

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 173



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**The (15.011 TEU) EBBA MAERSK seen departing from Hong Kong
Photo : Rene Grootenboer ©**

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LIVERPOOL EXPRESS DEPARTS FROM ANTWERP



The **ANTWERP TOWAGE** tugs **FAIRPLAY III** and **MULTRATUG 5** seen assisting the **LIVERPOOL EXPRESS** (ex Maersk Dexter, CP Aurora, Contship Aurora) out of the locks in Antwerp – Photo's : Willem Kruit ©



Korea's Shipping Industry Aims to Be Top 3 in 10 Years

A top representative of Korea's shipping industry says the nation aims to become the world's third largest with revenues surpassing 100 billion US dollars in 2020. During an interview with Yonhap News, marking the Korea Shipowners' Association's 50th anniversary, Chairman Lee Jin-bang said that Korea came in fifth regarding the amount of shipping in January.

Although earnings fell last year in light of the global economic slowdown the industry reaped 47 billion US dollars in 2008, one of the five largest sources of income for the country. But he also said that Korea's shipping sector has a long way to go before becoming one of the world's big three as revenues of the world's top two shipping industries were four times higher compared to that of Korea. **Source: Arirang**

Marine Exploration's Treasure Hunting Ship RV Hispaniola Races Back to Newly Found Shipwreck Site

Quickly Leaves Port after High Tech Upgrades to Investigate Sunken Treasure Galleons

Marine Exploration, Inc., and its Joint Venture Partner Hispaniola Ventures, LLC, report their treasure hunting ship **RV Hispaniola** has quickly left port after high tech upgrades racing to investigate newly found sunken treasure galleons.

Marine Exploration President Paul Enright notes, "The Company will conduct a thorough investigation at the first site to determine the identity, origin and contents of a vessel thought to be a 16th or 17th century galleon. We are cautiously optimistic that this is the ship our partner, the infamous treasure hunter Burt Webber has been seeking for the last 25 years. We recently found silver coins, jewels, gold jewelry with pearls, a solid gold ring with diamonds and have upgraded our onboard technology to search out the mother lode."



The 1924 built steam powered **KINGSWEAR CASTLE** seen at the river Medway – Photo : Wesley Vercruysse ©

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European Commission approves DFDS's Norfolkline buy

European regulators have approved Danish ferry company DFDS's acquisition of the Norfolkline ferry operator from A.P. Moller-Maersk, DFDS and the European Commission said, boosting DFDS shares. Maersk, the Danish shipping and oil group, and DFDS announced the cash-and-stock deal worth about 346 million euros (\$424 million) in December and said they expected to complete the transaction in the second quarter of 2010. Shares in DFDS traded up 5.8 percent at 402 crowns after hitting a five-week high of 410 crowns, outperforming a 1.7 percent rise in the Copenhagen bourse's bluechip index by 0842 GMT. Maersk shares were up 0.7 percent. To secure competition, the Commission required DFDS to hand a space charter agreement on some Denmark-UK routes to an independent party, and DFDS said it signed a new space charter deal with Sweden's Stena Line pending Commission approval.

DFDS also raised its estimate of annual cost synergies from the acquisition to 180-220 million Danish crowns (\$30-\$36 million) from an earlier estimate of 135 million. "It is primarily synergies concerning logistics, procurement and integration of group functions which have increased the synergies," DFDS said in a statement. Under the deal, Maersk got a 31 percent stake in DFDS, 170 million euros cash, and agreed to a 24-month lock-up period on the DFDS shares. DFDS said that the approval of the transaction paved the way for it to carry out an earlier announced rights issue of stock worth around 550 million crowns and a directed share issue to A. P. Moller-Maersk.

DFDS Chief Financial Officer Torben Carlsen told Reuters that he expected that Maersk would sell its stake eventually.

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"I don't think that in the long term we will see them as major shareholders in DFDS," Carlsen said. "My assumption is that they think this is a good strategic combination that they want to take part in to see that the synergies and advantageous become reality," he added. DFDS also said it would establish a new business structure based on a shipping division, comprising freight and passenger routes and port terminals, and a logistics division consisting of its trailer, logistics and container activities. **Source: Reuters**



Singapore based AHTS **SEA JAGUAR** and **SEA HAWK 1** seen during the AH operation offshore Sakhalin. It is supposed to be the beginning of summer and the water temperature is plus 4 degrees!

Photo : Capt. Christian Schmidt ©

Stowaway Deaths

Two people are in custody and one man is dead after federal agents say the trio tried coming into the country illegally on board a shipping vessel at the Port of Charleston.

Officials say they got aboard the Mediterranean Shipping Company owned vessel "**MSC Debra**" in the Dominican Republic, and then they snuck into a container hoping to survive the four-day trip into Charleston with almost nothing.

"Snack items, Gatorade, potato chips," said Robert Fencel, CBP Area Port Director in Charleston. "This did not look like a well-planned, organized attempt to enter the United States illegally."

Officials say a crew member noticed a hole on top of the container and two of the men on board the ship. The third was found dead in the container. They say they captured one man onboard the ship, but another man jumped more than 60 feet into the waters of the Wando River to swim away. It took officials more than four hours to find him.

"He hid under one of the docks near the Wando Terminal, and he was later found by the Charleston County Marine Unit," Fencel said. The Coast Guard also assisted in this case by sending out security experts who handle port inspections. They helped determine that no other stowaways were on board the ship.

"When a vessel comes into the United States we will board it, look at the vessel for security, look at all spaces that can hide a person," said Coast Guard Charleston Deputy Sector Commander Mike Holland.

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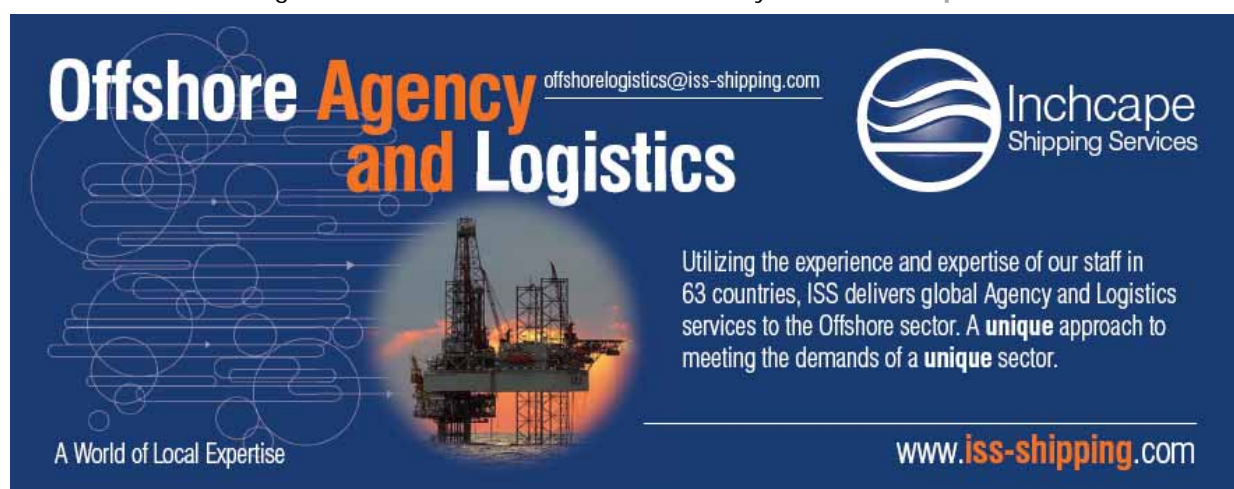
CBP says security measures at the Port of Charleston involve a ship's crew, local, state, and federal agencies.

"Charleston is not a key location for people to enter the United States. There are a lot of things in Charleston, especially the seaport, that would prevent people or even put up walls against them trying to come here," Fencel said.

"This type of incident is a clear indication of the risks people are willing to take to illegally enter the United States. While the loss of life is truly regrettable, the joint efforts of local, state and federal agencies helped bring this incident to a successful conclusion while ensuring the safety of both the maritime industry and the community."

The two surviving stowaways were taken to the hospital to be treated for dehydration.

CBP is working to identify the subjects and do background checks to help determine what will happen next. The coroner's office is determining the cause of death of the third stowaway. **Source : shiptalk**



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Filipino sailor suffers heart attack at sea

A 36-year-old Filipino sailor was airlifted to Groote Schuur Hospital after suffering a suspected heart attack on board a bulk carrier 90 nautical miles off Cape Point. **National Sea Rescue Institute (NSRI)** spokesman, Craig Lambinon, said his team was alerted about the sailor just before 1pm. Two South African Air Force Oryx helicopters set off on a two-hour rescue mission.

"The Metro Ambulance and Rescue Services doctor relayed medical advice to the ship's medical crew to stabilize the patient, believed to be in a serious condition, pending the arrival of the rescue team," said Lambinon.

He said the sailor was stabilized and airlifted. "The patient has been airlifted to Groote Schuur Hospital in Cape Town in a stable but serious condition. The patient is in the care of doctors at (the) hospital," Lambinon said.

Source : timeslive.co.za

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The **NORWEGIAN EPIC** seen departing from Rotterdam
Photo below : Henk van der Heijden – Photo top : Henk Wadman ©



Fishermen, activists clash again as tuna war hots up

Government calls on Dutch to remove vessels from registry

Maltese fishermen again clashed with activists at sea as they were towing a tuna pen, as the government called on the Dutch to consider removing a conservation society's vessel from its ship registry, citing violent conduct. Local fishermen fired flares as protesters from the **Sea Shepherd Conservation Society** attempted to free tuna being towed in pens for the second time in three days. In a post on its website, the society said the flares were aimed at the

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vessel's wheelhouse and crew on the deck, though this claim was denied by the Malta Aquaculture Federation which said they were only fired to warn off the protesters.



The tuna pen, located about 45 nautical miles off Libya, was one of two involved in the first attack last Thursday, when hundreds of bluefin tuna were freed with two Maltese divers being injured in the process. Towed at no more than one knot, the pen owned by the company Fish and Fish was once again targeted by Sea Shepherd at 9 a.m. yesterday.

The campaigners approached the tuna pen by ship, helicopter and dinghy to inspect the catch

before the fishermen fired the flares. However, unlike last Thursday's clash, when Libya snubbed military and diplomatic requests to intervene, the Libyan navy, which was a few miles away from the incident, moved towards the society's vessel.

The ship's captain, Paul Watson, said in a post on the society's website: "At that point, in the interest of safety, I ordered the inflatable and helicopter to return to the [Steve Irwin](#). We then retreated to a safe distance away from the waters claimed by Libya. The two vessels Tagreft and the Rabbah 1060 pursued and continued to fire flares at us. We were able to lose them quickly," he wrote. The society also claimed it heard the Cesare Rustico radio the Tagreft and Rabbah 1060, urging them to do "whatever you can to damage them so they will never return." However, Fish and Fish lawyer John Refalo said the fishermen only acted in self-defence and to ward off the oncoming activists, who had caused damage before.

"Again, Sea Shepherd told the fishermen they were only going to inspect the tuna but the fishermen knew what was coming," Dr Refalo said. In a statement last night, the Malta Aquaculture Federation said the fishermen requested assistance from nearby vessels once they saw the activists approaching, fearing a repeat of last Thursday's incidents.

The federation said Sea Shepherd activists only decided to abandon the attack when they realised they were being followed by the Libyan forces. "Their behaviour is reminiscent of school bullies confronted by a teacher, and they abandoned the scene in a great hurry to avoid being caught up by patrol vessels.

"Today we have all been lucky in that another disaster at sea has been averted. What is clear is that a continuing strong presence of security forces is required at sea if further incidents are to be avoided." The latest incidents come in the wake of clashes with Greenpeace, which tried to free Ta' Mattew Fish Farms' catch last Sunday. This, however, was foiled by the Armed Forces of Malta, who repelled activists with fire hoses and blocked the Arctic Sea's path to the pen.

The recent clashes at sea between fishermen and the two environmental organisations have been elevated onto the diplomatic stage. In two letters sent, the government called on the Netherlands, which registers the vessels of [Greenpeace](#) and the [Sea Shepherd Conservation Society](#), to probe the incidents and reconsider the vessels' inclusion in the registry. Through a letter sent by Malta's embassy in The Hague, the government said: "Actions taken in the past days under the maritime flag of the Kingdom of the Netherlands were anything but peaceful. The aggression on the property of tuna operators was unprovoked and premeditated." The tuna in question was legally caught according to Maltese, European Union and International Commission for the Conservation of Atlantic Tunas regulations, and was purchased by the farm operators with the consent of local and foreign authorities, the Maltese government said.

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"The fish was therefore caught legally within the pre-established quota and belonged to the farm operator. Fishing carried out this year was highly regulated and in line with ensuring the sustainability of the stock, the relevant quotas having been set according to scientific study," the letter, seen by The Sunday Times, read.

The government also said that during the clash with Greenpeace a week ago, the activists ignored the Armed Forces of Malta's orders to stand down, and pointed out that two fishermen were injured in the clash with the Sea Shepherd Conservation Society. In light of this, it invited the Netherlands to investigate the violent protests and evaluate whether they were in breach of shipping regulations.

If this was the case, the government said the authorities should reconsider whether the Arctic Sunrise and Steve Irwin should be retained on the vessel registry. "The government unreservedly condemns all criminal behaviour and unlawful acts at sea and hereby requests that an investigation be carried out by the maritime authorities," it wrote.

Source : timesofmalta



The **ASEAN RESTORER** of Asian Cableship seen in Singapore Loyang – Photo : Piet Sinke ©

BP oil spill may reduce use of deepwater rigs

The US drilling moratorium may lower the utilisation rate of deepwater rigs by as much as 10 percentage points to 70 per cent, driving down hiring rates, according to a report by Standard Chartered. The six-month moratorium on boring holes in the Gulf of Mexico after BP's oil spill may put as many as 26 rigs, used to explore water depths exceeding 500 feet (152 metres), out of work, Wai Mun Leong, a Singapore-based analyst, said yesterday.

Some orders for new rigs may be delayed to 2012. "The final tally may be lower depending on how many rigs find alternative work," Leong said. There are about 240 semi-submersibles and drill ships in the global fleet, he added.

Petroleo Brasileiro SA may hire as many as six rigs that have remained idle in the Gulf of Mexico, which accounts for about 15 per cent of global drilling ship deployment and 17 per cent of semi-submersibles, a kind of deepwater driller that needs to be tugged into position, the report said. Forty-five deepwater rigs currently operate in Brazil.

"This raises the downside risk to deepwater day rates, which have stabilised in recent quarters, currently averaging in the low-to mid-\$400,000 (Dh1,46 million) a day for long-term charters," according to the report. Transocean, owner of

the **Deepwater Horizon** rig involved in the largest US oil spill, may face lower drilling rates, Moody's Investors Service said on Monday. An explosion sank Transocean's **Deepwater Horizon** rig, which had almost completed a well for BP, 5,000 feet underwater southeast of New Orleans, and resulted in the biggest oil spill in US history.

Source: Bloomberg - hellenicshippingnews.com

OM komt met strafeis in zaak Probo Koala

Het Openbaar Ministerie (OM) formuleert maandag voor de rechtbank in Amsterdam zijn strafeis voor de verdachten in de zaak rond het vermeende gifschip **Probo Koala**. Onder meer oliebedrijf Trafigura, afvalverwerker APS en de gemeente Amsterdam staan terecht.

Justitie beschuldigt hen van het zonder toestemming in- en uitvoeren van gevaarlijke afvalstoffen en het overtreden van milieuwetten in Amsterdam in 2006. Volgens justitie wilde de door Trafigura gehuurde **Probo Koala** gevaarlijk scheepsafval afleveren in de Amsterdamse haven. APS accepteerde het in eerste instantie, maar pompte het later - na een conflict over de prijs - terug. Het schip vertrok toen weer.

De **Probo Koala** leverde het afval vervolgens aan een lokaal afvalbedrijf in Ivoorkust, dat zou zorg dragen voor de verwerking van het afval. Het bedrijf dumpte het vermeend giftige spul echter in de stad Abidjan, waardoor volgens de lokale autoriteiten zestien personen zijn gestorven en tienduizenden mensen ziek zijn geworden. Trafigura ontkent te hebben geweten van de dumping en stelt dat het afval niet schadelijk was voor de gezondheid.

China seeks to neutralize Japan-U.S. security treaty.

A rapid buildup of nuclear weapons by China and its apparent determination to restrict United States forces' access to the western Pacific is threatening to transform the balance of power in East Asia.

Tensions in the region were demonstrated at a meeting of the foreign ministers of Japan, China and South Korea in Gyeongju in South Korea on May 15. Though the main topic of the meeting was the sinking of the South Korean corvette **Cheonan**, a testy exchange between the foreign ministers of Japan and China showed strategic concerns simmering below the surface.

Japanese Foreign Minister Katsuya Okada told the Chinese representative, "Among the countries that possess nuclear weapons, only China is increasing its nuclear weapons." This angered Chinese Foreign Minister Yang Jiechi. Without turning on his microphone, he said, "There is nothing to justify being told such a thing by Japan, which is protected by the U.S. nuclear umbrella." He then started to leave his seat.

Wednesday will mark the 50th anniversary of the beginning of the revised Japan-U.S. Security Treaty, but China's increasing military assertiveness is raising questions about the continuing efficacy of Japan's defense strategy.

China is estimated to have about 400 nuclear warheads, a fraction of the more than 5,000 warheads held by the United States. China has declared that it will not use its nuclear weapons for preemptive strikes.

"We continue to maintain the minimum-level nuclear capabilities that are required for the safety of our country," said Ma Zhaoxu, director-general of the Information Department of the Chinese Foreign Ministry. But, despite the soothing words, China is quietly transforming its long range nuclear capabilities. New missiles include the Dong Feng 31A, an intercontinental ballistic missile with a range of 14,000 kilometers.

The shorter range Dong Feng 21C missile has Japan well within its range and a new type of anti-ship ballistic missile can pursue vessels at supersonic speeds. China is also constructing underground bases for nuclear missiles in mountainous areas in Henan and Shanxi provinces, aimed at protecting them from preemptive strikes.

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The missile development is a vital part of an emerging "anti-access" theme in Chinese military strategy aimed at preventing U.S. aircraft carriers from advancing into sea areas near China in the case of a stand-off between the two countries over Taiwan.

"If we place U.S. aircraft carriers and U.S. bases in Japan within the range of our missiles, the U.S. fleets will not be



able to enter the western Pacific freely. As a result, we will make the Japan-U.S. Security Treaty ineffective," said a source close to China's military. Submarines are another important pillar of the anti-access strategy. In recent years, China has developed state-of-the-art Song-class and Kilo-class submarines with quiet propulsion

technologies that make them difficult to detect.

The new technology has allowed much more aggressive deployment. The Chinese military has told U.S. military officials that two Chinese submarines are permanently stationed in waters near the United States. In October 2006, a Chinese Song-class submarine surfaced about eight kilometers from the U.S. aircraft carrier [Kitty Hawk](#) near Okinawa Prefecture.

The U.S. ship had been unaware of the Chinese submarine's presence and was within the range of the Chinese submarine's torpedoes. The Chinese navy flexed its muscles again in April this year, when a fleet of 10 vessels, including two Kilo-class submarines, passed between the main Okinawa island and Miyakojima island.

A Chinese helicopter came within about 90 meters of a Japanese Maritime Self-Defense Force's escort warship during the incident. The Chinese Defense Minister Liang Guanglie told a delegation of Japanese Self-Defense Forces' officers in Beijing on June 11 that the passage was part of a training exercise and was not a violation of international law.

"Though the Self-Defense Forces' reconnaissance planes frequently come to (air space over) the Yellow Sea (between China and the Korean Peninsula), the Chinese military forces are not obstructing them. We hope that the Japanese side do not watch us too closely either," Liang said. However, a military source in Beijing said the maneuver had a more profound motivation: "The passage was made to demonstrate to Japan and the United States the improvement in China's anti-access capabilities in the East China Sea."

According to the Japanese Defense Ministry, Chinese destroyers have been detected near Miyakojima island and Okinotorishima island five times since 2008. One of the Japanese officers present at the meeting with Liang said, "We felt that China has established superiority and that Chinese naval power is already greater than Japan's."

Chinese military officers say that China's military buildup is focused on Taiwan. The primary target of its increasing strategic assertiveness is not Japan but the United States, which has been selling weapons to Taiwan. But China recognizes that accidental clashes with Japan in the East China Sea may be a side effect of the policy.

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When Chinese Premier Wen Jiabao met with then Japanese Prime Minister Yukio Hatoyama in Japan in late May, he proposed re-establishing a hotline between the leaders. The hotline had not yet been set up and the Chinese side appeared to have gone cold on the idea.

At the same meeting, the two leaders agreed to improve other crisis management mechanisms to deal with confrontations at sea.

Meanwhile, the sinking of the South Korean corvette **Cheonan** in late March raised questions about Japanese and South Korean security cooperation. The Japanese government was slow in responding to the incident and did not ask to participate in the investigation into the causes of the incident.

The **Cheonan's** sinking, which the international investigation blamed on Pyongyang, was a stark reminder of the military power of North Korea. The reclusive country has up to 180,000 special military troops, weapons of mass-destruction, ballistic missiles, and submarine capabilities, all of which threaten both South Korea and Japan's security.

Japanese officials are pushing for greater cooperation with South Korea on security issues but the response from the South Korean side has often been unenthusiastic.

There is a strong resistance in South Korea to establishing a military alliance with Japan because of the friction resulting from Japan's occupation of the Korean Peninsula. There is also concern about China's opposition to such an alliance.

Nevertheless, there is an understanding among some in the South Korean military of the two country's common interests. A South Korean officer said, "An (military) alliance (between South Korea and Japan) may be impossible. But both countries always need to maintain high-level friendly relations." **Source : THE ASAHI SHIMBUN**



Will Shipping Attacks Increase After Pirates Gaoled In Europe ?

The gaoling of five Somali pirates this week in Rotterdam has been met with varying degrees of enthusiasm by parties to whom it is relevant. Whilst ship owners, shipping lines and agents have expressed some satisfaction at this first criminal conviction by a European Court this has been tempered by the length of the sentences, seen as too lenient by many, and against that, the reaction of some of the convicted men themselves who seem not only resigned to their fate, but positively satisfied by their likely future.

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The five men were arrested after attacking the 3,250 dwt general cargo vessel Sananyolu in January of 2009. Since she was registered in the Dutch Antilles a European arrest warrant was issued three weeks after their initial detention by a Danish frigate which picked them up after their small vessel took fire following a stout defence by the Turkish crew of the freighter.

Despite dumping automatic weapons and at least one rocket propelled grenade launcher over the side forensic evidence and overwhelming witness testimonies proved an attack on the Sananyolu had taken place and the men's defence that they were "fishing" was disregarded by the Court as a fabrication. The prosecution had requested a seven year term but this was reduced by the Court who stated that the social conditions which drove the men to act as they did were a mitigation of their actions. It is this very mitigation which is now concerning many observers. Subsequent to the sentence one of the pirates stated that he was anticipating settling in a "Democratic country" and as Somalia is considered as an environment hostile to refugees the wrongdoers may very well find a way to remain in Europe after their jail terms have ended. As they have already served almost eighteen months in prisons in Bahrain and Holland, and assuming they qualify for a reduced sentence for good behaviour, it will not be too long until the Dutch must decide what is to be done with the miscreants.

Meantime the men, having everything to gain and nothing to lose, have announced an intention to appeal, their lawyers stating that the Dutch Court does not have jurisdiction, whilst other Somalis await trials in France, Spain, Germany and the United States accused of similar offences. So far only Kenya has incarcerated others committing piracy in the Gulf of Aden and the lawyers are boning up on international legislation which in many cases has not been tested in three hundred years. **Source: Handy Shipping Guide**

NAVY NEWS



Above seen the 300 ton **MSC 214 AVRA** (ex MSC 318) one of the 8 U.S. MSC 294–class coastal minesweepers [MSC] built at Peterson Bldrs, Sturgeon Bay, Wis. for Greece under the Military Aid Program; transferred on completion.

Photo : Leo Varekamp ©

Royal Navy Destroyer Completes Falklands Tour

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The UK Royal Navy's destroyer, **HMS York**, has successfully completed a seven-month deployment in the South Atlantic and returned home to Portsmouth Naval Base in UK.

During the deployment, the Type 42 destroyer patrolled the South Atlantic and intercepted vessels operating inside the disputed oil zone around the Falkland Islands.

HMS York also acted as a guard ship as exploratory oil rig **Ocean Guardian** arrived to begin the search for oil.

The destroyer participated in a joint exercise with its affiliated army regiment, Yorkshire Regiment, and members of the 1st Battalion. Since its deployment in November 2009, the Portsmouth-based warship has visited ports including Gibraltar, the Cape Verde Islands, Brazil and the Canary Islands before arriving at the Falkland Islands in January 2010. Source : naval-technology.com

Air Warfare Destroyer block transport contract signed

Greg Combet, Minister for Defence Materiel and Science, announced that the Air Warfare Destroyer (AWD) Alliance has signed a contract with Toll North Pty Ltd for the transport of 66 hull blocks by sea from Newcastle and Melbourne to Adelaide where they will be consolidated into Australia's three Hobart Class AWDs. Mr Combet said the signing of this \$25 million contract represented a significant milestone in the multi-billion dollar project.. "Full block production is now underway at three shipyards across Australia: ASC in Adelaide, BAE Systems in Melbourne and Forgacs in Newcastle," Mr Combet said.

"The completed blocks will be transported on a barge towed by a tug boat from the Melbourne and Newcastle shipyards to Adelaide. "By mid-2011, the blocks will begin to arrive at the Government of South Australia's Common User Facility for consolidation into the complete warship," Mr Combet said..

Each ship is made up of 31 blocks. The blocks will be transported in groups, with 15 trips from BAE Systems shipyard in Melbourne and eight from the Forgacs shipyard in Newcastle..

"This work will employ 14 people, part of a 3,000 strong workforce building these warships around Australia," Mr Combet said. The project is on track to deliver the first AWD, **HMAS Hobart**, in December 2014. **HMAS Brisbane** is scheduled for delivery in March 2016 and **HMAS Sydney** in June 2017. Source: Australian Government.

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ASC docks its first submarine in Western Australia

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ASC, Australia's submarine builder and maintainer, has docked its first submarine at ASC West – a \$35 million purpose-



built submarine support facility located at the Australian Marine Complex (AMC) in Henderson, Western Australia.

Home to 185 employees and set to inject millions of dollars into the Western Australian economy, ASC West has docked HMAS Farncomb, which was brought to land aboard the AMC's floating dock and then transferred to ASC's facility on a multi-wheeled transfer system, marking the beginning of ASC maintaining submarines at the AMC.

ASC Managing Director and Chief Executive Officer Steve Ludlam said the company had eagerly awaited its first submarine docking since the

opening of ASC West in 2008.

"We made the decision to build ASC West based on the State Government's commitment to deliver the floating dock, with the seamless performance in docking **HMAS Farncomb** highlighting its outstanding capabilities," Mr Ludlam said.

"ASC is now able to carry out maintenance on as many as three submarines at any one time, reinforcing the efficiency gains we expect to realise by maintaining submarines in a state-of-the-art production environment."

Previously, ASC worked across multiple sites in Western Australia since 1996, with the 2008 opening of ASC West representing the amalgamation of three service facilities into one consolidated, submarine support facility. The submarine repair and maintenance work that ASC will undertake in Western Australia is expected to generate some \$35 million annually for the State.

"We're delighted to be a key user of this great floating dock facility and, coupled with the strategic location of ASC West, we're in a much better position to make a significant contribution to the frontline of Australia's naval defence force," Mr Ludlam said. "Today, we celebrate ASC's commitment to maintaining the Navy's Collins Class submarines on the west coast of Australia." **Source : defpro**

Keel laid for destroyer named after SEAL

US Navy officials laid the keel Friday for a destroyer named after a SEAL who died in Afghanistan, according to an announcement. More than 50 sailors, civilians and family members gathered for the ceremony at the General Dynamics-Bath Iron Works shipyard in Bath, Maine.

The keel authentication ceremony marks the beginning of construction of DDG 112, which will be known as the destroyer **Michael Murphy**. Lt. Michael Murphy was awarded the Medal of Honor posthumously for his actions during Operation Redwing on June 28, 2005, in Afghanistan.

"There are no words," Murphy's mother, Maureen Murphy, said in a statement. "I still can't get it through my head that a U.S. Navy ship is going to be named after my son. He would be honored. I hope to have a good rapport with the crew of the Michael Murphy. On the ship, it's going to be like one big family, and I would like to have a good relationship with the crew."

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In addition to Murphy's mother, his father, Dan; brother John; and nearly 20 SEALs attended. The Murphy family signed a steel plate during the ceremony, which will later be affixed to the hull of the Arleigh Burke-class destroyer.

"We love everyone involved with the Michael Murphy," Dan Murphy said in a statement. "They have no idea how much they have touched us." Cmdr. David Price, program manager, supervisor of Shipbuilding, Conversion and Repair, said the vessel will serve as a testament to Murphy's character.

"This ship will transform from just plates of steel, miles of piping and cables and electronics, to a ship and crew, operating as one, imbued with the spirit of her namesake, and her sponsor," Price said in a statement.

Source : [navytimes](#)



The Swedish Coast Guard ERV **003 AMFRITITE** seen in Goteborg – Photo : [Lourens Visser](#) ©

U.S. fleet allowed through Suez

Egypt allowed a fleet of U.S. Navy vessels and at least one Israeli ship to pass through the Suez Canal to the Red Sea, news media reported Saturday. Al-Quds al-Arabi, an Arabic-language newspaper published in Britain, reported the group included a U.S. aircraft carrier, the Israeli newspaper Haaretz said. Thousands of Egyptian soldiers were sent to the area to protect the ships during the canal passage.

DEBKAfile.com reported there were 11 U.S. warships led by the carrier **USS Truman**. The news Web site said all commercial and civilian traffic through the Suez was halted while the warships passed through last Friday.

The fleet was one of the largest groups of U.S. warships to use the canal in years, al-Quds said. Leaders of Egyptian opposition parties criticized the government for allowing the fleet passage. A copy of an 1888 treaty posted on the Egyptian government's Web site states the canal is to be open to warships of any nation at all times. Source : [upi.com](#)

SEACAT Drill

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The Republic of Singapore Navy (RSN) is taking part in the annual Southeast Asia Cooperation Against Terrorism (SEACAT) exercise with the navies of the United States, Brunei, Indonesia, Malaysia, the Philippines and Thailand.



The Singapore Navy Victory class unit **91 – VALIANT** seen of Changi Naval base – Photo : Piet Sinke ©

This year's exercise, which is being held from June 17 to 25, is the ninth in the series which began in 2002.

Singapore's Ministry of Defence said the exercise aims to enhance maritime information-sharing and coordination of maritime security responses. During the exercise, the navies will be conducting planning exercises at the Changi Command and Control Centre at Changi Naval Base.

They will also engage in drills, like tracking ships and boarding US civil resource ships simulating merchant vessels suspected of assisting in criminal and terrorist activities at sea.

Personnel from the RSN's Maritime Security Task Force, the Maritime and Port Authority of Singapore and the Immigration and Checkpoints Authority are also taking part in the exercise. Source : [shiptalk](#)

Indian Navy Vessels Dock In Malaysia For Goodwill Visit

The Indian Navy's guided missile destroyers **INS Rana** and **INS Ranjit** and fleet tanker **INS Jyoti** docked at the Star Cruise Terminal in Wesport (Malaysia) June 19th for a four-day goodwill visit. The Flag Officer Commanding Eastern Fleet Rear Admiral P.Murugesan said the visit indicated the importance of the long relationship between Royal Malaysian Navy and Indian Navy.

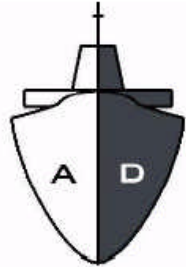
He said the visit was also to commemorate the maritime cooperation between the two nations. "The Navy is an ideal platform to provide security arrangement to the maritime. I think in that direction both navies have enormous scope to work together and then provide the safe maritime security environment so that our trade progresses and our countries' development will increase.

"We would be doing the maritime security exercise with the Malaysian Navy when we are leaving on June 23," he told reporters at a press conference here. Also present was the Indian High Commissioner here, Vijay Gokhale.

Source : [bernama.com](#)

SHIPYARD NEWS

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Cesa sees signs of recovery

Cesa (Community of European Shipyard's Association) reports signs of recovery for the ailing yard industry, despite the fact that the global order volume for new ships over the past six quarters has totalled only 22 million cgt, compared to more than 100 million cgt for the six previous quarters.

Growing cargo volumes, improved earnings for shipowners and also slowly increasing new order volumes are very welcome and encouraging news. Also, the maintenance, repair and conversion yards, which provide employment for about 125,000 people in Europe, report about only moderately reduced business near 2007 levels, with early indications of modest improvement in 2010, Cesa says in a statement.

However, due to the lack of newbuilding orders a growing number of yards are facing production disruptions due to lack of orders, therefore Cesa insists that Europe must come together and safeguard its maritime competences and capabilities. **Source : ShipGaz**

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Trade flows via Port Marseilles up 6% to 36,6m tons in Jan-May

Five-month freight traffic volume through Port Marseilles (France) increased by 6% from the same period of 2009, to 36.6 million tons, the Port Authority press release said.

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The port's container trade in five recent months gained 10% to 421.1 thousand TEUs.

The volume of Ro-Ro cargo rose by 3% to 1.6 million tons, handling of chemicals increased by 37%, to 1.47 million tons. The crude volume dropped by 8%, to 23.3 million tons, while petroleum products slightly gained 3%, to 5.4 million tons, LNG volume reached 0.89 million tons, at the level of Jan-May of 2009.

Port of Marseilles (Marseille) is located in the south of France, on the shore of the Gulf of Lions, in the Mediterranean Sea. There are petrochemical and chemical industries, shipyards and ship repair facilities located at the port industrial area. Freight traffic via the port of Marseilles in 2009 totaled 83 million tons, container trade – 882,580 TEUs.

Source : PortNews

HARBOUR TUGS OPERATING IN HONG KONG



left : The **SHA TIN**



Top : The **CHEUNG CHAU**

Photo's : Rene Grootenboer ©

Stena Line's Route Network Extended with Two New Routes

Stena Line is now widening the scope of its service offering to freight customers. By means of an agreement with DFDS, Stena Line will be able to offer the freight customers two new routes between Denmark and England, Esbjerg-Harwich and Esbjerg-Immingham, as of 1 September this year.

"By offering our customers two additional routes, we continue our expansion strategy and will be able to provide our customers with additional alternatives for transportation between Scandinavia and Great Britain. The new routes are a very good complement to the rest of our network," Gunnar Blomdahl, CEO of Stena Line, says.

DFDS is also in favour of the new agreement.

"We are pleased to have Stena Line as a future business partners," says, Niels Smedegaard, CEO at DFDS.

The agreement with DFDS is a so-called space charter where Stena Line buys capacity from DFDS vessels. Stena Line will continue to market and sell the routes under its own brand, whereas DFDS will bear the operational responsibility.

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- "There is a great demand for transportation between Denmark and Great Britain. We are able strengthen our position by entering new markets. In combination with our existing route network, we are going to be able to offer our customers efficient overall transportation solutions to both the continent and Great Britain, as well as to adjacent countries like, for example, the Netherlands and Ireland," Stena Line's Freight Manager in UK/ROI, Frank Nieuwenhuys says.

With the addition of the two new routes, Stena Line will have a total of 19 routes from and to Scandinavia and Great Britain. The agreement has come to fruition following DFDS's acquisition of Norfolkline and is subject to approval of the affected Competition Authorities. **Source : Stena Line**



The **POLAR PRINCE** seen on Harwich Parkeston Quay - **Photo : John van der Linden ©**

Chennai or Ennore port may go for carbon footprinting

Soon, either Chennai or Ennore port may go for carbon footprinting as a pilot project. It is planned to determine Green House Gas (GHG) emission sources, track emission trends and generate information needed to take steps for reduction.

The Mercantile Marine Department of the Ministry of Shipping and Energi Services, a carbon footprint consulting company, organised a seminar on Saturday to impart understanding on the concept of carbon footprint of ports and ships, international regulations and work out reduction strategies.

"The idea is to prepare the country's shipping industry to adapt itself to the regulations of International Maritime Organisation (IMO) in future," said R. Kannan, Chief Consultant, Energi Services. The shipping industry could gain from the Maritime Emissions Trading Scheme, a system for CO2 emissions trading in international shipping, and International Compensation Fund for GHG emissions from ships, he says.

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The International Association of Ports and Harbours has formed a consortium called World Port Climate Initiative as the CO2 emissions of world fleet of merchant vessels could climb to 6 per cent in 2020 from 2.7 per cent in 2009 if actions are not taken.

"A carbon footprint of the port will reveal the amount of GHG emissions directly and indirectly released over a measured period providing valuable information on emission reduction strategies. There is a need to evolve strategies on GHG emission reduction on a localised basis," Mr. Kannan said.

At the seminar, delegates representing all types of businesses related to shipping and logistics were informed of the increasing demand for carbon footprint or products and services and methods to identify carbon hotspots and where to focus carbon reduction strategies. **Source : The Hindu**



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Eitzen Bulk Shipping taken over by Chilean owner

Norwegian Camillo Eitzen & Co ASA has sold its majority shareholding (74.33 per cent) in the Danish listed company Eitzen Bulk shipping A/S to the Chilean company Navieras Ultragas for a price of USD 92.9 million. The deal is subject to approval from the Danish competition authorities. Eitzen Bulk Shipping A/S has a fleet of bulk carriers and a portfolio of affreightment contracts (recently, the company signed up with German Thyssen Stahl for transport of 50 million tons of steel up until 2021).

Ultragas is based in Santiago, Chile, and is mainly known for operation of gas carriers and product tankers. We have wanted to expand our activities in Europe for some time, and found that Eitzen Bulk Shipping A/S was a good platform for this, says Dagvon Appen, President of Navieras Ultragas Ltda. Ultragas operates a fleet of 25 ships, while Eitzen Bulk Shipping has a fleet of nearly 50 chartered bulk carriers. Originally, Eitzen Bulk Shipping was the bulk division of the East Asiatic Company. **Source : ShipGaz**



The **MERATUS MANADO** seen moored in Singapore Tuas – Photo : Piet Sinke ©

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Acergy and Subsea 7 agree to combine

Further to yesterday's announcement regarding the intention to combine **Acergy** and **Subsea 7**, Jean Cahuzac of Acergy would like to provide some more detail on the rationale behind this move.

We have said before that consolidation would be good for the industry. The creation of a global leader in seabed-to-surface engineering and construction would bring together two highly complementary businesses, well positioned to deliver profitable growth. A newly combined entity would build upon the strong foundations of each business, bringing together some of the most talented and experienced people in our industry. Our continued investment in our people, especially in learning and development, will provide greater global opportunities within an enlarged organisation.

This would be a combination of two dynamic companies and together we will embark upon a journey of integrating the two organisations, optimising all aspects of the new business by selecting the best fit for the new company, either through existing, or new approaches. Through integration we would begin to bring together a new enhanced organisation creating a new culture, a new environment, a new position in our industry and consequently new opportunities for all of us.

The coming months may hold some uncertainties and change for all of us. There are a great number of decisions yet to be made and questions which can only be answered over time. We must all continue with our daily activities in support of executing our clients' projects in a safe and efficient manner and carry on with business as usual in line with our normal professional behaviour as this situation unfolds. We need to ensure we retain strict confidentiality in all our commercial activities as we would normally do, as independent competitive organisations. **Source : Acergy**

Indian shipping & shipbuilding

The smart rebound in India's external trade draws attention to our shipping policy. Despite buoyant growth, the share of Indian bottoms in the country's exports and imports barely touches 30% in volume terms. Worse, in value terms, the domestic share is just over a tenth of India's total annual overseas shipping bill of over \$5 billion. The ratios seem likely to worsen in the foreseeable future, given the lowly presence of Indian shipping companies in such high-value segments as general cargo and containers. We need comprehensive policy focus to augment vessels and tonnage. It is true that there's been a welcome spurt in Indian shipping capacity in the last few years; the total Indian fleet had been stagnant at around seven million gross tonnage for donkey's years. Domestic shipping companies now collectively own about 704 vessels, adding up to 8.3 million gross tonnage or around 13.75 million deadweight tonnage .

But there's clearly a huge backlog in shipping capacity which needs to be made good, and sooner rather than later. As the economy globalises and there's sustained momentum in trade, it would be thoroughly suboptimal indeed to make do with decreasing use of Indian bottoms. It would be at huge, and rising, national cost. The recent surge in domestic shipping capacity, albeit from a low base, is due to the "remarkable" turnaround in global shipping demand earlier in the decade, plus supportive measures initiated by the Centre such as the introduction of tonnage tax and easing of procedures for acquiring second-hand vessels. Yet government policy on shipping remains mostly unchanged, such as the 30% ship-building subsidy on offer since circa 1971, with the scheme extended, yet again late last year. After all, a domestic subsidy regime on global tenders would not count for much if commercial ship-building is not globally competitive, as seems very much the case in India what with our 27 shipyards and much fragmentation of capacity. We need to revamp upstream and downstream linkages for proper coagulation of resources in shipping, and put in place proactive financing solutions for the domestic industry to emerge shipshape.

Source: The Economic Times of India



The **North Ocean 102**, one off world largest cable laying vessels, enters port of Rotterdam to fulfil work scope for Britned Sub sea Cable. **Photo : Lex ©**

Statoil refuses Mærsk rig in US waters

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US president Barack Obama's ban on deepsea drilling in US waters, in the aftermath of the blow out on the Macondo-field, has now affected Maersk Drilling. Norwegian oil company Statoil and its US subsidiary has cancelled a charter contract for the brand new semi submersible rig **Mærsk Developer** under a force majeure clause.

We have received the statement from Statoil and together we are looking at our options for using the rig elsewhere, says Martin Fruergaard, CEO of Maersk Drilling. The **Mærsk Developer** was at the time of the ban drilling in the Tucker-field in Walker Ridge in the Gulf area. The **Mærsk Developer** was delivered in 2009 from Keppel Fels, Singapore, for a sum of USD 234 million. Source : ShipGaz

OLDIE – FROM THE SHOEBOX



Several ships moored at the Java Kade in Amsterdam, at the left the **HMS MAIDSTONE** (British submarine mothership) in the middle the **POLLUX** and the **BINTANG** on the right

Photo : Van Herk – Coll. Kees van Huistede

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.... PHOTO OF THE DAY



The **SIEM EMERALD** seen arriving in Rotterdam – Photo : Jan Oosterboer ©

BOEKBESPREKING

Door : Frank NEYTS

“Coasters of the 1960s”.

Bij Coastal Shipping verscheen zopas het prachtige boekje “**Coasters of the 1960s**” geschreven door Bernard McCall. In tachtig pagina's brengt de auteur aan de hand van 94 kleurfoto's een overzicht van kustvaarders gebouwd in de zestiger jaren. Met dit boekje brengt Bernard McCall een historische invalshoek in zijn populaire reeks ‘**Coasters of....**’. De gebrachte foto's dateren vanaf de jaren zeventig tot op vandaag. We zien schepen in hun origineel uiterlijk, maar ook na te zijn verbouwd nadat ze werden verkocht en in een nieuw vaargebied (vaak de Middellandse Zee) werden ingezet. De bijgevoegde tekst vertelt meer over de geschiedenis van het schip en vaak ook van de werf waar die werd gebouwd.

Net als de andere delen uit de aangehaalde reeks, een aanrader voor al wie van schepen houdt.

“**Coasters of the 1960s**” (ISBN 978-1-902953-45-8) verscheen in januari 2010 als hardback. Het boekje kost £16.00 of 25 euro. Bestellen kan via de boekhandel, of rechtstreeks bij de uitgeverij **Coastal Shipping**, 400 Nore Road, Portishead, Bristol BS20 8EZ, UK. Tel/Fax: +44(0)1275.846178, www.coastalshipping.co.uk Wie bij de uitgeverij bestelt moet er ook nog 4 euro verzendingskosten bijrekenen.