to be, according to the memo.

Separately, the US government estimated in a report released that up to 25000 barrels, or 3,97-million litres, of oil a day are spewing from BP's Gulf of Mexico well, meaning the spill has eclipsed the previous worst US oil spill, the 1989 **Exxon Valdez** disaster.

US geological survey director Marcia McNutt said various government teams examining the oil spill estimated the flow ranges from 12000 barrels (1,9-million litres) to 25000 barrels per day.

McNutt heads up a panel of experts set up by the government to determine how much oil is flowing from the ruptured well. BP had previously estimated the spill rate since the well blew out last month at 5000 barrels a day. BP declined immediate comment on the government's estimate of the oil spill flow rate.

When the **Exxon Valdez** hit an undersea reef in Prince William Sound, Alaska, in March 1989, it spilled a total of about 260000 barrels (41,34-million litres) of oil into the sea. Bloomberg, **Source : SAPA**



The British borderguard patrol vessel **VALIANT** seen off Hoek van Holland – **Photo : Martin Kramer ©**

Naval detachment arrives in Bay

TWO South African Navy vessels tasked with ensuring maritime security of the World Cup arrived in Algoa Bay yesterday afternoon.

The frigate **SAS Amatola** and supply ship **SAS Drakensberg** arrived in Port Elizabeth as part of the defence force's R235-million budget aimed at protecting soccer stadiums around the country from threats.

Navy joint operations spokesman Captain Jimmy Schutte said only the **SAS Drakensberg** had been permitted to dock, as it was offloading underwater security equipment for the harbour and other gear.

The **Drakensberg** was scheduled to leave early today, while the **Amatola** would stay in the bay, patrolling the coastline, until the end of the weekend. Schutte said the heavily armed **Amatola** was being used for a variety of functions, one of which was to assist the SA Air Force build up a comprehensive air picture over each stadium.

"The ship's radar is used to formulate a picture and its surroundings," he said. "The aim of this is to identify any air or sea threats at a stadium." The **Drakensberg** carries a crew of 130 and the **Amatola** 180.

Source : weekendpost.co.za

BP's 'top kill' plan fails

BP's "top kill" operation to plug the ruptured well in the Gulf of Mexico has failed, the energy giant said, in a stunning setback to efforts to stem the worst oil spill in US history. BP and federal authorities said they are now turning to a new strategy to stop the leak, but it will take at least four to seven days before it can be put into place.

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At least 20 million gallons are now estimated to have gushed into the ocean since the disaster unfolded five weeks ago, threatening an environmental and economic catastrophe across hundreds of kilometers of the US Gulf Coast.

"After three full days of attempting 'top kill,' we have been unable to overcome the flow from the well, so we now believe it's time to move on to the next of our options," BP Chief Operations Officer Doug Suttles told a press briefing.

President Barack Obama called the developments "enraging" and "heartbreaking." Engineers had spent days pumping some 30 000 barrels of heavy drilling fluid into the leaking well head on the ocean floor in a high-pressure bid to smother the gushing crude and ultimately seal the well with cement.

But the effort failed, and when asked specifically why, Suttles had no direct answer. "We don't know that for certain," he said, adding that "we were unable to sustainably overcome the flow."

The announcement marks the latest failure for BP, which despite a series of high-tech operations over the past month has appeared powerless to bring the disaster to heel since an explosion on the BP-leased Deepwater Horizon oil rig April 20 which killed eleven workers. The rig sank two days later.

The British energy giant had stressed that "top kill" was the best chance at stopping the leak other than drilling an entirely new relief well, a process that has already begun but is expected to take another two months.

"Obviously, we're very disappointed in today's announcement and I know all of you are anxious to see this well secured," US Coast Guard Rear Admiral Mary Landry told the briefing. "It's been our number one goal since day one, but we also want to assure you we've had a very, very aggressive response posture and we're going to continue to do so," she said.

Efforts will now focus on severing the damaged riser pipes that lay crumpled on the ocean floor, then installing a containment device that could capture the leaking oil and syphon it to the surface.

BP and the Coast Guard said it would take four to seven days before the contraption — dubbed the "Lower Marine Riser Package," or LMRP — can be put in place. And Suttle said even if LMRP works, it would only contain a majority of the oil and not all of it. BP chief executive Tony Hayward said he was "disappointed" in the operation's failure but stressed that company officials "remain committed to doing everything we can to make this situation right."

The setback came a day after President Barack Obama visited the region for the second time since the oil spill began 40 days ago, in an attempt to bring new urgency to the response. Obama toured some of the affected areas in Louisiana on Friday and pledged "to continue to do whatever it takes to help Americans whose livelihoods have been upended by the spill."

Obama said he would triple the number of workers clearing up soiled beaches, after he saw the effects of the spill up close, picking up and examining tar balls that washed ashore in Louisiana.

"I'm here to tell you that you're not alone. You will not be abandoned. You will not be left behind," he promised to local residents.

Since the oil spill began, an estimated 12 000 to 19 000 barrels of crude have been gushing into the Gulf each day.

The disaster has already closed stretches of coastal fishing waters, endangering the seafood industry and tourism businesses, and threatening a catastrophe for Louisiana marshes, home to many rare species.

Government data released Thursday suggested between 18.6 million gallons and 29.5 million gallons of oil have poured into the Gulf — far more than the roughly 11 million gallons of crude spilled in the 1989 Exxon Valdez disaster. Amid the environmental catastrophe, there were also growing fears for the health of cleanup workers exposed to the oil and chemical dispersants. Four more crewmen aboard ships helping burn off surface oil were evacuated to hospital late Friday after falling ill, a day after the Coast Guard announced that seven workers were evacuated for medical

emergencies. Landry said Saturday that the Coast Guard would continue to use subsea dispersants, chemicals which help break up the crude into droplets that can evaporate or biodegrade more quickly, but which critics say could be a health hazard.

On Saturday, Louisiana state officials called on BP to create a 300-million-dollar fund to mitigate the immediate and long-term impact of the spill on businesses and local residents.

State agencies also sent a letter to the British oil giant seeking another 457 million dollars to fund a 20-year seafood safety plan, warning that "the future of this industry is in peril." **Source : iafrica.com**

Australia sues Japan over whaling

"We want to see an end to whales being killed in the name of science in the Southern Ocean," said Environment Protection Minister Peter Garrett (pictured in 2009) as Australia announced it would start legal action to stop Japan hunting whales next week, following years of tensions over the annual slaughter in waters near Antarctica.

Australia will start legal action next week to stop Japan hunting whales, officials said Friday, abandoning diplomacy after years of tension over the annual slaughter in waters near Antarctica.

Documents will be submitted to the International Court of Justice in The Hague "early next week", Australian officials said after repeatedly threatening proceedings in recent months. "We want to see an end to whales being killed in the name of science in the Southern Ocean," said Environment Protection Minister Peter Garrett. "Today's announcement of legal action shows the government is taking steps to bring a permanent end to whaling in the Southern Ocean."

Japanese Fisheries Minister Hirotaka Akamatsu called the announcement "very disappointing", adding that Japan's "research whaling" was approved under the rules of an international moratorium on commercial whaling.

Foreign Minister Stephen Smith said the government had been unable to find a diplomatic solution to the problem, despite protracted bilateral talks and debate within the International Whaling Commission (IWC).

"The Australian government has not taken this decision lightly," said Smith. "But recent statements by whaling countries in the Commission have provided Australia with little cause for hope that our serious commitment to conservation of the world's whales will be reflected in any potential IWC compromise agreement," he added.

Smith denied the action would affect relations with Japan, one of Australia's top two export markets, describing it as "a disagreement in one element of a relationship that is deep, broad and multi-dimensional".

Australia, along with New Zealand, has consistently opposed Japan's whaling which it carries out under a loophole in the 1986 international moratorium that allows "lethal research".

Canberra hardened its rhetoric in recent months, warning Japan that diplomacy would "come to an end this year" as it lodged a bold plan to phase out the controversial hunts with the IWC. Tokyo has defended the legality of its program and described as "extremely regrettable" Australia's bid to abolish so-called "scientific whaling" and stop harpooning in the Southern Ocean within five years.

After months of wrangling, the IWC last month adopted a compromise proposal that would bring Japan, Iceland and Norway back under the control of the 88-nation global body and allow for limited catches. Australia attacked the compromise, under which Japan's Antarctic catch would go down to 410 whales next season -- from about 500 this year -- and then 205 in the 2015-2016 season. Dramatic confrontations between militant anti-whalers and harpooners have stoked the tensions, with the Sea Shepherd Conservation Society harassing Japan's fleet on the high seas.

This week New Zealand activist Pete Bethune went on trial in Tokyo for boarding a whaling ship in retaliation for a collision that sunk Sea Shepherd's high-tech **Audy Gil** powerboat in January. Bethune, 45, was detained by the whalers

and taken back to Japan, where he was formally arrested by the Japanese Coast Guard and charged with obstructing business, trespass, property destruction, weapons violations and assault.

He pleaded guilty to all but the assault charge, which relates to his firing a rancid butter stink-bomb during a February 11 clash with whalers. Bethune faces up to 15 years in prison and a verdict is expected in June.

Australian investigators probing the incident said they were unable to draw firm conclusions about who was at fault due, in part, to Japan's refusal to cooperate with them. Japan and New Zealand are yet to release the findings of their own inquiries into the clash. **Source : citizen.co.za**

NAVY NEWS

India Deploys Eastern Fleet to Indonesian Exercise

The Indian Navy has deployed its Eastern Fleet to Indonesia to participate in a multinational naval exercise.

The deployed vessels include the guided missile destroyers **INS Rana** and **INS Ranjit**, fleet tanker **Jyothi** and missile corvette **Kulish**. As part of the deployment, the vessels will participate in passage exercises with navies from other countries including Indonesia, Australia and Singapore.

During the transit, the Indian vessels will make port at Vietnam, Phillipines, Brunei, Thailand, Australia and Malaysia.

The ships of the Eastern Fleet are scheduled to be homeported by end of June 2010. **Source : naval-technology**

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Japanese Ship Orders Double in April

After falling for 14 months in a row, Japanese export ship orders rose for the fifth consecutive month in April on a year-on-year basis, surging 103.3 percent to 833,791 gross tons, according to figures released by the Japan Ship Exporters' Association. The gross tonnage was still 46.7 percent lower than in April 2008. The April rise followed increases of 71.5 percent in December, 50.5 percent in January, 30.8 percent in February and 69.4 percent in March. The robust growth figures compare with extremely low year-earlier levels. Japan's export ship orders suddenly plunged in October 2008 due to the deep global economic downturn triggered by the financial crisis that erupted in the United States the previous month. In April, Japanese shipbuilders received orders for 20 export ships -- 19 bulk carriers and one general cargo ship. The 20 ships total 394,220 compensated gross tons.

Takao Motoyama, chairman of the Shipbuilders' Association of Japan, said the shipping market is now on a recovery trend, led by bulkers, and Japanese ship orders are also improving. "But it would be too hasty to heave a sigh of

relief," Motoyama, who is also chairman of Mitsui Engineering and Shipbuilding, said at a recent regular press conference. Japanese export ship orders sank at their fastest pace in 17 years in fiscal 2009, which ended on March 31, plummeting 56.5 percent from the previous fiscal year to 6,340,591 gross tons. The fiscal 2009 decline followed a drop of 46.8 percent in fiscal 2008.

The fiscal 2009 gross tonnage was also the lowest since fiscal 1992. Japanese shipbuilders received orders for 119 export ships in fiscal 2009, the smallest number since fiscal 1992. Japan, the world's second-largest economy, started providing official financial support recently to shore up slumping vessel exports, through the government-affiliated Japan Bank for International Cooperation, one of the world's biggest international financial institutions.

Source: Journal of Commerce



The **British Serenity** seen heading stern first down the Tyne to swing at the slack and then out to sea after a 4 week refit at A&P, Hebburn yard. - **Photo : Kevin Blair** ©

China shipyards' contracts up 10 times in Q1

First-quarter portfolio of orders of Chinese shipbuilding companies increased more than tenfold over the same period last year, the Transport Business reports citing the report of the Ministry of Industry and Information Technology of China. According to the Ministry, in January-March this year, Chinese shipyards have received orders for building vessels with total deadweight of 12.8 million tons versus 980,000DWT ordered in Q1, 2009. The number exceeds by 37% the new ships contracts across the world.

In Jan.-Apr, 2010 portfolio of orders of Chinese shipbuilders rose to 18.6 million tons. Source: PortNews

Cicek Shipyard to return to ship repair market

TURKISH shipbuilder Cicek Shipyard is to return to the ship repair market utilising its Panamax building dock at Tuzla Bay.

The company has been concentrating on new ship construction since 2003 but with the downturn in the market, it has decided to broaden its activities so as to maintain employment for its skilled workforce and to maximise utilisation of its dry dock and fitting out quays. With an internal length of 225 metres and a width of 37.5 metres, the dock is

capable of accommodating most Panamax vessels. Furthermore, the availability of a 300 tonne gantry crane on the dock will enable Cicek to undertake conversion projects as well as more routine repairs and dry dockings. In early May, the 58,000 deadweight tonne bulk carrier **Kaptan Arif Bayraktar** was floated out of the dry dock, clearing the way for this facility to switch to ship repair. However the company will continue to construct newbuildings in its yard utilising two slipways, one capable of accommodating ships up to 26,000 dwt and the other suited to the construction of smaller, more specialised vessels up to 5,000 dwt.

Cicek has already won its first ship repair contact with the 35,795 dwt Italian chemical tanker **Maritea**. She will undergo an intermediate survey together with some general maintenance work. **Source : Schednet**

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Fairmount Summit seen at anchor at Rio de Janeiro 29/05/2010

Photo : Kees Drent - M.V. Singapore (c)

SA shipping company goes global

Sturrock Shipping, a leading Ships' Agency and Clearing & Forwarding company in sub-Saharan Africa has announced the acquisition of a successful and established ship's agency business in Australia. The deal will provide Sturrock Shipping with an immediate nationwide presence in Australia as well as improved access to the burgeoning Asian and sub-continental markets.

Sturrock Shipping has acquired 100% of the share capital of the operating companies held by Meware Pty Ltd. These companies include Hetherington Kingsbury Shipping Agency Pty Ltd and the McArthur Shipping & Agency Co Pty Ltd – the two largest companies – as well as Pacific Shipping Agencies Pty Ltd and West Coast Shipping Agencies Pty Ltd. Sturrock Shipping was founded in 1969 in South Africa. Over the last decade it has expanded its operations into Africa, establishing a presence in Mozambique, Kenya, Tanzania, Madagascar, Angola and Sudan. The company is currently seeking to broaden its reach to include Namibia, Ghana, Sao Tome, Equatorial Guinea and Gabon. The Australian deal establishes the company as an international ship's agency with significant experience in both the tanker market - Sturrock Shipping's traditional specialisation - and the dry cargo and liner business (HKSA and McA's specialisation).

Sturrock Shipping Managing Director Andrew Sturrock says that Australia provides a compelling business case for investment, both in its own right and by virtue of its proximity to Asia. "Australia's resilience through the global economic downturn has emphasized its credentials as one of the world's strongest developed economies - one with good future prospects. It offers investors political and economic stability and a sophisticated and transparent business, legal and regulatory environment. "Key clients, however, are typically non Australian-domiciled and include the usual spread of international owners, charterers and traders. The international Principals represented are predominantly Asian with some companies having been represented for more than 35 years.

"The global economic recovery bodes well for the future of these ships agency businesses as Australia is a large exporter of commodities (including coal and iron ore) and agricultural produce (including maize and sugar), and has Asia on its doorstep," he says.

Sturrock also notes that Hetherington Kingsbury Shipping Agency and the McArthur Shipping & Agency Co are two of the last big agencies left that could be acquired in Australia and that McArthur's is a stakeholder of the international ship's agency network S5, which is represented in South and East Africa by Sturrock Shipping. He says that in terms of the deal, Michael Phillips, current Managing Director of Hetherington Kingsbury and McArthur and a Director of Meware, has agreed to continue in the position of CEO of the operating companies going forward. All other members of staff will also be retained.

"These businesses are fully functioning going concerns that are extremely well run. With 13 offices around Australia, they provide us with a nationwide presence and a platform to market Sturrock more effectively and efficiently in Asia. We have a wealth of experience in the international ship's agency business and look forward to the opportunity to exploit the numerous synergies that exist between the southern African and Australian companies," he concludes.

Source: Sturrock Shipping

Iran orders six Chinese LNG tankers

Iran has ordered six tankers from China to transport the liquefied natural gas (LNG) it hopes to export from its giant gas reserves, the semi-official Fars news agency reported on Sunday. The order -- worth \$200 million to 220 million per ship -- is a sign that China's economic relations with Iran remain fairly good despite Beijing backing a new draft of U.N. sanctions meant to pressure Tehran over its uranium enrichment. Mohammad Souri, managing director of the National Iranian Tanker Co., said Iran usually bought South Korean ships but had judged the Chinese offer better value for money. In another sign of cordial relations, a Tehran city council official said on Sunday that China has granted Iran a 1-billion euro (\$1.23 billion) loan for infrastructure investment such as roads, Fars reported.

Unlike Qatar, its neighbour across the Gulf with which it shares the vast South Pars gas field, Iran does not yet produce LNG. The development of Iran's gas industry has been hampered by years of sanctions which have deterred foreign investors.

In a sign of China's growing importance in the OPEC member's energy industry, last year the China National Petroleum Corporation clinched a \$4.7 billion deal to develop phase 11 of South Pars, replacing France's Total. It is also in talks about developing Iran's LNG industry.

As China's economy has boomed in recent years, it has used its financial clout, in the form of loans or investments, to strengthen ties with mineral-rich countries around the world, including Iran, its third-largest crude oil supplier. China has said new sanctions against Iran, to be discussed by the U.N. Security Council, must not hurt "normal trade". "The purpose of sanctions is to bring the Iranian side to the negotiating table," China's U.N. Ambassador Li Baodong said shortly after Beijing gave its backing to a draft which the United States and Europe had been pushing for months. "The sanctions are not for punishing innocent people and should not harm normal trade." **Source: Reuters**

Georgia's deepwater ports generate jobs, income for state

GEORGIA's deepwater ports are expected to remain one of the state's strongest economic engines, according to the results of a study conducted by the Georgia Ports Authority (GPA).

GPA's executive director Curtis Foltz said, "The fundamental finding of this study is that the state's strategic decisions to invest in our two deepwater ports have contributed to substantial economic activity in Georgia."

The study entitled, "The Economic Impact of Georgia's Deepwater Ports on Georgia's Economy in FY2009," reveals that even during one of the worst recessions since the Great Depression, Georgia's ports sustained jobs and increased its economic impact for the state. The study was conducted by the Terry College of Business at the University of Georgia based on statistics from July 1, 2008 through June 30, 2009.

"The outstanding performance of Georgia's deepwater ports reflects strong competitive advantages that allowed it to expand its market share," said GPA's chairman of the board Stephen Green.

According to the study, Georgia's deepwater ports support 295,422 jobs, nearly seven per cent of Georgia's total employment. This means that one job out of every 15 in Georgia is in some way dependent upon its ports.

"These economic impacts demonstrate that continued emphasis on imports and exports through Georgia's ports translates into jobs, higher incomes, greater production of goods and services and revenue collections for government," said Dr Jeffrey Humphreys, director of the Selig Centre at the Terry College of Business.

Source : Schednet



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Vietnam Aims To Become Strong Maritime Nation



The **EAGLE EXCELLENCE** seen enroute Ho Chi Min City - **Photo : Capt. Hans Bosch (c)**

Vietnam aims to become a strong and rich nation, by benefitting from the resources held within its territorial waters, according to its news agency VNA. The nation's marine economy is expected to account for 53 to 55 percent of Vietnam's gross domestic product (GDP) and 55 to 56 percent of its total export turnover. Vietnam is a coastal nation at the eastern edge of the East Sea with over 3,260 kilometres of coastal line and more than 3,000 islands.

Vietnam Sea and Islands General Department (GDSI) Director Nguyen Van Cu said GDSI is accelerating the building of a law on marine resources and the environment to manage sea-borne operations and the country's islands as well as a master plan on the use of marine resources and the maritime environment.



Also spotted at the Ho Chi Min river - **Photo : Capt. Hans Bosch (c)**

This target was set out in a resolution on the nation's maritime strategy until 2020, and was adopted at the 4th Meeting of the 10th Party Central Committee in 2006, he said.



The AHTS **PTSC HA NOI**
Photo : Capt. Hans Bosch (c)

"The marine and coastal economy accounted for 48 percent of the country's total GDP in 2005 and most of its revenues came from oil and gas, seafood, shipbuilding and maritime tourism," he added. He said the agency will work together with ministries, localities, economic associations and enterprises that intend to exploit the marine resources, to help establish Vietnam's maritime trademarks and gradually raise them to international standards.

Van Cu said since Vietnam's coast areas have an abundance of white sandy beaches with beautiful forests and river deltas, it provides huge potential for the country to develop different marine economies. However, he stressed that the use and exploitation of these resources in Vietnam remains ineffective and unsustainable, due to a lack of overall investment plans in coastal areas as well as few development plans.

"Therefore, Vietnam must plan carefully to develop this market by taking climate change and rising sea levels into consideration," he explained. The GDSI will host Vietnam's 2nd Sea and Islands Week from June 1-8 this year to raise public awareness of the strategic position and role the sea and islands play in the national defence and construction.

Source: Bernama

Costa Romantica Luxury Liner in Manila

The sun was out in all its glory as we boarded the Costa Romantica for its inaugural launch in Manila. The cruise ship was stationed at Pier 13 in South Harbor, and guests were treated to the first glimpse of the liner's grandiose features. One of fourteen ships of the luxurious Costa Cruise line, this floating palace reflects Italy's style and opulence — from hand-crafted furnishings, the luster of marble to its nonpareil cuisine.

Upon arrival, champagne was served as guests were welcomed by Costa Cruises' Director of Sales and Marketing, Dario Rustico, Cruise Director Luigi Congiu and Captain Pietro Sinisi. A video presentation was shown, after which Captain Pietro gave the opening remarks. The new Ambassador of Italy to the Philippines, H.E. Ambassador Luca Fornari, who came with Madame Silvana, was then introduced, and thereafter, the Philippine-Italian Association President Zenaida Tantoco. A sumptuous lunch of prosciutto & vegetable salad, shrimp penne pasta, a choice of salmon or veal, had everyone relishing the glorious food at the Boticelli Restaurant. Source : Manila Bulletin

BLIKSEM BEZOEK AAN IBIZA



Bliksembezoek op 25 mei 2010 aan **Tom Juijn** (the Dutch '**Jacques Cousteau**') op Ibiza van **John Awater**, voor een mogelijk nieuw offshore Energy project.

Beide heren kennen elkaar reed vele jaren en adviseren overheden en bedrijfsleven op het gebied van onderwater activiteiten met inzet van mens en materieel in de breedste zin van het woord!



Secondhand Bulk Carrier Prices continue to rise

Secondhand values have maintained the upward trend that started at the end of 2008. At that time a five year old 74,000 dwt standard Panamax could be obtained – or rather was valued at – some \$27m providing of course that bank approvals could be obtained which itself was a major problem. Today the same specification of ship is valued at \$40m proving yet again that if the money is available from a cash buyer that beneficial returns can be made on this market if the opportunity arises. Sometimes the problem is that banks will not lend even though an owner can see an obvious "bargain". The story of missed opportunities has a long history in the bulk carrier market and of course hindsight is a wonderful thing. Even so the main factor remains the perception about the future trading opportunities and looking at the orderbook could perhaps suggest that at sometime ahead the market will turn down – the fear of this could drive some speculative owners to put these "bargains" back on to the market sooner rather than later.

Source: ICAP Shipping

QUEEN MARY 2 VISITS ZEEBRUGGE AND ROTTERDAM



Left seen the **Queen Mary 2** moored in the port of Zeebrugge
Photo : Julian Jager (c)

Top : seen the liner moored in Rotterdam, photo is made by the 8
years old **Mitchell van Velthoven (c)**



And departing from Rotterdam again – **Photo : Martin Kramer (c)**

DP World starts marketing of Vallarpadam terminal

DP World has already started marketing initiatives for its proposed International Container Transshipment Terminal (ICTT) at Vallarpadam and there has been a good response from the international shipping lines for the terminal, said Capt. Anil Singh, Senior Vice-President, DP World.

Encouraged by the progress of work at the site, the terminal is expected to be ready for a soft launch by mid-July, he told reporters here on Friday. The progress is truly satisfactorily, especially the completion of 605 M of berth, a substantial part of the stacking yard and the arrival of the RTG Cranes. The ship-to-shore transfer cranes are expected by mid-June and all the equipment will be commissioned within a month, he said. A firm date of the soft launch can be provided after the confirmation of the arrival of the ship-to-shore transfer cranes. This would be known shortly and a date will be finalised thereafter, he added.

However, Capt. Singh expressed some concern on the slow pace of dredging in the channel saying that ICTT will be made profitable only when large vessels with over 8,000 TEUs calls at the berths. He also added that dredging and other civil works are progressing well.

Referring to the progress of highway connectivity, he said that the two-lane highway is sufficient for the initial stage of the terminal operations. Welcoming the recent announcement of the Port Trust in reducing the vessel-related charges for the ICTT, he said they were also in the process of fixing a competitive tariff for the terminal.

While the port has signalled to the trade that it will be cost effective, the issue of flexibility of operating the fleet of shipping lines is yet to be resolved by the Shipping Ministry.

Unless an early resolution happens on the sabotage issue, the good work done by the Kochi Port cannot be leveraged on, he said.

Regarding the objection raised by the Navy, he said DP World has been given assurance by the Cochin Port Trust that Navy's recent communication would be sorted out quickly and will not, in any way, impact the commissioning of equipments and the project.

Earlier, Mr K. Mohandas, Secretary, Shipping, reviewed the progress of construction of the ICTT and its connectivity projects at a meeting held at the Cochin Port Trust.

The meeting also reviewed the progress made by different agencies in the implementation of the transshipment terminal, rail connectivity, road connectivity and dredging of navigational channel. The Secretary Shipping expressed satisfaction in the progress of work in the final phase of the project, which is expected to be completed in June.

Source: Hindu Business Line

Durban terminal sets world record

The Fresh Produce Terminal (FPT) at the Port of Durban has set a new world record for productivity, according to Clinton Smart, operations manager for NYKCool - with the successful loading of 4 738 pallets of fruit within a 24-hour loading period.

The cargo was being loaded on the specialised reefer vessel, Ice Rose, destined for Japan. Said Smart: "Efficiency is the key when loading sterilisation cargo. "It is of utmost importance to load efficiently so that the decks can be closed and cooling started in order to protect the cargo and to ensure not to exceed the protocol," he added. "The ship was able to bring all pulp sensors below 0.0-celsius in a very short time - the fastest any vessel has taken to stabilise since the start of citrus exports to Japan."

Source : cargoinfo.co.za



Above seen the new pilot tender for Campbeltown, Scotland. She was the relief pilot boat at Dundee for many years, her name being **Ladybird**. After purchase by Campbeltown pilots, she was overhauled by the shipyard at Arbroath and the above photo shows her setting off from Arbroath for the delivery voyage to Campbeltown via the Moray Firth and Caledonian Canal. She made a swift passage and has already started work successfully.

Photo : Jim Prentice - <http://caledoniantransportphotos.blogspot.com> (c)

.... PHOTO OF THE DAY



The **Planet V** seen outbound from Grangemouth for Rotterdam on 25/5/10 also seen is the **Scottish Viking** approaching Rosyth after her overnight trip from Zeebrugge.

Photo : Iain Forsyth ©

RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

Last Friday only, 1550 site visits !!

ENG HUP SINGA	-	Tug	FORMIDABLE (68)	-	Singapore Navy
MPA 4	-	Singapore Port Auth.	MPA 6	-	Singapore Port auth.
API-API 2	-	Singapore Port Auth.	SALVERN	-	Aux vessel
PENGUIN PRIDE	-	High Speed Ferry	MERLION ACE	-	Car Carrier
AL JASRA	-	LPG tanker	BULLY 1	-	Offshore vessel
ALPHA STAR	-	Semi Sub rig	KST 56	-	Tug
KST 55	-	Tug	KST 54	-	Tug
NORMAN LEADER	-	Ro-Ro Ferry	G 1200	-	Offshore vessel
EMERALD SEA	-	Offshore vessel	ACX CHERRY	-	Cargo vessel
ORIENTAL BALTIC	-	Tug	POSH VICTORY	-	AHTS
HAI NA A	-	Cargo ship	NADA	-	Ro-Ro
MANDIRI TANGO 4	-	Tug	PACIFIC RUNNER	-	AHTS
NORMANDY	-	Ferry	GLAS DOWR	-	FPSO
MAJU TAURUS	-	Tug	NISSUM MAERSK	-	Tanker
SEA LION	-	Tug	CHENG HO	-	Tourist tours
INAI LAVENDER	-	Dredger	IVER EXPORTER	-	Tanker
JELITA	-	Tanker	BULLY II	-	Offshore
BEILUN WHALE	-	Tanker	JILIHU	-	Tanker

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