

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 159



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**The SMIT PANTHER seen in action during de "Dag van de Sleepvaart" held last Saturday in Maassluis - Photo : Henk van der Heijden (c)**

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Above seen the M/V **PALMALI DISCOVERY**, which run aground off Lesbos island (Greece) and Five Oceans Salvage assisted in the lightering/refloating operation.

**Nikolaos Pappas, Managing Director of Five Oceans is herewith taking the opportunity, on behalf of Five Oceans Salvage and partners Swire Pacific Offshore and Resolve Marine Group, to kindly invite all [newsclippings](#) readers to visit their stand (stand number 268) at Posidonia 2010 exhibition (7th to 11th of June 2010) for drinks & snacks.**



## GESLAAGD MARITIEM EVENEMENT

Het maritiem evenement op Terschelling is een groot succes geworden. Aanleiding voor de manifestatie was het tienjarig bestaan van de "Oude Redding Glorie" (ORG), de vereniging van eigenaren van voormalige reddingboten. Twintig voormalige reddingboten meerden vrijdag 4 juni in de jachthaven af, waaronder de bekende "Carlot". 20 sleepboten kwamen in konvooi uit Harlingen.



Op zaterdagmorgen maakten enkele honderden mensen van de gelegenheid gebruik de schepen te bezichtigen. Vooral de stoomsleepboot "Maarten" trok met zijn stoomfluit de aandacht tijdens enkele rondvaarten. De nautische markt aan de haven trok aanzienlijk meer belangstellenden dan was verwacht. Een bijzondere gast was de Egmonder pink. Deze replica van het Nederlandse visserschip dat enkele eeuwen geleden gebruikt werd vanaf de stranden, kwam om het festijn mee op te luisteren en oogstte veel belangstelling.



Hoogtepunt was ongetwijfeld de demonstratie van de roeireddingboot "Secretaris Schumacher" op het strand bij paal 8. Deze boot op de specifieke lanceerwagen werd getrokken door liefst 12 Friese paarden van verschillende Terschellinger eigenaren. Paarden, voerlui, helpers en tuigers zijn een flink aantal avonden in de weer geweest om te oefenen om het oude vakwerk onder de knie te krijgen. Enkele duizenden eilanders en gasten kwamen naar deze demonstratie kijken. Het geklik van foto- en filmcamera's was niet van de lucht. Gelijktijdig werd de motorstrandreddingboot "Frans Hogewind" van de KNRM enkele keren gelanceerd. De bemanningen van de oude reddingboten vermaakten zich 's avonds in het Wrakkenmuseum, de bemanningen van de sleepboten genoten een captains diner op de Museumwerf aan de haven.

Zondagmorgen werd voor de haven een vlootschouw gehouden met alle betrokken schepen, aangevuld met zes reddingboten van de KNRM uit Harlingen, Vlieland en Terschelling en een tiental jachten van Terschelling. Ook het bergingsbedrijf Noordgat nam hier vrolijk water spuitend aan mee.

Het gemeentebestuur van Terschelling en genodigden namen de schouw af aan boord van het passagierschip **"IJmond"** die voor de havenmond lag. De organisatie van het gehele programma was in handen van de **Stichting Behoud oudste Motorreddingboot ter Wereld**". Subsidies van de provincie Fryslân, de gemeente Terschelling, Rederij Doeksen, de ondernemersorganisaties TOV en Aangenaam West, Passantenhaven Terschelling en de paardenverzekeraar EFO maakten dit unieke evenement mogelijk. Tientallen eilander vrijwilligers verzorgden de organisatie. **Photo's : Jan Heuff (c)**



The **NOORDHOEK PATHFINDER** seen in Great Yarmouth – **Photo : Paul Gowen (c)**

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# NEXUM

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## Netherlands Maritime Institute to open in Iskandar

**Education@Iskandar Sdn Bhd (EISB)**, a company of the Iskandar Investment Group, had signed an agreement with top maritime institutes from Netherlands to establish the **Netherlands Maritime Institute of Technology (NMIT)** in EduCity in Iskandar Malaysia. The agreement was signed with **Maritiem Instituut Willem Barentsz**, **Maritiem Instituut de Ruyter** and **Maritime Intel Sdn Bhd (MISB)**, the operating company of NMIT. MISB is jointly owned by Malaysian and Dutch partners. Maritime Intel managing director Captain Razali Yaacob said the

**Netherlands Maritime Institute of Technology** aspired to be the leading regional maritime education and training solutions' provider – possessing world class facilities and faculty.

"This will further support the development of Malaysian ports, shipping and logistics, shipbuilding and ship repair, and offshore oil and gas sectors, especially in the development of human capital," he said in a statement. NMIT will welcome its first intake of about 240 students at the beginning of 2011, with enrolment projected to reach proximately 1,620 students by end 2015. The institute will offer diploma, degree and masters programmes in transport, shipping, seafaring, maritime and logistics management.

Courses will commence at the initial location in Kotaraya, Johor Baru, before the institute moves to its permanent campus in the multi-varsity enterprise building in EduCity by 2012. "Malaysia and the Netherlands share over 50 years of strong bilateral ties. The agreement to establish the Netherlands Maritime Institute of Technology in Iskandar Malaysia is a true testament to the numerous opportunities for partnerships to progress both nations," said Jan Soer, deputy head of Mission of the Netherlands Embassy in Malaysia, at the signing ceremony.

EISB chairman Arlida Ariff said Malaysia, as one of the top 10 countries in the shipping industry, believes that the Netherlands Maritime Institute of Technology would play a significant role in nurturing well-trained maritime professionals in Malaysia to meet the increasing demand for industry experts worldwide.

"This pool of talent will also feed into and support the growth of the trade and logistics sector which Iskandar Investment is developing in Iskandar Malaysia," Arlida said. The event was graced by Deputy Minister of Higher Education Dr Hou Kok Chung. **Source : The Star**



Above seen the **Carnival Spirit** and the **Island Princess** docked in Skagway, June 4th taken from the ms Amsterdam. **Photo : J. Von Sprong (c)**

## Fire rages through Seli 1 wreck



The stranded Turkish-registered ship **Seli 1** has been given a "good and thorough clean" by a raging fire that swept through it. The damaged ship, carrying 30 000 tons of coal, ran aground off Bloubergstrand in a gale on September 8, last year. Laden with about 600 tons of heavy fuel oil and 60 tons of diesel, the 27-year-old ship was headed for Gibraltar. Since then, salvage and retrieval attempts have been hampered by bad weather.

**Smit Amandia salvors** have removed an estimated 21 000 tons of coal from the abandoned ship, to be sold to businessman and property developer Darren Rahme, but the contract with the SA Maritime Safety Authority (Samsa) ended last month.



The Turkish owner and the insurers walked away from the wreck, leaving South African taxpayers with an estimated salvage cost of more than R117 million. "I can quite frankly say that I'm not particularly worried about this fire. I hope it burns good and well," Samsa regional manager Dave Colly said.

He said it was believed a fire broke out accidentally in the former crew quarters at about 4pm. "They're cutting and welding and trying to get that thing in pieces with fire fighting facilities that are practically non-existent. It's not a surprise a fire broke out.

"This thing is dirty and oily. It's just a complete wreck. This fire will be good for it. It will burn out all that rubbish."

NSRI spokesman Craig Lambinon said 24 salvage workers escaped uninjured. "As soon as the fire broke out, they went towards the front of the ship which I was told is fire resistant. They were in no danger. An NSRI rescue vessel, the **Spirit of Vodacom**, took them to safety soon after."

He said no effort was made to control or extinguish the fire by authorities. "They will purposely let it burn out. It doesn't pose any danger to anyone." When the city's fire control centre was alerted that the stricken ship

was "well ablaze" just after 4pm, dirty smoke could be seen from the city centre. Motorists along Marine Drive saw large plumes of smoke coming from the wreck. **Source : iol.co.za**



The 2008 built vehicle carrier **ANIARA** leaving Grand Harbour, Malta on Tuesday 2nd June 2010.

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

## **Trafigura accused over Ivory Coast toxic waste**

Dutch prosecutors have accused multi-national oil trading firm Trafigura of illegally exporting hazardous waste to Ivory Coast in 2006. The allegations came at the start of a trial in which the firm is accused of breaking Dutch export and environmental laws and forging official documents.

Tens of thousands of people in Ivory Coast said the waste made them ill. Trafigura rejects the charges. It denies the waste was dangerous, or that it knew the chemicals would be dumped. Among those standing trial is an employee of Trafigura and the Ukrainian captain of the **Probo Koala**, the ship that exported the waste from the Netherlands. Neither were present as the trial opened in Amsterdam on Tuesday. The city of Amsterdam and Amsterdam Port Services (APS), are charged with not preventing the export of dangerous waste.

The waste was pumped back onto the **Probo Koala** after APS said it was more toxic than initially thought and asked for a higher price to dispose of it. Trafigura, a multi-national oil trading company, eventually hired a local Ivorian firm to do the disposal. The chemicals were dumped in various sites around Abidjan, Ivory Coast's biggest city.

The head of the local contractor was sentenced to 20 years in prison in a trial in Ivory Coast in 2008.

Shortly after, tens of thousands of people complained of becoming ill. A UN report last year suggested a strong link between at least 15 deaths and toxic waste dumps. "The waste is thrown over the fence, dumped in a third world country," public prosecutor Luuk Boogert said at the trial on Tuesday. "Cheap but with big risks for public health and the environment. The company saves 400,000 euros (\$491,000, £334,000)."

A lawyer for Trafigura, Aldo Verbruggen, responded that the charges were based on an "unfounded moral judgment".

"Trafigura is a company that takes responsible entrepreneurship very seriously," he said. Trafigura faces a fine of up to 1.34m euros in the case. In an out-of-court settlement in September, Trafigura agreed to pay \$45m to some 30,000 people who said they were affected by the waste. In return, the claimants agreed in the light of expert evidence that the waste could not have caused anything worse than mild flu-like symptoms. The company has always rejected reports that the waste had caused deaths or serious injuries. The Trafigura payout was in addition to nearly \$200m that the company paid the Ivorian government in 2007. The Dutch trial is expected to last about five weeks. **Source :** **bbc**

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## **Dry bulk carriers top the "sale charts" in May as well**

As has been the case since the beginning of the year, dry bulk vessels are on high demand in the second hand market, but the level of activity appeared unchanged in May, compared to April and more than half than that of the record month of the year, which was March. According to the latest monthly report by N. Cotzias Shipping Group, "Hellas and China are on a rat race, with the score this month to be China-Hellas 15-14. Chinese buyers are topping the tables with 117 units (102 last year) acquired during the first five months of 2010. Hellenic ship owners have acquired 88 units (74 during the same period of last year)". Interestingly, Turkish buyers are in third place with 24 units. In terms of capital outlay Hellenic owners have outperformed Chinese with \$2 billion spent versus \$1.8 billion by the Chinese owners. In terms of dwt, Chinese owners have acquired nearly 8 million tons versus five million tons that the Greeks have added to the Hellenic controlled fleet. It is worth pointing out that during the first five months of 2010, a total of

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\$8.5 billion has been used to finance and pay for these 473 ships sold. In total, 21.7 million tons have changed hands, while China is responsible for 36% of the total DWT carrying capacity that has been traded via the Sale and Purchase market.

During May, a total of 73 dry bulk carriers were traded, with the estimated value of them rising to \$1.1 billion, while the deadweight capacity stood at 3,062,811 dwt. In April, the numbers were 71 vessels, worth \$1.08 billion, while bearing a capacity of 3,404,042 dwt. Commenting on the sales activity of May, the shipbroker noted that the similar levels of activity between May and April shouldn't be viewed as something surprising. "The market is in a wait and see mode. Freight rates are increasing and ship prices are on the increase. Many owners are not able to identify a clear direction. Serious sellers are put off by more than average T/C rates and choose to make more money by trading their ships. The potential investor feels that he is not getting such a value for money as he could get before the Easter period. Prices for secondhand ships have picked up even up to 50% from the beginning of the year. A 20 year old panamax vessel could be bought for \$11million in January of 2010, while today some are traded for an excess of \$15.5-\$16million! That is a 45% increase, while a Handymax vessel built 1990 was sold for \$10million in Jan 2010 and today can fetch up to \$14.5 million, a 45% increase" said the report.

As for the state of the dry bulk market, in connection with the current economical climate, Cotzias said that the world economy, with its upswings and downturns and volatility has been engaged in an exact similar manner mainly in the Dry Bulk shipping markets. Price agreements between iron/ore exporters/producers and importers are there to alter the quantities shipped to move demand and supply accordingly and to create the freight levels that swing according to the prevailing economic fundamentals. "We have never seen such great volatilities in the Baltic Dry index as we have monitored during these 5 months of 2010. From November 2009 until February 2010 the Index dropped by nearly 50% whereas from then on until today it has risen in less than 3 months more than 60%. Such volatilities of 2-3 month periodicity and of that magnitude both positive and negative, create short term opportunities of shipping investments but can actually put-off long term investors. Presently we see that most investors decide to keep a wait and see stance, trying to convince themselves primarily that it is the right moment to invest, despite the increase in secondhand ship prices to levels that are up to 30-40% greater than 6 months ago" concluded the shipbroker.

**Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **EXPLORER** seen moored in Bonaire – **Photo : Henk Ram (c)**



## GREENPEACE ACTIVIST HARPOONED

A Greenpeace activist who was trying to free tuna from a commercial fishing net in the Mediterranean was harpooned through the leg by fishermen on a French boat, the environmental group said. "In a non-violent action, Greenpeace activists in zodiac boats attempted to lower the side of a purse seine net with sand bags to free the fish," said Isabelle

Philippe of Greenpeace France.

"At that moment, fishermen violently attacked the activists, harpooning one of them through the leg," she told AFP by phone. The incident happened yesterday afternoon. The injured man, a British national identified by the group as Frank Huston, was transferred to a hospital in Malta where he underwent surgery.

"His life is not threatened, but he is in serious condition," Philippe said.



The fishing ship, the **Jean-Marie Christian VI**, was one of several

French tuna vessels in the area when the attack occurred in international waters near Malta, she added. Several boats surrounded the zodiacs, threatening them with knives attached to long poles and some of the fishermen also fired flare guns at a Greenpeace helicopter hovering overhead to monitor, Greenpeace said in a statement.

A French navy vessel was seen arriving in the area after the clash had ended, the statement added. Greenpeace said that it had stationed two ships in the Mediterranean, the Rainbow Warrior and Arctic Sunrise, to confront tuna fishing boats during the short tuna fishing season.

Pascal Husting, director of Greenpeace France, condemned the fishermen for their violent response. "The tuna fishermen only know brutality: all our militants have are bags of sand to weigh down the nets and free the fish," he said.

Bertrand Wendling, head of Sathoan, which represents the owners of many of the French tuna fishing boat including the one whose nets were targeted by Greenpeace, accused the group of interfering with a legal business activity and jeopardising the livelihoods of ordinary fishermen.



"Red tuna fishing is a highly regulated, legal and permitted activity," he said.

"It is out of the question that you go out on the high seas to stop people working when they have only 15 days in which to earn a living, because the season runs from May 15 to June 15 and until now the boats have been completely stuck."

About 100 fishing vessels navigate the Mediterranean during the short tuna fishing season. Many of the boats carry net cages used to encircle the tuna swarms, which are then towed offshore to be fattened and shipped in giant freezer ships to Japan, where it is a mainstay of sushi and sashimi.

Industrial-scale fishing and harvesting on the high seas has caused stocks to plunge by up to 80 percent in the Mediterranean and eastern Atlantic, where they come to spawn in the warmer waters. Earlier this year the European Union and the United States backed an international trade ban on tuna fished from these waters, but Japan lobbied successfully and the proposal was defeated. **Photo's : Cpt. Lawrence Dalli - [www.maltashippphotos.com](http://www.maltashippphotos.com) (c)**

## **Woman in ferry fall**

A woman had to be rescued from the English Channel after plunging over 30ft from the deck of a ferry.

The French woman, in her early 40s, fell overboard from the **Pride of Calais**, seven miles off the coast of Dover at 8pm on Friday. Crew on board the P&O ferry immediately launched a fast rescue craft. The woman was taken to hospital, suffering from hypothermia, on the ship's arrival in Dover.

Peter Legg, of the Dover Rescue Centre, said: "The casualty was recovered within 10 minutes." **Source : [mirror.co.uk](http://mirror.co.uk)**

## **FSL Trust tanker arrested in Japan**

First Ship Lease Trust's **Verona 1** has been arrested in Japan for unpaid bunker bills by its charterer. The 47,000 dwt product tanker **Verona 1** was arrested in Shimotsu, Japan on June 4 by Singapore-based Daxin Petroleum as the bunker supplier said it had not been paid for fuel supplied to the vessel. FSL Trust said the amount claimed was not known. Groda Shipping & Transportation defaulted on its seven-year bareboat charter with FSL Trust on the **Verona 1** last month. "FSL Trust Management intends to defend its position vigorously and is currently exploring all available legal options," FSL Trust said. "The immediate focus will be on securing the release of the vessel. Typically, by posting the required security, the release of an arrested vessel can be arranged reasonably quickly so as not to disrupt the normal operations of that vessel." Groda Shipping also stopped paying the charter hire on a sistership **Nika 1** also owned by FSL Trust. **Source: SeaTradeAsia-Online**



The **POLARCUS NAILA** seen passing Vlissingen to take bunkers at the Everingen

**Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com) (c)**

## Hijacked ship gets security

Armed guards are now protecting a Dubai vessel which was stormed by pirates in an attack that left its captain dead. Captain Maqsood Khan, a spokesperson for Dubai-based shipping company Qawareb Ship Management, whose ship came under fire last week, told 7DAYS deploying security on ships and training crew to fight pirates is the only way to deal with the growing menace of piracy in the Gulf of Aden. "Piracy can only be tackled either by having armed guards on board ships or training crew members to fight back. It is not costly to put these measure in place," said Khan. He said international legislation should be drawn up which provides training to all crew members to help them thwart attacks.

Qawareb Ship Management's MV **QSM Dubai** was hijacked by pirates on Wednesday. Its 64-year-old captain, Syed Jafar Jafri, was killed when pirates opened fire on the vessel, which was carrying sugar from Brazil to Somalia. Captain Farhad P Patel, a shipping expert based in Dubai, said that crew members should not be expected to guard ships. "They cannot be mentally and physically trained to protect the ships. Armed guards should be kept on the ships and there should be more participation from regional countries to stop the piracy," said Patel. Dr Theodore Karasik, a senior researcher with Institute for Near East and Gulf Military Analysis based in Dubai said the incident was the first of its kind because the ship's captain was killed. **Source: 7days**

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The mega yacht **RADIANT** seen moored in Hamburg – **Photo : Wilco Langeweg (c)**

## Update on Gulf of Mexico Oil Spill

BP yesterday (Monday) provided an update on developments in the response to the MC252 oil well incident in the Gulf of Mexico. Subsea Source Control and Containment. The lower marine riser package (LMRP) containment cap, installed on June 3, continues to collect oil and gas flowing from the well and transport them to the Discoverer Enterprise



drillship on the surface. On June 5, a total of 10,500 barrels of oil was collected and 22 million standard cubic feet of natural gas was flared. From June 3 through June 5, the volume of oil collected was 16,600 barrels and 32.7 million standard cubic feet of natural gas was flared.

Optimization continues and improvement in oil collection is expected over the next several days. It will be a few days before an assessment can be made as to the success of this containment effort. This is a complex operation, involving risks and uncertainties, being carried out 5,000 feet under water. The LMRP containment cap never before has been deployed at these depths and conditions, and its efficiency and ability to contain the oil and gas cannot be assured. The volume of oil captured and gas flared is being updated daily on BP's website, [www.bp.com](http://www.bp.com). Preparations for additional planned enhancements to the LMRP cap containment system continue to progress. The first planned addition will use the hoses and manifold that were deployed for the "top kill" operation to take oil and gas from the failed Deepwater Horizon blow-out preventer (BOP) through a separate riser to the Q4000 vessel on the surface, in addition to the LMRP cap system. This system is intended to increase the overall efficiency of the containment operation by possibly increasing the amount of oil and gas that can be captured from the well and is currently expected to be available for deployment in mid-June.

The second planned addition is intended to provide a more permanent LMRP containment cap system by directing the oil and gas to a new free-floating riser ending approximately 300 feet below sea level. A flexible hose then will be attached to a containment vessel. This long-term containment option is designed to permit more effective disconnection and reconnection of the riser to provide the greatest flexibility for operations during a hurricane and is expected to be implemented in early July. In the meantime, work on the first relief well, which started May 2, continues and has currently reached a depth of 12,956 feet. The second relief well, which started May 16, is at 8,576 feet, and testing of the BOP is continuing. Both wells are still estimated to take approximately three months to complete from commencement of drilling.

#### **Surface Spill Response and Containment**

Work continues to collect and disperse oil that has reached the surface of the sea, to protect the shoreline of the Gulf of Mexico, and to collect and clean up any oil that has reached shore. More than 2,600 vessels are now involved in the response effort, including skimmers, tugs, barges and recovery vessels. Operations to skim oil from the surface of the water now have recovered, in total, approximately 368,000 barrels (15.5 million gallons) of oily liquid.

The total length of containment boom deployed as part of efforts to prevent oil from reaching the coast is now over 2.2 million feet, and an additional 2.4 million feet of sorbent boom also has been deployed. To date, approximately 37,000 claims have been submitted and more than 18,000 payments already have been made, totalling approximately \$48 million. BP has received more than 152,000 calls into its help lines. **Source: BP**



## **'Amazing' surge highlights today's lack of megaships**

NEPTUNE Orient Lines (NOL) chief executive Ron Widdows spoke of the "amazing" surge in demand that has led to a lack of 6,000-TEU plus ships, leaving smaller vessels still idle.

Mr Widdows said his company will soon order ships in 10,000-TEU plus range, something unconceivable last year when the market was flooded with excess capacity of post-panamax vessels.



The Europaharbour in Rotterdam-Europoort – **Photo : Fred Vloo (c)**

Mr Widdows, while attending the International Transport Forum 2010 in Leipzig, told American Shipper that despite some absorption of excess capacity, slow steaming was here to stay even with freight rates likely to spike on the back of growing demand.

"I know that there are people that think as business starts to pick up, rates start to move up, the foot goes down on the pedal and ships speed up," he said. "I don't think so. The economics associated with slowing down are really compelling."

Shippers' are not adverse to slow-steaming with its increased transit times as long as it comes with reliability and less volatility in pricing rates "that move in a narrower band," he added.

Freight rates on renewed contracts for transpacific trade routes have been met largely with satisfaction but he acknowledged that breaking even for carriers is not enough. "You have to generate enough of a return so you can invest in the assets to handle more business." **Source : Schednet**

## **More than 1,300 passengers safe after ferry suffered derail in Bohol**

More than 1,300 persons were rescued to safety after passenger shipping vessel **Super Ferry 19** encountered engine malfunction and was forced to return to the Port of Cebu late Saturday evening.

Philippine Coast Guard Public Information Officer Lieutenant Commander Armand Balilo said that **Super Ferry 19**, carrying a total of 1,324 including 100 children, 74 infants, and 151 officials and crew members onboard, left the Terminal 6 of the Port of Cebu around noontime bound for Zamboanga City. At around 1:30 p.m., while the ship was coasting along the vicinity of Vic Cabilao Island in Bohol, a minor explosion was heard by some passengers near

the vessel's auxiliary engine, thus causing panic which prompted ship Captain Teofilo Aureo Jr. to head back towards the Cebu Port Terminal.

"Nagkaroon daw ng spark in the auxiliary engine portion of **Super Ferry 19** kaya medyo bumagal yung takbo ng barko. Later on namatay na rin yung air-conditioning system kaya umangal 'yung mga pasehero dahil sobrang init sa loob," Lt. Cmdr. Balilo said. "At same time mabagal yung takbo kaya no choice yung ship captain (Aureo) but to return to the Cebu Port."

The ship arrived at the Cebu Port around 4:55 p.m. with all the passengers in safe condition.

Balilo said that Coast Guard officials in the area alerted their rescue ship **BRP-San Juan (SARV-001)** and two other medium craft search and rescue vessels for the possible transport of the said passengers, which are currently stranded in the said port as of 5 p.m. Saturday. **Source : Manila Bulletin**

## **NAVY NEWS**

# **Navy greets Clyde-built destroyer with special 'christening'**

A CLYDE-BUILT destroyer was welcomed into the Royal Navy fleet at a special "christening" ceremony held last Friday. **HMS Dauntless**, the second of the Royal Navy's new Type 45 destroyers, was formally commissioned into service at Portsmouth Naval Base, Hampshire.



Hundreds of guests, including families of the 190 crew members, attended the service with principal guests including Commander-in-Chief Fleet Admiral Sir Trevor Soar. Lady Mary Burnell-Nugent, the ship's sponsor who launched the ship at BAE Systems' Govan shipyard in Glasgow in January 2007, also inspected some of the crew on parade.

The band of Her Majesty's Royal Marines, Collingwood, provided musical accompaniment for the hour-long ceremony.

Commanding officer Captain Richard Powell read the commissioning warrant and the ceremony was rounded off in traditional Royal Navy fashion with the cutting of a cake.

Performing the honour were the CO's wife, Carolyn, and Engineering Technician Robert Clough, 17, who is the youngest member of the ship's company.

Capt Powell said: "The Type 45 destroyer represents the cutting edge of air defence and propulsion technology and reflects the excellence of British manufacturing expertise delivering real operational capability.

"The ship is able to deal not only with today's threats but most importantly tomorrow's and will be a key element of the 21st century Royal Navy." **Dauntless** is the second of six Type 45 destroyers being built for the Royal Navy, all of which will be based in Portsmouth.



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The first, **HMS Daring**, was commissioned last July and the third, **HMS Diamond**, will make its first entry into Portsmouth by the end of the year. All six are scheduled to be in service by the middle of the decade.

Source : Scotsman




Above seen 2 Visby class corvettes during their recent visit to Plymouth, **K 32 Helsingborg** is seen leaving Devonport Dockyard with **K 33 Harnosand** behind, both vessels are commissioned on 16-12-2009 in the Swedish Navy and are at present the only 2 units of this class which are active with 3 more under construction and 1 cancelled. The Type 42 Destroyer tied up alongside in both pictures is **HMS Gloucester**.

Photo : Fred Weeks (c)

The 72.7 mtr long **Visby** is the latest class of corvette to be adopted by the Swedish Navy after the **Göteborg** and the **Stockholm class** corvettes. The ship's design heavily emphasizes "low visibility" or stealth technology. The first ship in the class is named after Visby, the main city on the island of Gotland. The class has received widespread international attention because of its status as a stealth ship and its network-centric capabilities.

The ships are designed by Swedish Defence Materiel Administration (FMV) and built by Kockums AB. The first ship of the class was launched in 2000 and since then the construction has been fraught with repeated delays. Finally in December 2009, the first two ships of the class were delivered to the Swedish Navy by the FMV, albeit with greatly reduced operational capability.



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## Indonesia plans to buy more submarines, C-130s

Indonesia plans to increase the size of its submarine fleet over the next two years to defend its territory as well as protect international shipping lanes, its defence minister said on Saturday. Purnomo Yusgiantoro also told Reuters the

country was discussing buying 10 more C-130 military transport aircraft from Lockheed Martin (LMT.N) but had not come to any agreement.

Indonesia, the world's largest archipelago with more than 17,000 islands, lies across shipping lanes between the Indian and Pacific oceans as well as between Asia and Australia, heavily used for transporting commodities and energy. It currently has two submarines. Singapore put out a warning earlier this year about possible attacks on ships in the Malacca Strait, one of the world's busiest shipping lanes that lies between the city state, Indonesia and Malaysia and carries about 40 percent of global trade.

"We have several countries that we think are able to supply them (submarines). We want to make sure that it would be compatible to our needs as well as our sea (conditions)," Yusgiantoro said in an interview on the sidelines of the Shangri-La Dialogue security conference in Singapore.

"They are very important in order for us to guard sea lanes. We are going to have that in a couple of years," he said, without giving further details. Yusgiantoro also said the government had earmarked funds in this year's budget to modernise some of its 32 C-130s.

"We can use that (plane) not only to bring troops, but also for humanitarian missions. We are ready to buy but we are still in discussions with the seller." Indonesia set aside 42 trillion rupiah (\$4.6 billion) in 2010 for defence spending, with most earmarked for operating expenditure for its 550,000-strong military force.

The country plans to boost its defence spending up to 1.5 percent of gross domestic product by 2014 from about 0.7-0.8 percent in 2010, among the lowest in the region. Yusgiantoro held a meeting with U.S. Defence Secretary Robert Gates on Friday, which he characterised as "very good". Indonesia is currently working to improve its military ties with the United States, including removing a ban on military training for its special forces, put in place over rights abuses blamed on elite troops.

"I think things will become more positive," Yusgiantoro said, but he did not comment on when the ban was likely to be removed. Yusgiantoro, a Catholic minister in the world's most populous Muslim country, said his nation's defence ties with Washington were akin to a marriage, which could be rocky at times.

"I don't see any problem with our cooperation. But you know you always have little things going on, something like little arguments between you and your wife after she found a picture of another girl in your pocket," he said.

Source : Reuters

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## Daewoo signs JV with Russia

Daewoo Shipbuilding & Marine Engineering (DSME) has formed a joint venture with Russia's United Shipbuilding Company to build ships in Russia's Far East.

Such joint ventures are a boon for Russia's struggling shipbuilding industry, which has been championed by prime minister Vladimir Putin but which customers say uses out of date equipment and takes twice as long to build to build a vessel as its South Korean rivals. DSME ceo Nam Sang-Tae said the joint venture, Zvezda DSME, would build icebreaker supply ships, drilling installations and tankers for Russian energy companies.

The South Korean company also signed a letter of intent to build two icebreaker supply ships, worth \$200 million, on behalf of the new joint venture for Exxon Neftegas Limited, a stakeholder in the Sakhalin-1 oil project and the Russian affiliate of Exxon Mobil. Sergei Frank, chief executive of Sovcomflot, said the Russian shipping company plans to order 10 Aframax tankers from the newly created joint venture.

"Partnership with Daewoo is very important for us. It will enable us to build ships of world class," Russian deputy prime minister Igor Sechin said. **Source : The Motorship**

## **ABG all set to acquire Western India Shipyard**

ABG Shipyard, one of India's leading private shipyard, is all set to acquire majority stake in Western India Shipyard with the company completing all financial and legal formalities. ABG, which in September 2007 evinced its interest in buying India's largest private sector ship and oil drilling rig-repairer from a group of financial institutions led by ICICI Bank. It had bought the shares held by institutional investors ICICI, IDBI, Bank of India, State Bank of India and UTI at the same period.

The original promoters of Western India Shipyard are Western Paques India, Western India Industries and Gadgil Western Corporation. The scheme of arrangement and compromise with the secured lenders of the company was approved by the high court of Bombay in January this year, where ABG Shipyard is a confirming party. The scheme of arrangement is a settlement formula for debtors worked out by experts and approved by the court in the event of mergers and acquisitions. Western India Shipyard has discharged all secured lenders who have exercised Option-2 of the scheme. As a result, the reserves have increased to Rs69.95 crore for FY2009-10.

Significantly, ICICI Bank has converted 36% of its secured liabilities under the scheme amounting to Rs35.51 crore. Western India Shipyard has, therefore, allotted 1,77,550,000 equity shares to ICICI Bank, of the face value of Rs2 fully paid-up at par, aggregating to Rs35.51 crore. As per the scheme of arrangement laid down by the court, the scheme provided options for the long-term restructuring or one-time settlement of the debt of the secured lenders of Western India Shipyard, along with other matters, including reorganisation of the share capital of Western India Shipyard.

**Source: The Economic India Times**

## **STX Europe wins a \$70m contract to build a supply vessel for Solstad Rederi AS**

The LNG-powered Platform Supply Vessel of PSV 12LNG design was ordered by Solstad Rederi AS to be built at STX Europe. The ship will be delivered in the forth quarter of 2011. The value of the contract is approximately NOK 450 million, STX Europe press release said.

The vessel has been designed by STX Europe's design office in Ålesund, Norway in accordance with DNV's Clean Design requirements, capable to run on Liquefied Natural Gas (LNG), Biofuel and ordinary marine diesel oil, with low fuel consumption.

The 94.3m-long, 20m-wide platform supply vessel with 5,000dwt is also indented for rescue operations, recovery of personnel and oil recovery operations. The vessel's hull will be built at STX Europe in Tulcea, Romania, and outfitted at the STX Europe yard Langsten in Norway. **Source : PortNews**



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The bulker **BERGE VINSON** seen westbound in the Singapore Straits – Photo : Piet Sinke (c)

## Shippers' Council welcomes Tauranga dredging plan

The New Zealand Shippers' Council says it welcomes the announcement last week that a positive recommendation has been made by the hearing panel considering Port of Tauranga's application for resource consent to undertake dredging necessary to accommodate larger vessels.

"This is a significant development for the Port of Tauranga and the cargo owners that use it," said Mr Greg Steed, Chairman, New Zealand Shippers' Council. "The recommendation should allow the port to continue developing their capability to handle ships of a size unable to call at New Zealand which could bring economies of scale necessary to maintain our international competitiveness. We encourage similar decisions for other ports applying for resource consent to become big ship capable and deliver similar benefits to their regions."

The New Zealand Shippers' Council has been conducting a comprehensive review of shipping activity from New Zealand ports, objectively assessing the impact of bigger ships. This report will be released into the market shortly.

"We look forward to making a significant contribution to New Zealand's export growth and industry productivity through our recommendations regarding bigger ships" said Steed. **Source : Dredging News Online**



Above seen the arrival last week in the port of Mombasa of the **MV. Likoni** and **MV Kwale** ferries. The vessels will be offloaded from the Beluga vessel in four days from today" said its Kenya Ferry Services Managing Director Mr. Hassan Musa. **Photo : COURTESY: ZAKHEEM RAJAN**

## Cost of shipping M-E oil to Asia up 1.5%

The cost of shipping Middle East crude oil to Asia, the world's busiest route for supertankers, rose the least last week as demand slowed before an industry exhibition.

Charter rates for very large crude carriers, or VLCCs, hauling two million barrel cargoes of Saudi Arabian oil to Japan gained 1.6 per cent to 90.99 Worldscale points, according to the London-based Baltic Exchange. Returns from the route advanced 0.9 per cent to US\$54,451 a day.

Demand dropped on Friday as market participants prepared for the Posidonia shipping exhibition in Athens this week, said Halvor Ellefsen, a tanker broker at SeaLeague A/S in Oslo. The five-day event will draw more than 17,000 visitors and 1,850 exhibitors from 87 countries, according to a newsletter last month.

'Some disruption to the cargo flow can be expected next week as Posidonia gets in full swing,' EA Gibson Shipbrokers Ltd said on Friday. The market should stay in 'owners' favour' for the rest of June, it said.

The wider Baltic Dirty Tanker Index declined 0.9 per cent to 903 points as charter rates for aframax tankers hauling 80,000 tonne cargoes across the Mediterranean Sea fell 15 per cent to 95.68 Worldscale points. The slide was the 10th in a row. The gauge dropped 6.1 per cent this week as rates on the Saudi Arabia-Japan route jumped 29 per cent, the most since January.

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 tonne, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates. **Source : Bloomberg**

## NEW EDITION OF THE ANTILLEAN NAVIGATOR



The Curaçao based periodical THE **ANTILLEAN NAVIGATOR** is being published in the English and Dutch language. The latest edition is now on Internet too, sponsored by an international forwarder :

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

Upon opening the website, select SeawingsNV (home) and then the Antillean Navigator can be found at the right side on top. Due to the size, this edition # 54 consist of two sections. The new edition has much information on logistics (maritime and aviation) as well as very interesting articles of special nature and history, fully illustrated.



The **Costa Deliziosa** seen departing from Harwich last Friday evening (04/06/2010)  
Photo : David Berg <http://ukshippinglog.blogspot.com/> (c)



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

## Rickmers launches Asia-S America-US East Coast service

Rickmers-Linie, the breakbulk, heavylift and project cargo specialist headquartered in Hamburg, has launched a new service linking North Asia with South America and the US East Coast. Four vessels, each capable of lifting 120-tonne indivisible loads and featuring stern ramps for rolling cargo, will maintain the monthly schedule.



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Base ports covered by Rickmers NCS Service are Moji, Kobe, Yokohama and Nagoya in Japan; Guayaquil in Ecuador; Cartagena, Santa Marta and Puerto Bolivar in Colombia; Guanta in Venezuela; Port-au-Prince in Haiti; Savannah, Charleston and Philadelphia on the US East Coast. Additional ports can be called on inducement. In Asia, for example, the schedule permits calls in Northern China (Shanghai-Dalian range) and in South Korea. Rickmers sees this new service as complementing its existing Pearl String vessels which sail eastbound and primarily link Japan, China and Korea with the US Gulf on the transpacific leg of their fortnightly round-the world schedule.



The 2000 built container vessel **ERNST RICKMERS** seen approaching Marsaxlokk Harbour, Malta on Monday 1st June 2010.

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

The NCS service will utilise four ships, three of 11,500dwt and one of 13,000dwt. Being smaller than the 30,000dwt Pearl String ships, they have the added advantage of being able to call at smaller, draught-restricted ports. The four ships, **Bright State**, **Del Sol**, **Fortune Epoch** and **Reina Rosa**, are Japanese-owned and have been chartered from Eastern Car Liner, Tokyo. Since 2006, Rickmers-Linie has deployed these vessels westbound from the US to Asia. However, since October 2009, Rickmers-Linie has also utilised them eastbound from Asia to the US Gulf and East Coast, with the prime focus being on serving the needs of Japanese clients. Now Rickmers is adding regular calls in Ecuador, Colombia and Venezuela, so creating a distinct new service that continues to serve the requirements of the markets in Japan, Northern China and South Korea. **Source: cargonewsasia**



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## Port of Maputo, Mozambique, has 20-year development plan

The plan for development of the port of Maputo outlines investment of US\$750 million in projects such as dredging of the access channel and respective anchorage and other interventions, according to Mozambican newspaper Notícias.

The daily paper added that the general framework of the plan, outlined for the next 20 years, was presented last week in Johannesburg, South Africa at a meeting on business opportunities in Mozambique, promoted by the Johannesburg Chamber of Commerce and Industry (JCCI).

According to the Maputo Corridor Logistics Initiative (MCLI), the corridor that includes the port, this is a preferential route for linking regional and international markets for producers from Mozambique, Swaziland, South Africa, Zimbabwe and Botswana, which explains the projected investments with a view to developing a complex network of infrastructures.

The idea, according to Barbara Mommen, of the MCLI, is to make the Maputo Corridor, which also includes the port of Matola and the Maputo-Witbank motorway (N4), and the Ressano Garcia and Goba railroads, into a sustainable route for importers and exporters on the sub-continent.

Dredging of the access channel to a depth of 9.4 metres is currently underway at the port of Maputo as part of the investments, with similar projects expected as of April 2011, with a view to increasing the depth of the channel to around 11 metres in order to make the port accessible to not only more ships, but also those with a bigger draught.

According to information published at the Johannesburg meeting, the idea is that by 2015 the access channel to the port of Maputo to be 12.1 metres deep and 12.8 metres at the anchorage areas.

In 1972, at the peak of its activities, the port of Maputo, then called Lourenço Marques, received an average of 32 ships per day. **Source : macauhub**

## DP World eyes deal to operate new Abu Dhabi port

DP World and Abu Dhabi Ports, master developer of ports and industrial zones in that emirate, are working together to create a joint venture that would seek to operate Khalifa Port at Taweelah, which is scheduled replace Abu Dhabi's existing port Mina Zayed by 2012, according to Bloomberg.

"There will be a new company called Emirates Ports Company, a new ownership between Abu Dhabi and Dubai," Tawfeeq al Mubarak, acting chief executive officer of Abu Dhabi Ports is reported to have said in Shanghai this week. "It is very important to adopt one port strategy."

Construction of Khalifa Port will cost about AED13bn (\$3.5bn), which will be wholly funded by Abu Dhabi. Phase 1, with a container capacity of 2m TEU and cargo capacity of 9m tonnes, is due to be operational by mid-2012. The Industrial Zone is due to be operational from 2013. **Source : Seatrade Asia**



The **SICHEM PEACE** seen at the Westerscheldt River – Photo : Henk de Winde (c)

## Pooneryn-Jaffna ferry service starts on June 13

The ferry service from Pooneryn to Jaffna will start on June 13, Northern Province Governor Major General G. A. Chandrasiri said. The ferry service will function from Pooneryn to the Gurunagar jetty in Jaffna.

The pier is constructed in Mananthai in Pooneryn and construction work is carried out by the provincial departments. The pier is located 10 kilometres away from the Pooneryn junction. "The Road Development Authority has renovated the road up to the pier from the Pooneryn junction and a special bus service will function to transport passengers from the junction to the pier," the Governor said. Four boats would be put in service in the initial stage. The service will be managed by the co-operative societies and local authorities with the support from the Sri Lanka Navy. The officers and sailors of the Sri Lanka Navy assure the safety and security of the passengers.

The boat service will save two hours for Jaffna-bound passengers. The boats from Pooneryn will take only half an hour to reach Gurunagar while the road transportation takes two and a half hours.

The Road Development Authority plans to complete the 280-metre long Sangupiddy bridge by September connecting Pooneryn and Jaffna peninsula, the Chairman of the Road Development Authority (RDA) said. The construction of the bridge costs approximately one billion rupees. **Source : Sunday Observer**

**See for photos of the restoration of the tug Elbe the new side of Gunther Spruit at :**

**<http://home.kpn.nl/g.spruit2>**

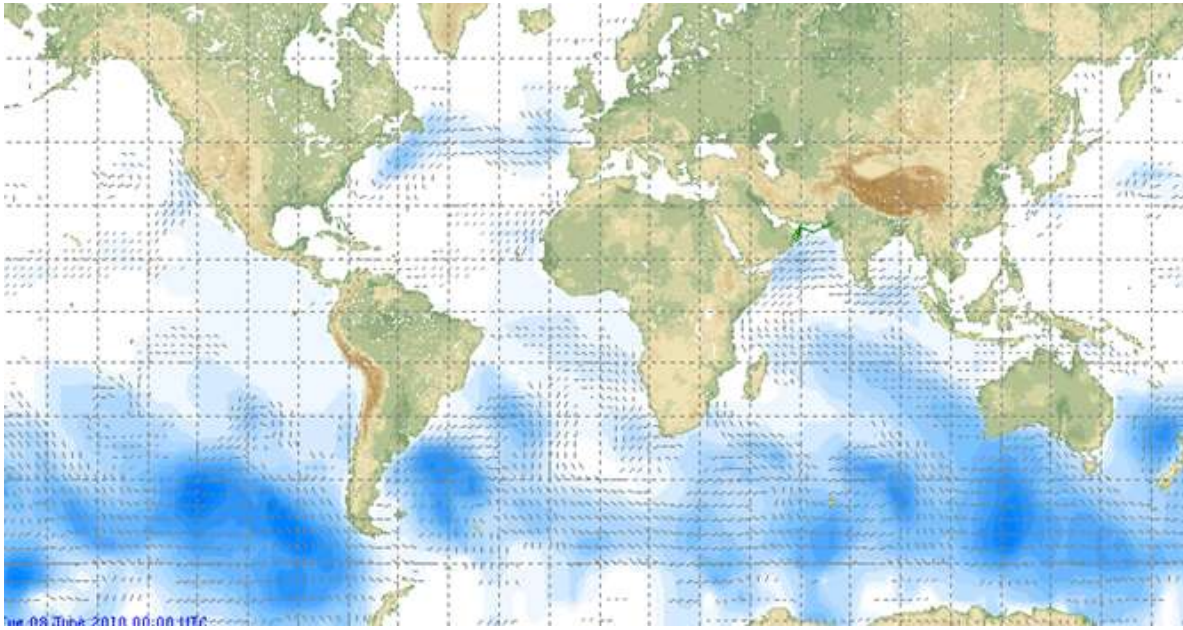
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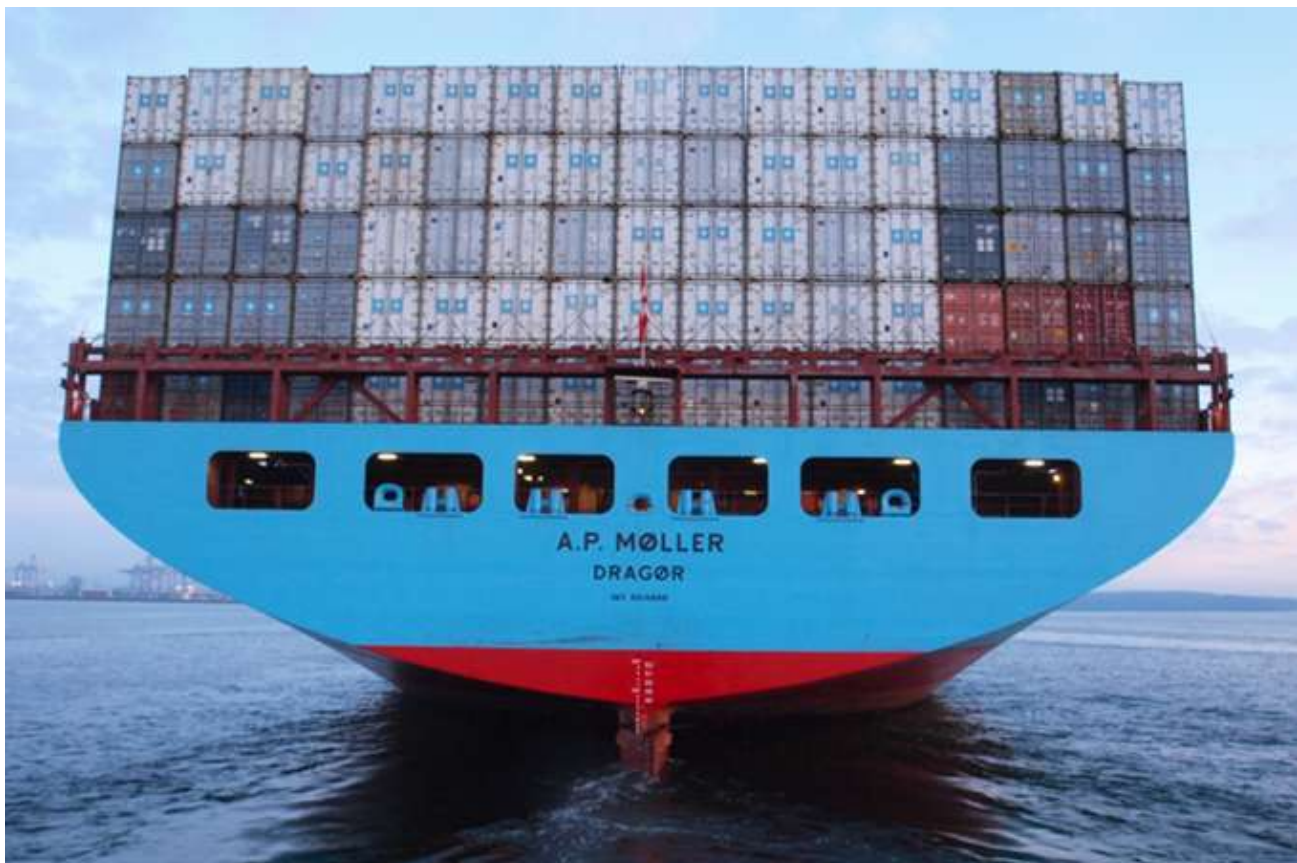
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## .... PHOTO OF THE DAY ....



Last Saturday morning at 04:20 newsclippings contributor **Bent Mikkelsen** had another tug-trip from Aarhus in order to take photos of the container carrier **A. P. Møller**, naturally named after the founder of the company. It took place on June 5, almost on the day of the vessels 10 years anniversary. It was officially delivered to A. P. Møller from builder Odense Steel Shipyard in the port of Aarhus on June 8, 2000. In the meantime the vessel has been carrying millions of

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containers mainly between Europe and the Far East areas. On the arrival **A. P. Møller** arrived from a nine hour trip from Swedish hub Gothenburg under command of a pilot from the private Danish Pilot Services A/S. **A. P. Møller** stayed in Aarhus until 22:30 the same evening, where it departed for Bremerhaven en route Rotterdam, Suez, Singapore, Hong Kong, Kobe, Nagoya, Shimizu and Yokohama (Arrival on July 13)

**Photo : Bent Mikkelsen (c)**

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