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**The SMIT CAYMAN seen under construction at the Damen (Vietnam) shipyard
Photo : Ton Has ©**

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EVENTS, INCIDENTS & OPERATIONS

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Somali pirates seize two ships



Somali pirates on Thursday seized a Greek ship and a Hong Kong-flagged vessel in the latest in a string of attacks that have prompted calls for international action, officials said. Pirates armed with rockets seized the freighter **Centauri** with a crew of 25 Filipinos some 200 miles south of Mogadishu on Thursday. "The pirates attacked and boarded the ship, she was en route to Kenya with a crew of 25 on board," said Noel Choong, head of the International Maritime Bureau's (IMB) Piracy Reporting Centre in Kuala Lumpur.

He said pirates are now targeting ships on the eastern side of Somalia. Hijackers also took the Hong Kong-flagged **Great Creation** on Wednesday with its 25 crew -- 24 Chinese and one Sri Lankan. The ship was on its way to the Indian Port of Pipavav from Tunisia, said Andrew Mwangura who runs the Kenya chapter of the Seafarers Assistance programme. Mwangura told AFP the ship was being taken to Eyl, a pirate lair in Somalia's northern breakaway state of Puntland. A representative of the firm that owns **Centauri** said "all the crew are fine" but declined to give more details.

According to the IMB, 55 ships have been attacked off Somalia since January and 11 were still being held for ransom when news of the **Great Creation's** capture was reported. This week, French commandos freed a couple who held hostage on their yacht in the region and French President Nicolas Sarkozy called for an international offensive against piracy. Last year, the pirates had been operating on Somalia's east coast, but then shifted to the north, in the Gulf of Aden, before again recently switching back to the Indian Ocean. Somalia's long coastline is infested with pirates, making the Gulf of Aden and neighbouring areas in the Indian Ocean among the most dangerous waters in the world.

In recent months, a Djibouti-based multinational taskforce has been patrolling the Gulf of Aden and the Red Sea, where a pirate mothership is believed to be operating. Mwangura said the latest attack was evidence that pirates could play cat and mouse with foreign navies. "They are changing locations due to the heavy concentration of navy ships" near the Gulf of Aden, he told AFP. Operating from wooden boats that are difficult to detect on radar, the heavily-armed former coast guards turned pirates flit along with ease. "At times when the sea is rough, they are camouflaged by the waves," Simon Tousignant, the second-lieutenant of **Ville de Quebec**, a Canadian frigate escorting food aid to Somalia, told AFP on board the ship. The sea bandits, whose numbers Mwangura says have risen to about 1,000 elude capture due to their rapid and unpredictable attacks.

They take advantage of maritime regulations restricting military vessels sailing on the dangerous waters from launching attacks and an their own strong communication network, he added. Once aboard, an operation that takes about 20 minutes, the hijackers are almost untouchable with hostages under their command. "They've got at least two mother ships at sea and they launch speed boats from these two cargos (vessels) to hijack other ships," Mwangura explained. The Canadian frigate has been escorting UN relief food from the Kenyan port of Mombasa to the war-riven Somali capital of Mogadishu since Tuesday. With rampant piracy and rising insecurity in the Horn of Africa nation, sea transport is the last lifeline of some 3.2 million Somalis in need of food aid. Somalia has been without an

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effective central authority since the 1991 ouster of former president Mohamed Siad Barre set off a deadly power struggle.



Above seen the **Dornier Do-228-212, PH-CGN** of the Netherlands Coastguard patrolling over the Dutch coast
Photo : Dirk Dijksman ©



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Skills test

Last month, August 2008, Jumbo Shipping completed a challenging project that really put its engineering and logistic departments plus the ship crews to the test. For example, in the engineering phase, a detailed 3D analysis was needed to develop the lifting plans for the voluminous LNG loading module. During execution the module was maneuvered



step-by-step and very accurate between the **Fairpartner** mast cranes.

In Ras Laffan, Qatar, the Chiyoda Technip Joint Venture (CTJV) is responsible for the engineering of the Qatargas II development project. In the future, liquefied natural gas, LNG, will be processed and loaded at this site. During the construction of this facility, a very large LNG loading module was to be installed on berth nr 5. The module consisted of a rigid frame with 5 floors and measured 32 meters long, 28 meters wide and 22.5 meters high. Weighing over 950 tons without lifting gear, this was typical cargo for the J-class **Fairpartner**.

Before the **Fairpartner** could come into action, pre carriage from the yard in the hinterland of Abu Dhabi to the port of Mina

Zayed was required. Jumbo performed this delicate transport at the end of July with a tugboat-barge combination. The module was loaded onto the barge by self-propelled modular trailers (SPMT's).

The module was lifted using two 800 ton lifting beams, which already weighed 39 tons themselves. Thereby the total load in the cranes was 1039 tons.

Lifting the module between the vessels mast cranes really was a tight fit. A 3D analysis was carried out to draw up the lifting plan. Appendages of the module would come very close to the cranes multiple times. The smallest clearance during the operation was only 70 centimeters, so the crane movements had to be performed sensitively and step by step.

After successful loading, **MV Fairpartner** sailed from Abu Dhabi to Ras Laffan in Qatar. The voyage of some 170 nautical miles only took one day. In Ras Laffan, the complex operation was executed in reverse, and the module was carefully installed, directly on its foundations, within an accuracy of less than 1cm. Client CTJV was very pleased with the transport and installation job done by Jumbo

Spain to patrol against pirates off Somalia

Spain will send a military aircraft to patrol the waters off the coast of Somalia to protect ships from pirates, the Defence Ministry said on Wednesday. The plane, which will carry 90 Spanish soldiers, will reach the patrol area by the end of the week, the ministry said in a news release. It will operate from a base in Djibouti.

The move came after French commandos on Tuesday freed two French tourists held for ransom on their yacht off the African country's coast. In April, crew members of a Spanish fishing boat were freed by pirates in the area after payment of a \$1.2 million ransom, according to a Somali official.

The P-3 Orion plane, designed for maritime patrol and reconnaissance, will collect information on the movements of pirates to relay to a European Union task force formed to work against piracy off the Horn of Africa.

His Royal Highness the Duke of Edinburgh to Visit QE2

Cunard Line is honoured to announce that His Royal Highness The Duke of Edinburgh will make a farewell visit to **Queen Elizabeth 2** in her homeport of Southampton on Tuesday 11 November 2008 - the ship's last day in the UK before leaving on her Final Voyage at 1915 hours. **QE2** will depart for Dubai where she will become a first class hotel and entertainment centre.

The most famous ship in the world, and for 35 years the flagship of the Cunard fleet, **QE2** was launched by Her Majesty The Queen at Clydebank on 20 September 1967 - forty years ago last year. His Royal Highness was also in attendance.

Since then **QE2** has travelled almost 5.9 million nautical miles, more than any ship ever; has carried 2.5 million guests; has completed 25 World Cruises; and has crossed the Atlantic 804 times.

As well as being present at the launch, His Royal Highness has visited **QE2** five times since her Keel Laying - on 14 July 1967 during construction; on 1 May 1969, immediately prior the Maiden Voyage; on 29 May 1969 for the Council of Industrial Design Awards; on 19 June 1991 for a Royal Ball in association with the Duke of Edinburgh's Award Scheme and on 27 July 1990 to mark Cunard Line's 150th anniversary.

Details of the visit on 11 November will be announced shortly, but Cunard's President and Managing Director, Carol Marlow, comments:

"We are delighted and honoured that His Royal Highness has agreed to visit **QE2** on her last day in the UK. The Duke of Edinburgh has taken a close interest in the ship over the last forty years, and I am certain this will be a memorable occasion for all involved". **Source: Cunard Line Limited**



The **AKPO FPSO** seen off the South African coast enroute Nigeria

HIJACKINGS SPARK DANGER ZONE DEBATE IN PHILIPPINES

THE recent spate of hijackings off Somalia has re-ignited a debate on whether Filipino seafarers should be allowed to sail through danger areas. The country's foreign ministry appears to be considering banning Filipino seamen from entering the Gulf of Aden.

However shipping interests have pointed out the practical difficulties involved. Carmelita Dimzon, deputy administrator of the Philippine Overseas Employment Agency (POEA), said on television that the agency is reluctant to impose such

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measures knowing very well the repercussions it would have on the maritime industry. "How exactly would that be implemented? That's nearly impossible to do since you could be telling all seamen to keep off all waters," she said.

According to Philippine reports the country's seafarers are already theoretically banned from sailing into the waters of Iraq, Nigeria, Jordan and Lebanon.

The Philippine government says that 53 Filipino seamen are being held captive by Somali pirates. **Source : Maritime Global Net**

Naval vessel to escort ships carrying relief food

A Canadian naval ship, **Ville de Québec**, will escort ships carrying relief food from the United Nations World Food Programme to Somalia until September 27. The ship that was built in Quebec City and was commissioned in 1993 has a helicopter on board.

The ship is based in the Mediterranean Sea where it supports the 'war against terror.' It will escort three ships that are expected to ferry 36,000 metric tonnes of food from Mombasa. The WFP Somalia director, Mr Peter Goossens, said the country had exhausted its food stock and that there were only 3,000 metric tonnes of food in the reserve hence the urgency for food relief.

"The escort is meant to protect ships from pirates at a time when WFP food assistance to Somalia needs to be doubled," he said. French, Danish and Dutch frigates had protected deliveries for more than seven months until last June. He said WFP required to send about 150,000 metric tonnes of food to Somali in the next three to four months.

Some 80 per cent of WFP food assistance for Somalia is moved by sea, and pirate attacks had threatened to cut off WFP's main supply route, jeopardising rations for the 1.2 million people in Somalia

Pirates have not targeted any ships carrying WFP food since the escort operation began in November, 2007, despite 2008 being one of the worst years of piracy off Somalia coast. WFP and the International Maritime Organisation (IMO) jointly appealed for international action to stamp out piracy in waters off Somalia following a series of attacks.

In 2005, an upsurge of piracy in Somali waters including the hijacking of two ships contracted for WFP, forced the UN agency to suspend all deliveries by sea for some weeks. Overall, there were 17 pirate attacks on ships off Somalia's coast in the first half of 2007, compared with eight attacks in the same period in 2006. The French and Dutch stepped in in 2007 during which their naval vessels escorted ships carrying WFP food assistance. Ships were escorted to the entrance of Mogadishu port.

The pirates do not aim at seizing cargo but to force ship owners to pay ransom for vessels and crew held hostage.

The pirates are highly mobile, manning fast vessels and using satellite position-fixing gear to attack ships far out at sea, sometimes more than 200 nautical miles. The WFP had said in June that shipping companies were reluctant to sail unescorted to Somalia, and that it had no offers to take over escort duties from the Dutch navy.

"Without escorts, our whole maritime supply route will be threatened," said Mr Goossens.

He warned that the food crisis in Somalia was dramatically worsening, with the number of people in need of emergency food aid likely to rise in the coming months. Among the contributing factors are bad harvests, conflict, hyperinflation, and rising food and fuel prices. Somalia has not had a functioning national government since 1991 and has been wracked by civil strife. **Source : bdafrica.com**



The **COMBI DOCK I** seen arriving in Rotterdam
Photo : Jan Oosterboer ©

Maeslantkering half etmaal dicht

Zaterdag 20 september om 17.00 uur gaat de Maeslantkering in de Nieuwe Waterweg een half etmaal dicht voor een 'functioneringssluiting'. Deze testsluiting is bedoeld om eventuele technische of organisatorische problemen aan het licht te brengen, zodat deze nog voor het stormseizoen kunnen worden verholpen. De kering gaat de volgende ochtend rond 06.40 uur weer open.

Turkey arrests captains of the ferry sunk in Marmara

A Turkish court Tuesday arrested the captain and staff captain of ferry "**Hayat N**" that sank in Marmara sea.

The roll-on roll-off ferry, loaded with 73 trucks and two cars, went down in the Sea of Marmara shortly after leaving Bandirma Port. One person was killed, 101 people were rescued and four others were reported missing after the incident. **Source : hurriyet**

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ILO to consider new guidelines on ship inspection

More than 300 senior representatives of seafarers and shipowners, along with governments, are to meet here between 15 and 26 September to discuss guidelines on flag-state and port-state inspection on board of ships under the Maritime Labour Convention (MLC) adopted by the International Labour Organization (ILO) in 2006. The MLC, 2006 consolidates nearly 70 maritime labour instruments adopted by the ILO since 1920 and contains provisions designed to help ensure that the requirements of the Convention can be implemented and enforced on ships worldwide.

Discussions on the guidelines will come in two sessions. In the first, on 15-19 September, guidelines will be discussed regarding flag-State inspections and focus on such issues as the precise requirements that are to be checked for compliance; what evidence will be needed by the inspector to certify compliance in the different areas to be inspected; and what actions should be considered in the case of non-compliance.

The second session, on 22-26 September, will address guidelines for port state control officers carrying out MLC inspections. Port-state inspections are carried out on foreign ships visiting a port of the country concerned to reinforce the flag-State inspections and also to protect shipowners that conform to the standards of the MLC, 2006 against unfair competition from substandard ships.

The MLC, 2006 will come into force 12 months after ratification by at least 30 ILO member States with a total share of at least 33 per cent of the world's gross tonnage of ships. So far, Liberia, the Marshall Islands and the Bahamas have ratified it. Together they represent nearly 20 per cent of the world's gross tonnage. A large number of other countries in all regions have already taken steps toward ratification.

In June 2007, the EU Council adopted a decision authorizing all EU member States to ratify the MLC, 2006 in the interest of the European Community before 31 December 2010. **Source: ILO**



The 1937 built Norwegian Royal yacht **NORGE** seen moored in Croatian port, Built as a 76 mtr long yacht for aviation pioneer T. O. M. Sopwith, then used by the British Royal Navy as an ASW escort 1940–43, later as a training ship; purchased by Norway in 1948. Can carry 50-passenger royal party. Suffered a severe fire 8-3-1985 but was repaired by summer 1986.

Photo : Willem J. van den Bichelaar ©

Skipper in Paris boat disaster smoked cannabis

The captain of a Paris tourist boat involved in a fatal collision in which two people died had been smoking cannabis.

He faces preliminary charges of manslaughter, speeding, and drug use. The 40-year-old, who has not been named, admitted to police that he had smoked a number of joints before taking charge of **The Besogne**, a floating restaurant, on Saturday night.

She collided with a smaller craft by Notre Dame Cathedral, forcing some 12 passengers to jump into the Seine. A 45-year-old man and a six-year-old boy thought to be father and son drowned after spending more than 20 minutes in the cold and highly polluted water.

The skipper has also acknowledged having exceeded the 7 mph speed limit for boats on the Seine. The smaller craft had been rented by four French families, and is believed to have been hit hard astern, causing a large wave to wash across her deck before she sunk. Both victims were believed to have become trapped in a cabin below deck before divers reached them.

The accident took place at the Pont de l'Archeve, which is the narrowest bridge in Paris, and a place notorious for problems involving river traffic. **Source : telegraph.co.uk**



The **Crowley 408, Braveheart & Taklift 6** seen with in the background the **Queen Mary 2** departing from Gibraltar

Indonesian Navy To Tighten Security In Border Areas

The Indonesian Navy will tighten security in the eastern and western sea border areas to minimise various illegal activities such as environmental pollution, smuggling, and even manipulation of shipping documents and evasion of tax on Indonesia-Singapore and Indonesia-Thailand routes.

Quoting Navy spokesman Rear Admiral Iskandar Sitompul, Indonesian news agency, ANTARA, said here on Tuesday that the navy's task was not only protecting the country's territorial integrity but also supporting law enforcement efforts at sea. "We will also follow up cases until they are brought to court to make sure violators receive sanctions. We will not allow any violator to be let off easily," he said when inspecting foreign vessels that had been seized for illegally dumping wastes in the country's waters and exporting granite and sand to Singapore.

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Although the navy is facing financial difficulties, which is affecting its procurement of equipment, armament and personnel, it will continue with its efforts to tighten security of the country's waters, he said.

"We are indeed facing various shortcomings but it does not mean we are relaxing our efforts in ensuring the safety of national waters. We will tighten security in the eastern as well as western borders," he said.

Several cases of environmental pollution have been recorded in the western Indonesian waters this year. On April 7, black oil waste was discovered being dumped in Sambu island, and on June 27 the same waste had also been dumped in the Tanjung Riau waters in Batam, and the latest on July 24, a patrol unit from the Batam naval base seized Bright Star and MT Hafai boats carrying two tonnes of black oil waste.

The two boats were operated by PT Golden Star Marine owned by a Singaporean, who lived in Samulun island, Singapore. The company is known to have 16 tankers that have a capacity between 100 to 4,000 tonnes. The two boats are now held at the navy base in Batam and are being processed, he said.

The navy earlier also foiled attempts to illegally export 5,540 tonnes of granite and sand to Singapore by four boats belonging to a shipping company in Singapore. The boats were seized on Saturday night and Sunday morning, the chief of the Batam naval base, Col Faisal said on Monday.

If the smuggling operations had been successful, Indonesia would have lost Rp35 billion (about RM12.8 million), he said. Faisal said following the seizure of several tug boats operating in Indonesian waters to Singapore and Thailand so far it was discovered that some operators had manipulated documents.

As an example he referred to the case of TBB Sea Shore 7 that was seized on Sunday. He said the boat carried a mining license under the name of PTB Wira Penta Kencana but in its manifest the license was given to PTB Aneka Mining Sukses without the knowledge of the government of the region where the granite came from.

"In other words, the transfer of license is non-existent," he said. He said several exporters often did not have tax documents. "It seemed they have ignored them. They would only pay the tax if they were discovered. Meanwhile they could conduct three to four trips every month. Imagine the loss the state could suffer," he said.

From January to September 3 this year, the ministry of fishery and marine resources have seized 186 foreign boats poaching fish in the country's waters. The number is up from 181 last year. **Source : BERNAMA**

CASUALTY REPORTING

Three workers killed in Medgaz accident

Three workers have been killed, four badly injured and one other is missing after an accident during the construction of an undersea gas platform between Spain and Algeria, the Medgaz consortium said on Wednesday.

The accident occurred in international waters after a crane on the **Saipem 7000** platform suffered a mechanical failure, Medgaz said in a statement.

All but one of the workers affected were employed by the Italian oil services group Saipem. The Medgaz project is a deepwater gas pipeline running from Beni Saf, on the Algerian coast, to southern Spain, and is scheduled to be completed by 2009.

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The jack up rig **MAERSK RESOLUTE** loaded ondeck of the **TARGET** seen entering the port of Cape Town, (note the broken off and fallen down crane boom of the rig)

Photo : Capt. Jan Willem Razenberg – Master PLSV Seven Oceans ©

ACX JASMINE AGROUND OFF KARACHI



The **ACX Jasmine**, lost its engine power in PQA channel, vessel was stranded for more than 5 hours in the channel

Photo : Imran Farooq ©

NAVY NEWS



The Korean Coast Guard cutter **1510** seen moored in Ulsan (Korea)

Photo : **Wouter van der Veen** ©

Russian Navy to remain off Abkhazia until U.S. ships leave region

Russian warships will continue patrolling waters off the coast of Abkhazia until all U.S. ships leave the Black Sea, Russia's NATO envoy said on Wednesday.

Russia sent warships from its Black Sea fleet to ensure security along the coast of Georgia's breakaway province of Abkhazia following an attempt in early August by Georgian forces to retake South Ossetia, another breakaway republic.

"I think our ships will stay near the coast of Abkhazia as long as it is necessary to ensure security [in the region]," Dmitry Rogozin told a news conference in Brussels.

On August 20, the Turkish government gave permission to three U.S. ships to enter the Black Sea as part of relief efforts in Georgia. They stayed in the region for 21 days, in line with the terms of the 1936 Montreux Convention, which governs passage through the Bosphorus straits, and according to Washington have already left the Black Sea.

The fourth ship, the **USNS Pathfinder (T-AGS 60)** oceanographic survey ship, which is owned by the Military Sealift Command and has a civilian crew and scientists on board, is currently anchored in the Sevastopol harbor at the invitation of the Ukrainian government.

Russian intelligence believes that U.S. ships are spying on the Russian Black Sea fleet and that along with humanitarian aid delivered military equipment to Georgia, including new air defense systems.

Russia recognized the independence of Abkhazia and South Ossetia on August 26 and signed friendship and cooperation treaties with them on Wednesday. The move came after a five-day war between Russian and Georgia over South Ossetia. President Dmitry Medvedev said on Wednesday that Russia would not permit any new Georgian aggression against Abkhazia and South Ossetia, and that Moscow was ready to render the republics support, including military. **Source : rian.ru**

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Two crew members die in Russian warship fire in Pacific

Two seamen were killed and one was injured late on Wednesday after a fire broke out on board a large vessel of Russia's Pacific Fleet, a Navy spokesman said on Thursday according to RIA Novosti.

The **Udaloy class** destroyer **Marshal Shaposhnikov**, a large Anti-Submarine Warfare carrier, was returning to its home base near Vladivostok after exercises in the Sea of Japan when the fire started in the engine room. Investigators believe a fuel leak caused the blaze.



Capt. 1st Rank Igor Dygalo said that according to a report from the fleet, the fire on the ship killed two seamen who were in the engine room. "It took eight hours to put out the fire," he said.

Left : the **Marshal Shaposhnikov**

The warship, which has been towed to port, was part of a naval task group which conducted live firing drills at dummy airborne and surface targets on September 15-17.

The drills were the third in a series of combat training exercises conducted by the Pacific Fleet in the past month. Two previous exercises off Russia's Far East coast involved over 50 warships and submarines, along with naval aircraft and naval infantry.

Dygalo said military prosecutors have launched an investigation into the fire. A spokesman of Russia's Investigative Committee said a fuel leak caused the fire. "The investigation has established that a fuel leak on board the ship penetrated the combustion chamber of a gas-turbine generator which burst into flames," Vladimir Markin said.

SHIPYARD NEWS



The **BUGSIER 5** just after the delivery and seen departing from the ASL yard in Singapore
Photo : KST ©

PPL Shipyard wins Sinopec jackup contract

Sinopec International (Hong Kong) has awarded PPL Shipyard a \$229 million contract to build a PPL Shipyard Pacific Class 375 offshore jackup rig.

This is the first newbuild jackup rig to be constructed outside of China. Scheduled for delivery in 1Q 2011, the rig will be owned and operated by the Shanghai Offshore Petroleum Bureau, a subsidiary of China Petroleum & Chemical Corp. (Sinopec).

The rig will be built based on PPL Shipyard's proprietary design Pacific Class 375 and proprietary components. It will be equipped to drill high pressure and high temperature wells at 30,000 ft (9,144 m) while operating in 375 ft (114 m) of water. It will have accommodation with full catering and amenities for 120 persons. Source: cgi.wn.com

Malta Shipyards privatisation: Minister keeps mum on expressions of interest submitted

Finance Minister Tonio Fenech would not reveal the number of firms that have shown an interest in buying parts or the whole of Malta Shipyards in order not to discourage interested parties from filing a formal bid.

The minister said yesterday that expressions of interest were not formal bids which are submitted at a cost. Comments about the number of expressions filed might have a detrimental effect on the privatisation process, he said.

Mr Fenech said there was a positive response from interested parties, with a number being interested in buying the whole enterprise while others submitting interest for buying parts.

The four parts of the shipyards are the ship repairs, yacht repairs, super yachts and shipbuilding sections.

Contrary to what was published, said the minister, he only saw the bids in a photo taken of the batch inside a safe in the ministry, thus confirming that he was not evaluating the expressions of interest. **Source: independent**

De Hoop shipyard launches DSV

The 105m Diving Support Vessel (DSV) Don Amado has been launched by Shipyard De Hoop in The Netherlands.

The yard said the procedure "went very smoothly" and the vessel is now moored at the yard where the final outfitting will take place. **Source : Offshore Shipping Online**

Foss Hybrid Tug in Construction in Rainier

In construction at Rainier Shipyard in Rainier, Oregon, Foss Maritime's Hybrid Tug combines batteries, generators and main engines to reduce air pollution and offer greater fuel economy. The technology used is flexible and can be used to convert other standard tugs. The Hybrid Tug design was awarded the EPA's Clean Air Excellence Award for Clean Air Technology earlier this year.

Foss has contracted with Lloyd's Register North America, Inc. to obtain a Green Passport certification for the low emission Hybrid Tug. The vessel, which will be the first tug in North America with a Green Passport certification, is scheduled to begin operation in southern California in fall 2008. The tug design was awarded the EPA's 2008 Clean Air Excellence Award for Clean Air Technology. **Source : MarineLink**

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Rosneft goes offshore

Russian state-owned oil company Rosneft wants half of all national shelf resources, a new development programme from the company reveals. By year 2030, the company intends to produce up to 70 million tons of oil per year on the shelf. The development programme, obtained by information agency RBC, states that the powerful state-owned company plans to produce an annual 300,000 tons of oil on the shelf by year 2018 and 69,9 million tons by 2030. The programme comes as a response to a recent request from the Ministry of Natural Resources, in which the company is told to list its desired offshore fields. According to the programme, Rosneft seeks control over 1,8 million square kilometres of the shelf, both in the Arctic, the Far East and in the Caspian and Black Seas.

Rosneft does not itself comment on the new programme. It is clear however that the company seeks control over 31 offshore fields, several of them in the Barents Sea, the Pechora Sea and the Kara Sea. It is also clear that several of the company's desired licenses are the same as the ones claimed by Gazprom.

The development programme includes a total of 300 million tons of oil production by 2030, of which up to 129 million tons are to be extracted in the Barents and Pechora Seas, Oilru.com reports with reference to RBC.

The development plans will not come for free. Rosneft intends to drill up to 75 wells and conduct more than 90,000 km of seismic mapping on the shelf. According to experts from the Troika Dialog company, Rosneft will have to invest up to 15 billion USD on exploration and drilling to achieve its goals. **Source: Barents Observer**

HK August up 6.7pc to 2.02 million TEU, Singapore rises 7.5pc

FIGURES from the Hong Kong Marine Department show the port handled 2.156 million TEU in August, an increase of 6.7 per cent over the 2.02 million in August last year while year-on-year growth in the first eight months was up 4.8 per cent to 16.36 million TEU.

Singapore reported a 7.5 per cent increase in container movement in August, having handled 2.64 million TEU compared to 2.45 million TEU in August last year while year-on-year growth in the first eight months was up 11.02 per cent to 20.4 million TEU. **Source: schednet.com**

China's cargo, container traffic slows

China's cargo and container traffic growth slowed in August for the third straight month as the country's trade with Europe and the US cooled. The country's container traffic rose 11 per cent to 10.9 million 20-foot equivalent boxes last month from a year earlier, the Ministry of Transport said on its website yesterday. That compared with 15 per cent and 16 per cent growth in July and June.

Ports in China will see a 'turning point' in 2008, with both investment and profit growth slowing in the years ahead, according to the National Development and Reform Commission.

China's trade growth may slow this year as the government battles to cool inflation domestically and US consumers buy fewer goods amid a collapsing housing market. Shanghai International Port (Group) Co, the operator of China's busiest harbour, handled 507 million tons of cargo last month, 13 per cent more than a year earlier, according to the ministry. Cargo volume rose 15 per cent in July.

Container traffic will likely slow more than bulk shipments, such as iron ore and coal, Wang Ming, deputy director of integrated transport at the commission said on March 20. **Source: businesstimes.com.sg**

NOL leads in Hapag Lloyd bid



Singapore's Neptune Orient Line (NOL) is leading in the bidding process for Hamburg-based Hapag Lloyd, and insiders now say that the German company would fall into foreign hands unless another Germany company steps up its bid.

NOL's offer is said to have outstripped its competing bid by up to US\$500 million. **Source : Baird Online**

Single Hull Tankers not Welcome in UAE after 2010

Single-hull tankers will not be allowed to trade in the UAE after 2010 despite indications by some Asian countries that they will welcome the tankers beyond the international phase-out deadline. The International Maritime Organization (IMO), says all vessels more than 20 years old must be withdrawn from service, while all single-hull vessels have to be replaced by double-hull ones by 2010.

Key Gulf charterers of very large crude carriers (VLCCs) have rapidly increased the number of double-hull tankers they are hiring this year as they steer clear of single-hulls, which are being turned away from some ports in Europe and the US. **Source: business24-7**

ST LAWRENCE GETS READY FOR STRIKE

ST Lawrence Seaway workers belong to the CAW union could go on strike in October following a vote by the 445 unionised employees of the St Lawrence Seaway Management Corporation (SLSMC). The votes give the union a mandate to strike on 72 hours' notice at any time after 10 October and the corporation is making contingency plans to shut the seaway.

The SLSMC has issued a statement saying it values the contribution of its employees and demonstrates this by providing salary and benefits packages that are among the most generous in the transportation industry. Job security for existing employees is a firm commitment, and safety is the top priority the corporation insists.

It says in a statement: "Given that the SLSMC must apply new technology to ensure that marine transportation remains competitive in an era of fierce competition within the transportation sector, changes are being sought to certain clauses in the collective agreement. The union is well aware that the key objective of the Corporation is to secure flexibility surrounding work rules and technological change - the first fundamental change in work methods during the fifty-year life of the Seaway."

The SLSMC says it "continues to be confident that a satisfactory resolution to these matters can be found at the bargaining table, and looks forward to a resumption of negotiations on October 6, 2008". However it adds: "In the meantime, the Corporation is preparing contingency plans to ensure an orderly shut-down of the system in the event that an agreement cannot be reached, and will begin communicating these plans to its customers and employees immediately." **Source : Maritime Global Net**

Argentinean union halts tug services to Maersk and Hamburg Sud

Argentinean seafarers and fishers' trade unions are backing fellow union SOMU's demand for recognition by Argentinean freezer fishing companies.

As at noon on Wednesday September 17th, all SOMU-crewed tug services to Maersk and Hamburg Sud, which transport containers of fish for export from Mar del Plata, have been indefinitely suspended.

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The other unions - Sindicato de Electricistas y Electronicistas Navales ; Centro de Jefes y Oficiales Maquinistas Navales; and the Centro de Patrones y Oficiales Fluviales de Pesca y Cabotaje Marítimo - have declared that they will join the strike if any attempt is made to replace SMOU members on the vessels.

The move follows years of negotiations between the freezer fishing companies and the ITF affiliated SOMU (Sindicato de Obreros Marítimos Unidos), which has been requesting the re-launch of recognition and a bargaining process stripped by the military junta which ruled Argentina during the Dirty War of 1976-1983.

In 1976, in violation of ILO Conventions 87 and 98 on Freedom of Association, the military government declared the SMOU's collective bargaining agreements abolished, despite Argentinean and international trade union protests.

Even after the fall of the Junta, fishery companies have denied workers their rights by citing Decree 1264, which suspends collective bargaining in relation to maritime transportation, inland navigation, passenger carrying, fishing and port work. The national trade unions state that this is also a violation of ILO Convention 154, ratified by Argentina in 1993.

SOMU states that the action will continue nationwide until freedom of association is respected and proper collective bargaining is in place. The annual catch landed in Mar del Plata amounts to 500,000 tons.

SOMU general secretary Omar Suarez commented: "For years we've made complaints about the non-fulfilment of the national and international regulations and labour conventions for seafarers, fisheries and dockers. Likewise, we have reported that many fisheries are run under conditions of near enslavement. However, we have not had any response from employers or the government of Argentina."

Suarez added: "We are not against the idea of companies making profits, but we are convinced that workers deserve a fair share."

This suspension of towing services will continue until the union is recognised and a negotiation procedure is in place to protect seafarers, fishers and dockers. **Source: eyefortransport**



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New towage provider in Antwerp

HAMBURG-based **Fairplay Towage** and Dutch towage and salvage specialist **Multraship** have jointly launched a new company to provide towage services in Antwerp.



The **MULTRATUG 5** – Photo : Richard Wisse ©

Antwerp Towage NV, a 50/50 joint venture between **Fairplay** and **Multraship**, is the first new initiative launched by the two companies following the signing of an agreement in August this year by which Fairplay Towage took a 50 per cent stake in Multraship.

The start-up of **Antwerp Towage NV** this week is an important part of the joint overall philosophy of Fairplay and Multraship to significantly strengthen harbour towage services in north-west European ports. The new company will have an office on the Tavenierkaai in Antwerp and will provide shipowners and charterers with a responsive and efficient tug service in the river areas of the port of Antwerp.



The **FAIRPLAY XVII**
Photo : Richard Wisse ©

Fairplay and Multraship joined forces to create a platform to strengthen their strategic position and to expand their activities jointly. The Antwerp Towage initiative is confirmation that that strategy is working, and the two companies are delighted to be offering this new service.

The tugs deployed initially will be the **Fairplay 22**, **Multratug 5**, **Fairplay 17**, and **Multratug 10**, providing a four-vessel fleet serving the river areas of the port of Antwerp. Eventually, there are plans to replace these tugs with newbuildings.

www.antwerp-towage.com

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2000 Antwerp
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New Vietnamese container port venture

The China Merchants Group (CMG) is teaming up with the Vietnam National Shipping Lines (Vinalines) to develop a new container port in the southern Ba Ria- Vung Tau province.

According to the Saigon Times, executives were recently in Vietnam's capital city to sign contracts for a US\$1 billion contract for a port with six container berths capable of handling 40 to 50 million tonnes of cargo per year. **Source : Baird Online**

Norfolkline gaat naar Rosyth

Het Zeebrugse havenbestuur heeft aangekondigd dat de veerdienst naar Rosyth bij Edinburgh wordt voortgezet. Norfolkline heeft als rederij samen met stuwadoor ICO Terminals een intentieverklaring ondertekend om de lijn vanaf de lente van 2009 te heropenen.

Tot vorig weekeinde was Superfast Ferries op de route actief. De ro/pax **Blue Star 1** bood drie afvaarten per week en per richting. Door de gestegen bunkerprijzen en de koers van de Britse pond was de veerdienst voor de Griekse rederij niet echt rendabel.

Zeebrugge is blij met de komst van Norfolkline als nieuwe klant. De rederij uit de A.P. Møller Maersk groep vaart al vanuit Duinkerken op Dover en vanuit Vlaardingingen naar Felixstowe en Killingholme.

Ook Norshukon Link overwoog Zeebrugge op te nemen binnen een shortseanetwerk dat ook Kristiansand en Rosyth zou omvatten. Het project komt echter niet uit de startblokken omdat de Europese Commissie de verbinding niet heeft geselecteerd voor een subsidie in het kader van het Marco Polo programma. **Bron : Nieuwsblad Transport**

Overname ferrylijn Zeebrugge – Schotland uitstekende zaak voor toerisme in Vlaanderen

Vlaams minister van Toerisme Geert Bourgeois reageert bijzonder tevreden op de overname van de ferrylijn tussen Zeebrugge en het Schotse Rosyth. Het wegvallen van deze ferrylijn zou voor de toeristische sector in Vlaanderen en zeker voor de kunststad Brugge een domper zijn. "Maar nu de ferrymaatschappij Norfolkline de veerdienst tussen Vlaanderen en Schotland overneemt, kunnen Schotse toeristen vlot naar Vlaanderen blijven reizen. Toerisme Vlaanderen zal bovendien de vernieuwde ferrydienst én de bestemming samen met de ferrymaatschappij actief

promoten op de Schotse markt", zegt de minister, die daarmee hoopt het aantal Schotse toeristen nog te kunnen verhogen.

Foto : Henk Claeys ©

De Griekse ferrymaatschappij Superfast zette enkele dagen



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geleden om budgettaire redenen de verbinding tussen Zeebrugge en Rosyth stop. De afschaffing van de rechtstreekse ferrylijn tussen Vlaanderen en Schotland zou een slechte zaak zijn voor de toeristische sector in Vlaanderen. Dankzij de grote inspanningen van de haven van Zeebrugge en de uitstekende samenwerking tussen de Vlaamse en de Schotse regering, is intussen een opvolger gevonden. De rederij Norfolk Line zet vanaf april 2009 driemaal per week een ferryboot in tussen Zeebrugge en Rosyth.

De verderzetting van de rechtstreekse scheepsverbinding tussen Schotland en Vlaanderen is voor de toeristische sector in Vlaanderen een uitstekende zaak. Vorig jaar telde Vlaanderen meer dan 2 miljoen overnachtingen van toeristen uit het Verenigd Koninkrijk, onder wie heel wat Schotten. "Het Verenigd Koninkrijk is en blijft voor Vlaanderen een prioritaire toeristische markt", zegt toerismeminister Bourgeois. "Ik ben dan ook bijzonder tevreden met het behoud van de ferrylijn tussen Zeebrugge en Rosyth. Het zorgt ervoor dat Vlaanderen kan blijven inzetten op het aantrekken van Schotse toeristen. Toerisme Vlaanderen zal bovendien samen met de rederij extra joint-promotieacties voeren die de vernieuwde ferrylijn én de bestemming Vlaanderen als één geheel bekendmaken op de Schotse toeristische markt." Toerismeminister Bourgeois hoopt om zo van Vlaanderen een nog populairdere bestemming voor Schotse toeristen te maken.

Ook minister-president Peeters is blij met de voortzetting van de ferrylijn. "Dankzij de verbinding met Rosyth biedt Zeebrugge een betere aansluiting met Schotland. Dit is ook een belangrijke troef voor het aantrekken van intercontinentale trafiek naar onze havens. Shortsea Shipping wordt een steeds belangrijker transportmodus", aldus minister-president Kris Peeters. Hij benadrukte tevens de uitstekende samenwerking met de Schotse Eerste Minister.

Norfolklie Will Continue Rosyth-Zeebrugge Service in Spring 2009

Norfolklie are pleased to announce that we will revive the Rosyth-Zeebrugge route, with a service scheduled to start in Spring, 2009.

Our plan is to run a service with 3 departures from each port every week. It will be a passenger and freight service using a new vessel.

Kell Robdrup, Managing Director of Norfolklie, Ferry Division, stated, 'We understand the importance of this service to both passengers and freight customers in Scotland and the Continent. With the introduction of a brand new ferry, Norfolklie can provide a comfortable and environmentally friendly crossing.'

The new vessel is under construction in the Visentini Shipyard in Italy. This is a modern vessel with lower fuel consumption and CO2 emission. The vessel will of course comply fully with the latest requirements of SOLAS (International Convention for the Safety of Life at Sea). We believe that this service can provide environmental benefits by diverting traffic from road to sea.

As a dynamic organisation, Norfolklie are constantly looking for growth opportunities. With the new service, Norfolklie can provide our customers with a better network in Scotland and Belgium.

While there are still some issues to be resolved within the set timeframe, Norfolklie are confident that it is achievable, given the experience and professionalism of all the internal and external parties involved in this project.

Norfolklie hope that passengers, freight customers, and industry in Scotland and the Continent will lend us their support. We are looking forward to close cooperation with all parties to make this service a success.

Source : Kell Robdrup - Managing Director - Norfolklie, Ferry Division

Port of Houston open on limited basis

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The Port of Houston Authority says it is now open on a limited basis. Overall, the port authority facilities and property have had limited negative impact due to the storm.

Two factors will help the PHA to return to operating at full capacity. One is permanent electricity. The other factor is PHA receiving clearance by the U.S. Coast Guard. PHA was granted clearance for all of its facilities late this afternoon. Normal operations are expected to resume tomorrow, Thursday, Sept. 18, pending restoration of electrical power.

Hurricane Ike had the largest impact on PHA employees who live in the outlying areas. PHA has continued to operate over the past five days with a limited staff. All PHA employees have been asked to return to work tomorrow.

Today, the U.S. Coast Guard Captain of the Port for Houston-Galveston opened the Houston Ship Channel with restrictions. PHA is currently working with the U.S. Army Corps of Engineers and local members of Congress in assessing damages and identifying the amount of federal funds needed to restore the Houston Ship Channel to its full depth and width.

The PHA is also working with all of the ports in the Texas Gulf region, including Corpus Christi, Beaumont, Brownsville, Freeport, Galveston, Houston, Port Author, Texas City, as well as ports in Louisiana.

Based on preliminary assessments, the damages to navigation projects in the Texas Gulf region as a result of Hurricane Ike and other storms in 2008 could be more than \$1 billion.

PHA has been asked by Carnival Cruise Lines to receive cruise ships at its new Bayport Cruise Terminal since Galveston's Cruise Terminal is not operable at this time. PHA's goal is to accommodate Carnival Cruise Lines to keep the cruise business in the Texas region operating. PHA is happy to be able to return passengers who are on cruises for disembarkation in Houston on Thursday, Sept. 18, and Friday, Sept. 19. For now, PHA will be operating **Carnival's Conquest** and **Ecstasy** cruise ships on Saturday, Sept. 20, and Sunday, Sept. 21. **Source : MarineLog**

Capsized Vessel to Be Salvaged

The **Holmatindur** fishing vessel, which capsized alongside the port of **Walvis Bay's Syncrolift** almost two months ago will be salvaged this week.

The Namibia Ports Authority (NamPort)'s corporate communications officer, Jo-Ann Stevens, confirmed to New Era that salvage work on the vessel will start this week. **MFV Holmatindur** belongs to Sea Flower, a Lüderitz-based fishing company.

The vessel sank on its way to an annual dry docking maintenance. The cause of the accident remains unknown despite speculation that this could be related to problems of balance. Several weeks were required to make it safe for divers to salvage the ship. The vessel is expected to be re-floated this week, which would make the salvaging process easier.

The **Holmatindur** has been blocking some vessel repair facilities along the berth, resulting in a backlog for some vessels that were awaiting maintenance and repair. The **Walvis Bay Syncrolift** provides a key facility for a number of local ship repairs and engineering companies, all of which carry out dry-docking, repair work and repainting of vessels in the adjoining bays.

Utilisation of the Syncrolift is around 80 percent of total capacity with more than 400 vessels being lifted ashore in a typical year. The vessel has on board 20000 litres of fuel, which port authorities have assured will not leak into the sea.

Substantial damage was caused to the vessel and repair work will include engine overhauling, electrical wirings and instrumentation. **Namib Marine Resources** and **Elgin Brown & Hamer** will salvage the vessel. **Source : allafrica.com**

240' Ocean Deck Barge Sold

Sause Bros. Ocean Towing of Portland, Oregon has sold their 240' x 60' x 16' depth ABS+A1 Ocean deck barge "**Hanalei**" to Canadian Buyers.

The barge was built in 1974 as a single-hull, combo-deck / tank barge in 1974 by Zidell Explorations of Portland, Oregon. Internal tanks were originally coated due to her combo-trade. The 4,300dwt "**Hanalei**" discontinued tank service in the mid 1980's, but retained some piping which was used as a ballast system throughout her years as a straight deck barge.

"**Hanalei**" recently underwent a 5 year special survey and dry-docking in Portland, Oregon prior to being sold.

Sause Bros. operated the barge for nearly 20 years, mostly in the processed lumber trade on the U.S. West Coast. She is fitted with a 21' high breakwater forward and lumber stanchions on both sides.

Barge has been deleted from the U.S. Registry, as new Owners plan to trade her in their service in British Columbia under Canadian flag.

Marcon represented Sellers in the purchase. "**Hanalei**" was the third or fourth barge of this class sold by Marcon over the years. To-date in 2008, Marcon International, Inc. has sold or chartered a total of 51 vessels and barges. We hope to report on a number of additional sales and charters within the next couple of weeks.



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KPT asked to deepen fish harbour draft

The Sindh Fisheries Ministry has asked the Karachi Port Trust (KPT) to carry out dredging of Karachi Fish Harbour to deepen its draft from 2.7 metres to four metres, which is required to avoid grounding of boats.

Secretary Livestock and Fisheries Shoaib Siddiqui told Dawn on Wednesday that the KFH was being upgraded in line with the European Union requirements. "The EU has agreed to lift ban on fish exports from Pakistan after the hygienic changes are made in the harbour and fishing boats."

He said that the KPT assistance had been sought for carrying out the dredging of the KFH since the ministry had neither funds nor expertise for this task.

KFH acting managing director Waheed Ahmed told Dawn that the KPT authorities said that they did not have small dredgers needed for carrying out dredging of the harbour. However, they assured us that it could make some arrangements as Karachi Shipyard and Engineering Works (KS&EW) had also requested for dredging, he added.

Mr Waheed said the harbour was dredged in 1996 at the time of its construction and since then no dredging had been carried out. He said that the harbour draft had reduced to 2.7 metres which could cause grounding of boats with heavy fish-load.

There are about 1,800 fishing boats registered with the KFH while the number of boats in action is about 1,000.

The KFH has also awarded a contract for maintaining hygienic conditions at the harbour for which it is spending over Rs0.3 million a month. It has also given equipment including plastic holds and crates to small 160 boats to handle fish.

The fisheries department has initiated project to modernise 200 large fishing boats at the cost of Rs582 million to meet EU standards. Meanwhile, Fisheries Development Commissioner Mohammad Hayat told Dawn from Islamabad that the federal government had assigned the Sindh government the task to meet EU standards on fishing. "The major obstacle in removing the EU ban is the unhygienic conditions of fishing boats."

He said that the Minfal had designed four model boats in line with the EU standards at the cost of Rs5 million. The boats built at the Karachi Shipyard had been handed over to the Sindh government to modify about 200 fishing boats on the same pattern.

He said that the main feature of the model boats was non-corrosive coating, which prevents contamination of the fish catch. **Source : Muzaffar Qureshi**

Transocean rigs to return after repairs

Transocean semisubmersible **Transocean Marianas** moved less than two miles (3.2 km) off location during Hurricane Ike, sustaining some moderate damage. The semi will be returned to its location on Green Canyon Block 516 after two to four weeks of repairs.

Another of the company's semisubmersibles, Deepwater Nautilus, also sustained moderate damage from the storm. The company expects it to return to DeSoto Canyon Block 486 within the next few days. Semisubmersible Transocean Amirante, which took damage to its mooring system from Hurricane Gustav and went to a shipyard in Mobile, Alabama for repairs, will return to its Mississippi Canyon location within the next several days.

All of Transocean's eight dynamically positioned rigs in the U.S. Gulf of Mexico have been returned to their pre-storm locations.



The "**Fish Eagle**" with barge in Dar Es Salaam
Photo : **Neville West** ©

Another Marin Teknikk design for Gulmar Offshore

Marin Teknikk in Norway, the well known firm of naval architects specialising in the design of offshore support vessels, has secured a new contract with a Korean shipyard for delivery of design and engineering package for two new MT 6024 support vessels for Gulmar Offshore Middle East LLC in Dubai in the United Arab Emirates (UAE).

The multipurpose offshore construction and diving support vessels were designed by Marin Teknikk in co-operation with the owner and are intended for operation in the Gulf of Persia and Indian Ocean, in addition to the North Sea.

The vessels will have a length overall of 121m and beam of 25m, with a strengthened working deck (10t/m²) of 1,300m² located aft of the dive area, a mezzanine/ROV deck of 240m², and an open deck space area of 250m² aft of bridge deck.

The accommodation is arranged for 130 persons, and the contract includes diving system for 18 divers, whom can operate in two different teams at same time.

The vessels are arranged with two of separate diving moonpools in addition to a third larger moonpool for construction work.

The two MT 6024 s will also be equipped with two large offshore cranes for lifting of modules - the largest will be able to lift up to 250 ton @ 10m, and the other will have a capacity of 40 ton @ 13.5m.

Other major equipment on deck will include two Launch & Recovery Systems (LARS) for Work class ROVs and an optional 'A' frame on the stern. The vessels will also be equipped with a helicopter deck.

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Gulmar's new ships will also have accommodation facilities for diving operations, survey and ROV control rooms, client offices, survey areas and a sky lobby with reception. In addition the ships will have several offices and conference rooms, and good areas for dining and relaxing. In addition to full lifeboat capacities, the vessel will also be equipped with hyperbaric lifeboats on each side.

The first vessel is due to be delivered in the summer of 2011 and the second in the autumn of 2011. The approximate contract price for building of the ships is US\$350 million.

Gulmar already has two other MT design vessels on order in the form of a pair of MT 6022 XL Dive Support Vessels (DSVs).

MOVEMENTS

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The **CLIPPER INGE** seen enroute Rotterdam
Photo : Lenie Kleingeld ©

.... PHOTO OF THE DAY

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K-Sea tugs - **Photo : Bob Mattsson ©**

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