

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 117



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

The advertisement for Mammoet Salvage features a banner with a background image of two orcas swimming in the water. On the right side of the banner, there is a photograph of a large industrial vessel with a red crane. The text 'Smart solutions, united experience' is written in small letters above the vessel. The Mammoet Salvage logo, which includes a stylized elephant head, is on the left. A large red box on the left contains the text '24/7' in white. On the right, a grey box contains the phone number 'PHONE +31 (0)10 2042 445'. At the bottom right, a black box contains the email 'salvage@mammoet.com' and the website 'www.mammoetsalvage.com'.



**Above seen the SEA JACK operating at the Windfarm Ormonde Barrows UK.  
Photo : Tony Brands (c)**

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## EVENTS, INCIDENTS & OPERATIONS

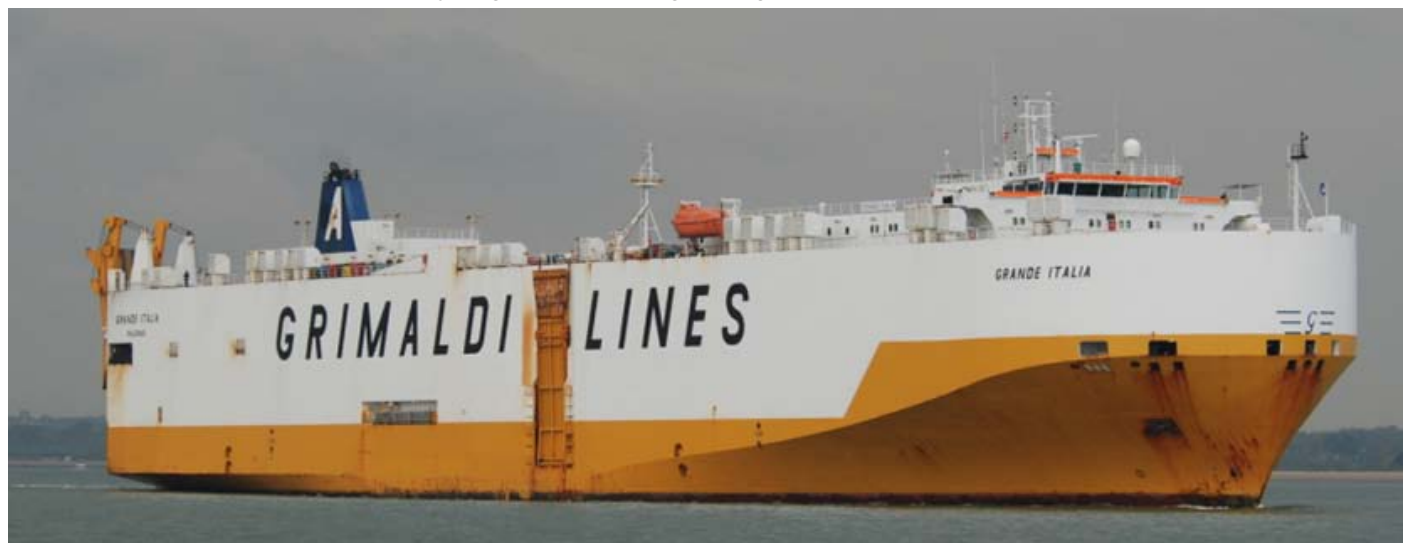


The **BBC FLORIDA** seen moored in Jurong Port - Photo : Capt. Jelle de Vries (c)

## Shipowners back in new building ordering business

Ship owners have returned to shipyards for a fresh batch of new building orders as they have seemed to come to terms with the fact of tonnage oversupply for the coming two-three years. Beyond that period, with the recovery of the global economy expected to have returned in full swing, demand prospects appear to be more than healthy. This, coupled with the current low prices for newbuildings, makes their decision a lot easier. According to the latest weekly

report from Golden Destiny, the past week ended with 63 orders in total, equalling a total invested capital around \$4,6 billion , 35 transactions reported on private terms, with robust investments in the bulk carrier, container and offshore sector, indicating a 200% w-o-w positive change. At a similar week in 2010, 53 new contracts had been reported with bulk carriers winning 71% share of the total volume of contracts. In terms of invested capital, the most overweight segment for this week appears to be the offshore with a total invested capital region \$3 bn, while bulk carriers appear to be in the frontline holding 63% of the total ordering activity. The shipbroker said that the week ended with the Greek presence being noticed in both the newbuilding business with 10 reported orders and in secondhand ship purchase activity, with 6 deals. The total invested capital of Greek owners in the newbuilding sector this week remains undisclosed since almost in all transactions the contract details haven't been revealed. In the secondhand market the invested capital is calculated to be in the region of \$111,650,000 and was focused once again in the bulkcarrier, in the tanker & in the container sector. "In the bulk carrier segment, it seems to be the first week of the year with so eager business with a record of 40 contracts equalling a total deadweight of 3,6 million of tons. An intense ordering interest has been revealed in all sizes for very large ore carriers grasping the headlines of this week.



The **GRANDE ITALIA** seen in Southampton – Photo : Peter Hollands (c)

In the tanker segment, with even the depressed crude market, Thenamaris surprised by contracting a single VLCC at Shanghai Waigaoqiao for delivery in January 2014. A robust activity has been also recorded in the gas segment for LPG carriers bringing hopes for more growth in the future, as there seems to an optimistic view for the freight markets within 2011 on the occasion of Japan's growth for LNG demand. In the container market, John Fredriksen's Ship Finance International has placed an order for units of 4,800 TEU at Chinese state owned Shanghai Shipbuilding for a total of \$230 mil with delivery in 2013, chartered for the German liner operator Hamburg Sud. Greek owners made their presence strong this week in the container newbuilding business. Aeolos Management has placed an order at Hyundai Heavy Industries of South Korea for a pair of 6,700 TEU at Hyundai Heavy Industries valued at \$150 mil ebloc, whilst East Med has booked a pair of 1,700 TEU vessels at China's Guangzhou Wenchong Shipyard. There has been also emerged some movement in the post panamax segment. Maersk Line is preparing to order a second series of 18,000 TEU ships Triple-E class vessels cost \$190 mil each, bringing the total number to 20. AP Moller-Maersk chief executive Nils Andersen confirmed that he expects the company to exercise the first option for another 10 units that will be built by South Korean shipbuilder Daewoo Shipbuilding & Marine Engineering. In the meantime, French Line CMA CGM and German owner Claus Peter Offen are reported to be in joint negotiation with Samsung Heavy Industries about enlarging the size of five ships originally specified at 12,800 TEU to 16,000 TEU. The fever in containeship ordering from the beginning of New Year has raised estimations for the current orderbook at close to 28% from 25% at the end of last year.

In the offshore segment, the high demand for drilling units noticed from last week's activity continues at high levels with 9 units contracted in total either as jack up drilling rigs or ultra deepwater drill ships, posting a 50% w-o-w positive change" said Golden Destiny. It went to mention that in the demolition market, after the encouraging news of the High Court order finally approved and signed for Chittagong's opening scrap rates are still at moderate levels with India and Pakistan paying \$485/ldt for dry and \$510/ldt for wet cargo. Scrap buyers in Bangladesh have started to gear up slowly since almost one year of muted activity and comply with improving standards. Training facilities will need to be set up and age restrictions for workers.



"Bilge and ballast waters will not be allowed to be transferred directly into seawater but there will be special facilities for discharge. Furthermore, all tankers will have to be certified gas free for hot works before entering the scrapyards and owners will have to declare that their vessels are in suitable state before presenting Notice of Readiness at anchorage, along with declaring a thorough hazardous materials inventory as is applied now in India.



The **SOUTHERN JUICE** seen in Santos – Photo : Silvio Roberto Smera – [www.pbase.com/smera](http://www.pbase.com/smera) (c)

The week ended with 18 vessels reported to have been headed to the scrap yards of total deadweight 588,304 tons. In terms of reported number of transactions, the demolition activity has been marked with a 28.5% w-o-w increase. In terms of scrap rates, the highest scrap rate has been achieved this week in the tanker sector by Bangladesh for two sister 20,000dwt tankers "**CARIBBEAN FIDELITY**" & "**CARIBBEAN RENAISSANCE**" at \$/ldt 570 each,, however both incl 150tons of stainless steel. India attracted most vessels this week irrespective of vessel type. At a similar week in 2010, 15 vessels were reported for scrap indicating a positive yearly change 20%, in terms of reported number of transactions, with most of the activity being centred in the tanker segment, whereas scrap rates floating at \$400-\$425/ldt for dry and \$470-\$480/ldt for wet cargo" concluded the shipbroker.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide ©



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The **FEDERAL OSHIMA** seen in Rio Grande – Photo : Marcelo Vieira (c)

## Removal of tsunami-wrecked fishing boats starts in Kesennuma

A salvage agency started full-fledged operations Sunday to remove fishing boats sunk, stranded or dumped inland by the March 11 earthquake-triggered tsunami in Kesennuma, Miyagi Prefecture. More than 40 ships of 20 tons or more fell victim when the disaster hit the coastal city, according to the local chamber of commerce.

The agency plans to remove sunken or stranded vessels at the port by the end of May so it can secure the safety of sea routes and to complete the removal of ships washed ashore by September. In Iwaki in Fukushima Prefecture, another disaster-hit prefecture on the Pacific coast of northeastern Japan, a local fishery cooperative said it plans to resume bonito fishing as early as in late May.

Tetsu Nozaki, head of the cooperative, said, "To take the lead in restoration efforts, we will do whatever we can to haul in fish at Iwaki." Four of the cooperative's seven vessels were damaged by the tsunami, so it will use the remaining three ships and one borrowed from a regional federation of fishery associations to which it belongs in forming a fleet to restart operations.

The fleet is expected to operate in waters stretching from Choshi, Chiba Prefecture, in the north to Hachijo Island, nearly 300 kilometers from Tokyo, in the south and will ask the Fukushima prefectural government to analyze catch samples for traces of radioactive materials.

The magnitude 9.0 quake and ensuing tsunami caused extensive damage to Iwate, Miyagi and Fukushima prefectures in northeastern Japan and triggered a nuclear crisis at an atomic power plant in Fukushima Prefecture. Meanwhile, an evacuation drill was held at a shelter in Ofutano, Iwate Prefecture, where around 100 evacuees still live, assuming a scenario of a tsunami triggered by a magnitude 8.4 quake off Miyagi Prefecture to prepare for another tsunami that could be more destructive as the one last month destroyed breakwaters in the area.

The people staying at the community hall located around 10 meters above sea level, where a giant tsunami stopped just short on March 11, evacuated to a hill about 200 meters away after hearing a simulated message on the public address system calling on them to evacuate. **Source : The Mainichi Daily News**

## Grandmother Dies After Arctic Waters Plunge

A grandmother taken ill on a cruise ship who was dropped into freezing Arctic waters by paramedics during transfer to a rescue boat has died. Janet Richardson, from Penrith, Cumbria, was travelling with her husband George on the cruise ship Ocean Countess off the coast of Norway when she fell ill. It took rescue crews several minutes to recover the 73-year-old grandmother from the icy, -3C waters. She was taken to hospital in Norway and later transferred to



hospital in Carlisle but died on April 21. Carlisle's Cumberland Infirmary released a statement confirming Mrs Richardson's death.



"It is with regret that we announce that Janet Richardson has sadly died on Thursday evening," the statement said. "With respect to the family we will not be providing any further comment." Mrs Richardson had been struck down with internal bleeding on the voyage from Hull to Norway on a trip to see the Northern Lights with her 78-year-old husband.

The captain of the 17,000-ton **Ocean Countess**, operated by UK company **Cruise and Maritime Voyages**, had called

for a rescue boat to take her to hospital. As she was being lifted from the ship to the rescue boat, the two vessels moved away and her stretcher slipped from the grasp of the rescuers and she fell into the frigid waters.

Marketing director of Cruise and Maritime Voyages Chris Coates said: "The directors and staff of **Cruise and Maritime Voyages** are all deeply shocked by the news received a short while ago that Mrs Janet Richardson has passed away. "All our thoughts and prayers are with the Richardson Family at this sad time."

The Norwegian search and rescue service, police and the ship owners are pursuing an investigation into the incident. Cruise and Maritime Voyages said it is doing everything possible to assist with the inquiry. **Source : Skynews**



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The **BBC ODER** seen assisted by the **UNION GRIZZLY** in Vlissingen – **Photo : Willem Kruit (c)**

## West coast's 'war zone' tag to raise cost of insuring ships

It's come as a body blow to shipping companies. With underwriters at Lloyd's — the world's oldest and leading specialist insurance player — declaring India's west coast as a 'war zone', the ships entering the area will need another insurance cover. For big vessels, the additional premium could be Rs 1.5-7.5 crore for seven days. In December, the Joint War Committee of Lloyd's included the Indian Ocean and the Arabian Sea in the "listed area" of its "Hull War, Strikes, Terrorism and Related Perils" sheet. The additional cover will be over and above the mandatory war-risk cover. According to the Indian Ports Association website, there are 133 ports on the west coast. These include 53 in Maharashtra and 40 in Gujarat. Two of the four leading ports — Kandla in Gujarat and JNPT in Maharashtra — are on the west coast. The total cargo handled by the top six ports on the west coast was 300 million tonnes in 2010-11. Kandla, Mumbai and JNPT handled 200 million tonnes. Domestic shipping companies can choose from two war-risk schemes — of General Insurance Corporation (GIC) and Lloyd's. The Lloyd's plan is cheaper and costs around 0.02 per cent of the cost of the vessel. The GIC option costs 0.05 per cent of the cost of the vessel. "With Lloyd's deciding to name the west coast as a war-risk zone, vessels entering the area will have to pay an additional cover up to 0.01-0.05 per cent of the value of the vessel for seven days," said a re-insurance broker. This means a vessel valued at Rs 100 crore will have to pay an additional premium of Rs 1-5 lakh for seven days. According to industry experts, ocean-bound vessels cost between Rs 30 crore and Rs 1,500 crore. "The extra charge will not be for vessels that take the GIC scheme. However, most opt for the Lloyd's scheme, as it is cheaper," said the broker. A vessel also takes cover for the cargo and hull. The premium in this case is calculated on the basis of the vessel's tonnage and value. "This is huge and makes cargo movement an expensive affair," said an analyst with a domestic research company which tracks the shipping sector. This year, premiums under the marine treaty have risen by 5-7 per cent on an average. Anil Devli, chief executive, Indian National Shipowners' Association (Insa), told Business Standard, "We have a conference of the International Maritime Organisation in May in London. We will lobby with the underwriters in London to get at least the Indian part of the sea removed from the zone. It is like having a bad mark against your name." Insa has support from the shipping ministry. The director general, shipping ministry, will go with the INSA chief to meet the underwriters. Shipping Secretary K Mohandas said, "We have to get ourselves removed from the 'war-risk zone' list. The ministry will play a supporting role. The primary role will be played by the shipping companies, led by Insa ." In the past few months, there has been just one case of hijacking on the west coast, and that is why the ministry feels it has a strong case. "They (Lloyd's underwriters) review decisions periodically and are meeting in the second week of May. They will probably review their decision then," he said. "Ever since the underwriters declared this, the Indian Navy has become active. In the past two months, we haven't had any hijacking in this region. Therefore, we have a case and can tell the 'war-risk' committee that for 60 days there hasn't been any incident," said Insa's Devli. **Source: Business Standard**



### 3800 HP TUG FOR CHARTER

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## Zoektocht vermiste man bij Maeslantkering

Maandag 25 april, 2e paasdag alarm om 16.30 uur voor de bemanning van de KNRM reddingboot '**Jeanine Parqui**' uit Hoek van Holland. Berichtgeving was man te water/ondergegaan bij de Maeslantkering. Spoedig na alarm voer de '**Jeanine Parqui**' de Berghaven uit richting stormvloedkering. Een aantal schepen van Rotterdam Port Authority, politie en 2 loodstenders waren ter plaatse al aan het zoeken. In eerste berichtgeving zou er iemand overboord zijn gevallen. Later bleek het te gaan om een ongeveer 45 jarige man die met zijn gezin aan de waterkant vertoefde. Door een golf raakte de man en het kind te water waarbij de man nog wel zijn kind aan de wal kon brengen. Door het koude water en inspanning kon de man niet zelf meer uit het water komen en verdween onder water.



Vanaf de schepen en op de kant werd alles in het werk gesteld om de man snel te vinden. Het is een brandweerdruiker geweest die de man 7 meter onder water heeft gevonden, op vrijwel exact de locatie waar deze het laatst is gezien. Nadat de man aan wal was heeft het traumateam zijn uiterste best gedaan om de man te reanimeren. De man is in zorgwekkende toestand per spoedtransport naar het Erasmus MC in Rotterdam vervoerd. Nadat de man gevonden was is de zoekactie te water beëindigd. Later maandagavond kwam het bericht dat de man is overleden.



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Above seen the fishing vessel **Z 700 RAPKE** which sank April 21st at the Thorntonbank, Thankfully all crewmembers were saved. She was lifted from the seabed by **Cormorant** (Multiship). The transport was towed by **MTS Taktow** (MTS Group) to Vlissingen – **Photo : Willem Kruit ©**



## Ministerial Meeting

Parents of two hijacked mariners met the Indian Minister of State for External Affairs Mrs Preneet Kaur at an event organised by Chandigarh Chapter of the Company of Master Mariners of India (CMM). Second Officer Partap Inder Singh of Mohali and Cadet Navdeep Singh of Kharar were amongst the 11 Indian crew held in captivity in Somalia for 332 days. Relating their story Capt M.S. Kahlon who had been engaged in taking up their cause through MLA Randeep Nabha, who in turn approached the Minister of State for External Affairs in February this year, said that the prompt action by the Government of India helped in securing their release within 30 hours.

The parents of their families presented plaque bearing the picture of 'Rak Afrikana' to Mrs. Preneet Kaur, Minister of State for External Affairs for her intervention.

Mrs. Preneet Kaur expressed concern over the growing sea piracy and informed that several Indian mariners are still held hostage by the pirates, and the Government is taking necessary steps to ensure their welfare and safe return. Mrs. Preneet Kaur informed that the Cabinet Committee has approved series of measures to address legal, administrative and operational aspects of combating piracy involving strict action collectively by the Ministries of Shipping, External Affairs, and Defence.

Capt J.S.Gill, former Director General Shipping, Government of India, averred the need to strengthen the Indian laws to punish the pirates captured by the Indian navy since it was still following the outdated Piracy Act of 1849, and at the same time building international pressure on the errant countries through UNO, Security Council and other organisations that are providing aid to these nations.

On this occasion, CMMI Chandigarh Chapter also felicitated the parents of its member Capt. Gurpreet Singh, Deputy Director of International Maritime Organization, London, who had recently been presented the "Life Time Achievement Award" at Mumbai by industry magazine 'Sailor Today'.

Earlier Chairman of CMMI Chandigarh Chapter, Capt P.S. Sidhu explained that tricity is home to an estimated 3,500 seafaring officers and engineers who remit nearly Rs.35 crore in foreign exchange to this region every month. CMMI local chapter started operation last month with the celebration of the National Maritime Day, and paying tribute to the seafarers who lost their lives in action, informed chapter Secretary Capt. G.S. Ghuman. Capt. M.S. Kahlon, said that Chandigarh is one of the 15 chapters of CMMI, which was established in August 1957 and has series of activities planned for the region **Source : ShipTalk**



The Cobelfret Humbermaxen 'Pauline' and 'Yasmine' (Zeebrugge-Killingholme) seen moored together in the Britanniadok in Zeebrugge. **Photo : Henk Claey's ©**

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## Druk Paasweekeinde voor de Kustwacht.

Gedurende het Paasweekeinde (Goede vrijdag t/m 2e Paasdag) is het Kustwachtcentrum Den Helder diverse malen in actie moeten komen om hulp te verlenen aan recreatie- en beroepsvaart. Voor de recreatievaart moest 23 maal een hulpactie op touw worden gezet. De incidenten varieerden van aan de grond gelopen tot motorproblemen. Liefst elf jachten riepen hulp in vanwege motorproblemen, waarvan er 5 zonder brandstof zaten. Eén jacht meldde brand aan boord, maar kon dat zelf blussen. Persoonlijke ongelukken deden zich niet voor.

Vermeldenswaardig was op 1e Paasdag een vermissing van een kind op het strand van Scheveningen. Hiervoor werden 4 reddingboten en 2 kusthulpverleningsvoertuigen van de Koninklijke Nederlandse Redding Maatschappij (KNRM) en een politie helikopter ingezet. Het kind werd op strand teruggevonden. Ook voor een leeg aangetroffen rubberbootje op het Markermeer op 2e Paasdag werd een uitgebreide zoekactie op touw gezet met behulp van twee reddingboten van de KNRM, 3 reddingboten van de reddingbrigades, een politievaartuig en twee helikopters van politie en defensie. Er werd niets aangetroffen. Later meldde een jacht dat hij het bootje had verloren.

In de middag van 2e Paasdag kwam wederom een melding binnen van een vermist kind op het strand van Domburg. Hiervoor werden 2 reddingboten en een kusthulpvoertuig van de KNRM ingezet, alsmede het Kustwachtvliegtuig dat in de buurt met een reguliere vlucht bezig was. Het kind werd nabij Oostkapelle op het strand teruggevonden. Voor de beroepsvaart werd zes maal een schip doorverbonden met een arts van de radio medische dienst vanwege een zieke of gewonde aan boord. Vanaf een platform op de Noordzee werd met behulp van de offshore redding helikopter een patiënt overgebracht naar het Gemini ziekenhuis in Den Helder in verband met een arm uit de kom. De hopperzuiger 'Utrecht', die werkzaam is bij de zandopspuiting ter hoogte van Scheveningen, meldde gedurende het weekeinde twee maal dat een explosief was opgezogen. De Explosieven Opruimings Dienst zal dit verder afhandelen.

## SHIPYARD NEWS



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## STX Offshore & Shipbuilding close to winning up to \$2.8 bln order

South Korea's STX Offshore & Shipbuilding is close to winning up to a \$2.8 billion container ship order from Canada's Seaspan Corp, a local newspaper said on Monday, Reuters reports. STX signed a letter of intent for a deal to build ten 14,000 TEU (twenty-foot equivalent units) sized carriers, each worth \$140 million, which also includes a 10-vessel option, Maeil Business Newspaper said in an online edition. A spokesman at parent STX Group said the company could not confirm the report. **Source : PortNews**





Above seen the 1989 built BHS flag cruise liner **CLIPPER ODYSSEY** drydocked at Palumbo Malta Shipyard Ltd on Monday 25th April, 2011.

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

## ABG Shipyard forms JV in Nigeria

India's largest shipbuilding firm ABG Shipyard Ltd is forming a joint venture to set up a large shipbuilding yard in Nigeria. ABG Shipyard, which lost out to Bharati Shipyard in a domestic takeover battle for control of Great Offshore about a year ago, is expected to own 40 per cent stake in a JV with a group of Nigerian investors including Nkrah Investment Ltd (a provider of marine operations and logistics services) and BGL Private Equity Ltd (a wholly owned subsidiary of BGL Plc., a Nigerian investment bank), vccircle reports.

The local government of Cross River State will own the balance 10 per cent stake for providing land and other procedural and infrastructure support to the Calabar Shipbuilding Yard, according to Nigerian Tribune newspaper that quoted one of the investors in the project. The consortium of local investors will own 50 per cent in the project that is pegged to involve \$800 million to \$1 billion in investment.

Besides building ships, it will also construct oil drilling rigs, support & offloading vessels, LNG carrier vessels, container carriers, patrol vessels and military equipment for the Navy.

The local government has reportedly earmarked 250 hectares of land for the project, which is said to have a geographical advantage as it can benefit from the Nigerian gas pipeline project.

Besides boosting growth in the region, the upcoming venture will also catalyse shipyard business in Nigeria, one of the largest economies in the African continent. According to the Nigerian Tribune report, the few existing shipyards such as Nigerdock Plc., Continental Shipyard, Naval Dockyard and Wilmot Point are severely constrained as they don't have new shipbuilding capacities and primarily focus on ship repairs and fabrication work.

The initiative will also provide new growth opportunity for ABG Shipyard in a region which is now being tipped as the next big thing among emerging economies.

The move will help boost the company's global business as well, since it faces strong competition at home and is pitted against contenders like Pipavav Shipyard and Bharati Shipyard. As of now, Bharati Shipyard is the second largest

player in the business, as it has not consolidated its earnings with Great Offshore. But considering its overall spread of operations and the combined revenues of Great Offshore and Tebma, it is already bigger than ABG Shipyard.

Late last year, Bharati Shipyard had beaten ABG Shipyard to another deal by acquiring 51 per cent stake in ICICI Ventures-backed loss-making Chennai-based Tebma Shipyards for Rs 75.75 crore, valuing the firm at Rs 150 crore (\$33.5 million).

But ABG Shipyard, the country's biggest shipbuilding firm by market capitalisation, has been eyeing new growth opportunities. It had recently sought an industrial licence for defence production and was asked by the Foreign Investment Promotion Board, the nodal body monitoring foreign investment in the country, to maintain 21.91 per cent as the maximum foreign equity holding in the company. **Source : PortNews**

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## LNG Khannur In Jurong Shipyard For FSRU Conversion

Jurong Shipyard, a wholly-owned subsidiary of Sembcorp Marine, has secured an approximately S\$20 million contract from Golar LNG Energy to convert the **LNG Khannur**, a Liquefied Natural Gas (LNG) tanker, to a Floating Storage and Regasification Unit (FSRU) to be renamed **West Java FSRU**.



The **KHANNUR** seen anchored off Singapore awaiting conversion – **Photo : Piet Sinke ©**

The 125,000-cbm LNG tanker, which arrived in Jurong Shipyard recently, will be converted into a FSRU capable of producing 500 MCFD (million cubic feet per day) of gas, with a regasification capacity of approximately 3.8 MTPA (million metric tonnes per annum). The **West Java FSRU** represents Golar's fourth FSRU project for PT Nusantara Regas, a joint venture between Pertamina and PGN. On conversion completion, the vessel will be installed 15km



offshore Muara Karang, Jakarta Bay, in Indonesia, where it is contracted to operate until the end of 2022, with provision for further automatic extension options to 2025 subject to certain contract conditions. The [West Java FSRU](#) project will be Indonesia's first LNG regasification terminal and represents the first FSRU project in Asia. The contract is not expected to have any material impact on the consolidated net tangible assets per share and earnings per share of Sembcorp Marine for the year ending December 31, 2011. **Source: Sembcorp Marine**



The forward funnel for the new to built [DISNEY FANTASY](#) seen under construction at the Jos Meyer werft in Papenburg - **Photo : Henk Lichtenberg** ©

## Another Korean yard in financial straits

A small South Korean shipbuilder Seko Heavy Industries has "temporarily" closed its facilities "due to management difficulties", local media reports and a pair of 300 ton class goliath cranes, leased from Industrial Bank of Korea, are now being dismantled after a public sale. The shipbuilding company was acquired KY Heavy Industries in 2007 and made a new start in 2008. With employees totalling about 160 and 250 outsourced workers, it has built three ships including a 20,000 dwt chemical tanker '[Royal Stellar](#)'. But in the wake of the financial crisis, it got a C grade in credit risk evaluation in March 2009 and went into work-out in September of the same year. Seko's main creditor Shinhan Bank refused to offer a refund guarantee for the shipbuilder's new ship order and the contract came to be cancelled. Employees also failed to receive up to six months of wages and shipbuilding has ground to a halt since September last year when employees submitted their resignation all together. **Source : Seatrade Asia**

## Bollinger presents Crowley with tug model

In a ceremony held at Crowley's Jacksonville, Fla., office, Bollinger executive vice president, new construction, Chris Bollinger, recently presented a model of the new Ocean class tug to Crowley's, president, chairman and CEO, Tom Crowley. "We are pleased to unveil this model of the new [Ocean class](#) design for Crowley, as they expand their fleet with additional high-quality tugs to meet the needs of their clients. We look forward to the delivery and christening of

the **Ocean Wave** and sister ships **Ocean Wind**, **Ocean Sun** and **Ocean Sky**," said Mr. Bollinger. Crowley has



contracted with Bollinger to build four tugs of the new Ocean class design. The first vessel is scheduled to be delivered from Bollinger Marine Fabricators in the fourth quarter of 2011.

"We are continuing to make the investments necessary to address the needs of our customers who are looking for best-in-class, modern and environmentally friendly equipment," said Crowley chairman, president and CEO Tom Crowley Jr. "Crowley has always been an industry leader in tug design, technology and performance, and these new vessels are a reflection of our continued commitment to that."

The Ocean class towing vessel is a new design with a length of 146-ft (44.4m), breadth of 46-ft (14m) and depth of 26-ft (7.92m), dynamic positioning (DP-1), powered by two Caterpillar C-280-12 Tier II engines, developing 10,880 BHP and have the ability to be upgraded to Tier III or IV, to meet future environmental standards. The vessels are outfitted with twin-screw, controllable-pitch propellers in nozzles and high lift rudders for a combination of performance and fuel economy for towing and anchor handling. The hull is double-hulled, which is designed to prevent any overboard discharges of fuel or fluids. All tanks containing liquids are inboard of the side shell. The vessels are classed Maltese Cross A-1, Towing and AMS, USCG, SOLAS (Safety of Life at Sea) and American Bureau of Shipping (ABS), Fi-Fi 1 firefighting standards, Green Passport, International Load Line Certificate.

The design also features ergonomic accommodations and comforts proven to minimize fatigue and reduce injuries of the crew. The vessels are a unique design that is a combined effort from Bollinger's engineering department, Crowley subsidiary Jensen Maritime Consultants and Crowley's Vessel Management Services. **Source : MarineLog**

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## **MSC CHITRA SCUTTLED OF MUMBAI**





After a 6 day tow the [MSC Chitra](#) was scuttled by [Titan Maritime](#) approximately 385 miles off of the coast of Mumbai, India on April 17th at 19 09 hrs.



## ALPHATRON RECEIVED DNV APPROVAL FOR ALPHACONNECT



Alphatron Marine from Rotterdam, The Netherlands have successfully passed all tests for type approval under the strict demands of DNV Norway. The well-known PABX Alphaconnect 48 and 128 and the belonging telephone sets are now type approved for use on all ships and mobile offshore units according Solas, Modu, HSC and relevant DNV paragraphs.

Remarkable fact: the fully integrated talkback and handsfree functions both are included in the type approval certificate. With this certification, the Alphatron Alphaconnect PABX line of products is one of the few telephone exchanges used on board ships, fully covered by an official type approval certificate. An approval is required more and more by authorities. The Alphaconnect productline is fully developed and produced by Alphatron's own facilities in Denmark, the communications country by excellence.



Above seen Secunda Marine Services "[Ryan Leet](#)" outbound from Bedford Basin in Halifax Harbour for Pier 9  
Photo : [John Attersley](#) (c)

## FreeSeas Enters into Agreement to Sell the M/V Free Envoy

FreeSeas Inc., a transporter of dry-bulk cargoes through the ownership and operation of a fleet of Handysize and Handymax vessels, announced that the Company has entered into an agreement to sell the M/V [Free Envoy](#), a 1984-



built, 26,318 dwt Handysize dry bulk carrier for a sale price of \$4.2 million. The M/V **Free Envoy** is currently employed in the spot market, and is expected to be delivered to her new owners within May 2011. FreeSeas expects to realize a gain on the sale of the vessel, which will be recognized in the second quarter of 2011. Most of the proceeds will be applied towards reducing Company's debt. FreeSeas Inc. is a Marshall Islands corporation with principal offices in Piraeus, Greece. FreeSeas is engaged in the transportation of drybulk cargoes through the ownership and operation of drybulk carriers. FreeSeas' common stock and warrants trade on the NASDAQ Global Market under the symbols FREE and FREEZ, respectively. **Source: FreeSeas Inc.**



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Above seen the University of Hawaii's R/V **Kilo Moana** at home dock in Honolulu HI.

**Photo : Raymond W. Schaefer (c)**

## **Singapore's NOL names Temasek's Ng as next CEO**

Singapore's Neptune Orient Lines, the world's sixth biggest container shipping firm, said current CEO Ron Widdows will retire by the end of 2011 and will be replaced by a senior executive from state investor Temasek Holdings.

Widdows, an industry veteran who pulled back from a potential acquisition of German rival Hapag-Lloyd in 2008 and then steered the company through the global financial crisis, will remain a senior adviser after he steps down this year.



Ng Yat Chung, a former chief of Singapore's defence force, will be appointed as executive director from May 1 this year and become president and CEO on January 1, 2012, NOL said in a statement. Ng is the head of energy and resources portfolio of Temasek, which owns around two-third of NOL. He is also a co-head for Australia and New Zealand and a co-head for strategy. NOL said Ng will be working closely with Widdows before assuming full responsibilities as CEO next year.

"It's pretty much part of their succession planning," said Suvro Sarkar, an analyst with DBS Vickers in Singapore. "Widdows did add some stability to the group... it shouldn't really affect operations as of now." NOL made a net profit of \$461 million in 2010, rebounding from a loss of \$741 million in 2009. Widdows told Reuters in February that NOL will order more vessels to address an expected shortage in the global freight market within a few years. **Source :** PortNews

## Grand China Shipping expands from intra-Asia into transpacific

**GRAND China Shipping**, a subsidiary of the Hainan province's HNA Group, has started its first transpacific service, the SPX, which calls at the ports of Hong Kong, Shenzhen, Ningbo, Shanghai and Long Beach.

The service deploys five 2,700-TEU ships, with the Red Strength undertaking the maiden voyage from Shanghai and is scheduled to arrive on April 26 at Total Terminals International at Pier T in Long Beach after a 12-day crossing, reports the American Shipper. It said the carrier has an option to call at the US west coast port of Oakland at a later date as well. Grand China vice president Gary Luo said shipping line plans to split the SPX service into two loops and to add more ships to call at ports in both north and south China. The carrier's ambitions for expansion do not end there as it also aims to enter the Pacific northwest trade and launch an all-water loop to the US east coast by next year and also offer intermodal service to inland points, the report said.

"This is the general direction we are going," said Mr Luo. He also said the company will first target non-vessel operating common carriers before attempting to attract business from cargo owners, saying that its maiden transpacific voyage was fully booked.

Mr Luo said Grand China Shipping expects to sell its transpacific service to existing customers of its intra-Asia and domestic services, adding that the company intends to put into place a sales and marketing team in the US.

Grand China is part of the Grand China Logistics Group which operates 94 ships and has total assets of US\$6.9 billion. In addition to container shipping it is engaged in dry bulk and tanker shipping; owns cargo carrier Yangtze River Airline, two shipyards and three logistics companies; and operates marine terminals in Jingjiang, Yangpu and Changshu, the report said.

Grand China Logistics manages the transportation and logistics business of HNA Group, a conglomerate that posted revenues of \$7.9 billion in 2009 and is the parent of Hainan Airlines and a several other regional carriers. HNA also has interests in airports, hotels, tourism, retailing, finance and catering. One subsidiary, Tianjin Marine Shipping, owns 19 containerships with total capacity of 20,000 TEU, but aims to expand its fleet capacity to 250,000 TEU within five years. The shipping line serves the trade between China and Japan, Korea, Taiwan, Vietnam, the Philippines and Hainan Island. **Source :** Schednet

## Gujarat to invest Rs 74k cr in ports

Drawing an ambitious Rs 74,240 crore plan for its ports in the next 10 years, Gujarat tops the list of eight coastal states that have proposed 1.67 lakh crore projects to boost seaborne trade, in terms of investment.

"State wise analysis of proposed investment in projects indicate that investment in non-major ports of Gujarat at 74,240.59 crore would be around 44% of the total investments in non-major ports by March 2020," a Shipping Ministry official said.

In a bid to boost coastal trade, eight maritime states in the country have drawn 1.67 lakh crore investment plan to create an additional capacity of about 1,294 MT in the next 10 years. **Source :** IndiaTimes



The **ISLAND PIONEER** seen maneuvering close to the **ACERGY FALCON** during misty conditions  
Photo : Capt. Jan Plug – Master Acergy Falcon ©

## Cyprus aims for top spot as maritime centre

Cyprus aspires to enhance its leading role in world shipping to a higher level in order to be a step ahead of the competition, both as an international registry and as a base for international shipping operations, Transport Minister Erato Kozakou-Marcoullis said. "Cyprus' strategic location and a series of other factors, such as an efficient civil service, an high level of legal and accounting professionals, an excellent and reliable banking system, state of the art telecoms and air links, constitute firm foundations for the influential role that Cyprus enjoys in the shipping industry", she told the 22nd AGM of the Cyprus Shipping Chamber in Limassol. Merchant shipping, she said, "is probably one of the most important sectors of our economy that has been instrumental to the achievement of Cyprus' economic miracle after the Turkish invasion of 1974, to the point that today Cyprus' merchant fleet ranks tenth globally and third in the European Union." The Cyprus Registry has a high reputation worldwide as a "Flag of Progress and Quality", the minister said. "This is the consequence of a well planned policy of maintaining a high standard and high quality fleet and simultaneously of effectively and scrupulously implementing the internationally applicable safety, security and environmental protection standards," she added. Referring to the new Tonnage Tax system, she said that the response of the shipping industry has been very encouraging so far. "A significant number of foreign shipping companies, of mainly European interests, contemplate to establish offices in Cyprus, to take advantage of the new system," she declared. Kozakou-Marcoullis also referred to Turkey's restrictive measures against Cyprus shipping, saying that lifting these measures would certainly have a positive economic and political impact. "This issue adversely affects European interests and our intention is to seek a solution in line with the European acquis," she said.

### PIRACY CONCERNS

In his address, the Secretary General of the International Chamber of Shipping and International Shipping Federation, Peter Hinchliffe, said that piracy is one of the biggest problems faced by the international shipping community today and called on the International Maritime Organisation and governments in general to push for a comprehensive international legal framework to combat piracy. Hinchliffe said that since 2005 more than 198 ships and 3790 seafarers were hijacked by pirates, of which, he added, 28 ships and 587 seafarers are still being held captive today. Shipowners, he noted, have an obligation against the safety of their ships and most importantly their seafarers, adding that in the absence of necessary legal procedures and a complete international legal framework they are forced to take alternative measures, such as employing armed guards onboard ships trading in known pirate areas.

### SHIPPING 6% OF GDP

In his address, CSC President Capt. Eugen Adami said that the recent approval of the new taxation system ensures the viability of the Cyprus Register and the island's shipping industry in general. He added that the new taxation system also ensures the unhindered continuation of the substantial contribution of the shipping industry to the Cyprus economy which as, he said, is according to latest data around 6% of the country's GDP. The Turkish embargo and piracy are two of the main problems both Cyprus and international shipping are faced with, he said, calling on the government to intensify efforts to resolve these issues soon, offering at the same time the Chamber's full co-operation in the attempts to tackle them. In April 1987 Turkey imposed restrictions on Cyprus-flagged vessels and in May 1997

Ankara issued new orders to extend the restrictions to include ships under a foreign flag which had any relation with the Republic of Cyprus, accounting for 16% all EU-registered ships. These restrictions disrupt shipping and air traffic, in addition to causing huge financial and other problems. Annual losses for the Cyprus economy because of the restrictions amounted to 138.5 mln euros in 2008, accounting for 1.3 % of GDP, while the losses attributed specifically to the shipping sector amount to 100 mln euros a year.

### GLOBAL POWER

The establishment of Cyprus as a global maritime power and a quality registry is now an undisputable fact, President Demetris Christofias said in a written speech read out at the CSC AGM. In his address, Christofias pointed out that 2010 was marked by a significant success, namely the approval of Cyprus tax framework on shipping, which yields additional competitiveness and attractiveness to the Cypriot maritime. The president also pointed out that the Cypriot registry would rank even higher among international fleets if Turkey did not impose restrictive measures. He also expressed satisfaction that the Cypriot shipping industry, following timely and well-planned actions, has mitigated the adverse consequences from the global financial crisis. "The Cypriot shipping has absorbed the negative results of the crisis and it is on a recovery course," he added. Describing the shipping sector as "an important pillar of the Cypriot economy," Christofias added that the government aims to provide all necessary incentives that are eligible under EU rules in a bid to preserve and improve Cyprus' position in global maritime even further. **Source: Financial Mirror**

## Samudera returns to profit in Q1

**Samudera Shipping Line** has reversed its fortunes to post a profit after tax of \$152,000 in the first quarter, compared to a loss of \$1.4m in the same period last year.



Samudera's **SINAR BUTON** seen anchored off Singapore – **Photo : Piet Sinke ©**

In the quarter ended 31 March, the Singapore-listed firm registered a slim \$7,000 in profit attributable to equity holders of the group, compared to a loss of \$1.5m in the same quarter of 2010. Revenue went up 23.8% to \$102.7m for the quarter, the regional shipping firm announced. The Indonesia-based firm is concerned about rising and volatile bunker fuel prices, given the geopolitical issues in North Africa and the Middle East. "The group will continue its efforts to implement bunker recovery surcharges which will help to mitigate any increase," it said.

Since January 2011, Samudera has taken delivery of two 1,054 teu container vessels and two newly built supramax dry bulk carriers, in line with the company's long-term strategy of increasing its ratio of owned vessels in light of higher charter rates. "As charter hire rates are expected to remain high, the addition of owned ships will allow the group to have better flexibility in fleet deployment and provide stability in overall vessel operating costs," Samudera explained. **Source : Seatrade Asia**





The **SIGAS LINDA** seen in Southampton – Photo : Peter Hollands ©

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## MARITIME ARTIST CORNER



Vandaag is de herdenkingsdienst in de Laurenskerk in Rotterdam vanwege de ramp met de **SS Slamet**. Jaren later heeft het mooiste schip van de KRL de **WILLEM RUYSS**, weliswaar verbouwd en verkocht, onder de naam **ACHILLE LAURO** haar graf gevonden in de golven. Boven afgebeeld een prachtig schilderij van de **WILLEM RUYSS** gemaakt door **FRANS ROMEIJNSEN**, samen met andere KRL schilderijen zal Frans deze bij zich hebben op de herdenking vandaag, als ode aan de KRL die vele schepen verloor in de 2de wereldoorlog.

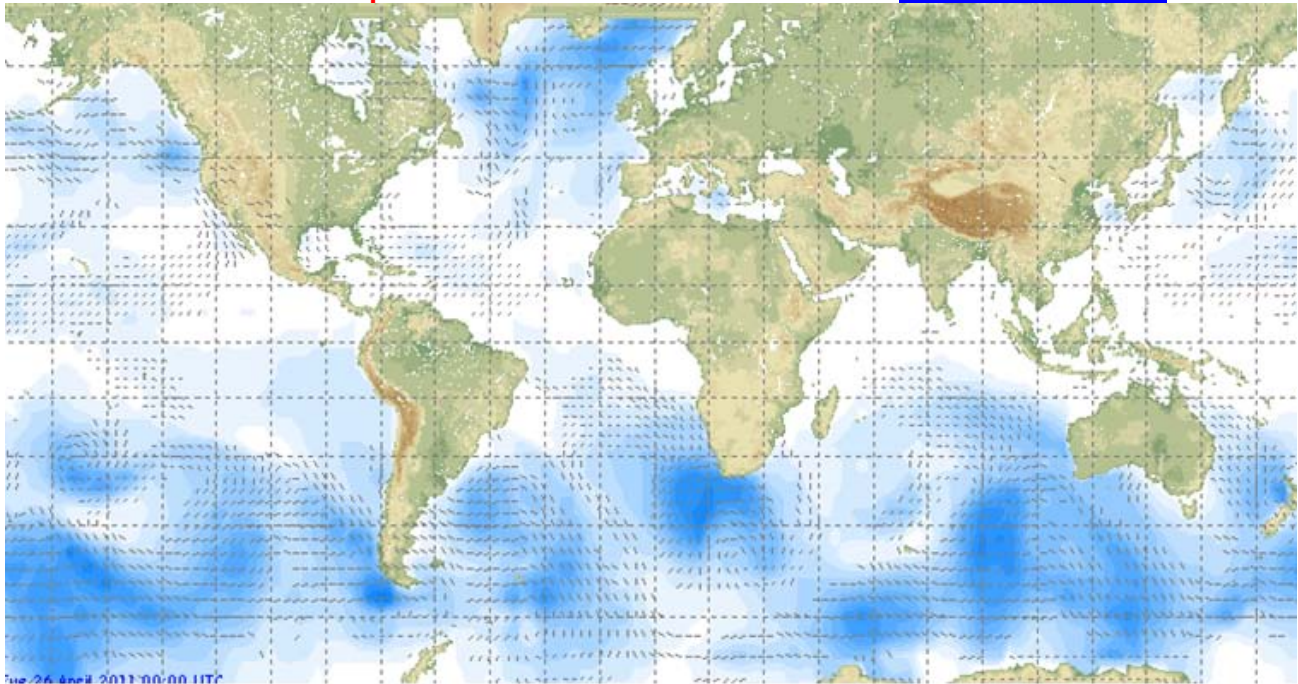
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## .... PHOTO OF THE DAY ....





Above seen the **CASTLE** alongside the Semi Submersible drilling rig **MAERSK EXPLORER** as seen from the derrick of the rig, the **MAERSK EXPLORER** is operating at present for Total in Azerbaijan, the rig is served by the suppliers **CASTLE** and the **CASPIAN SUPPORTER**. Photo : **Matthieu van Berkel** ©