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The SMIT EBRO seen operating off Rotterdam-Europoort
Photo : Harry van de Berg (c)

EVENTS, INCIDENTS & OPERATIONS





The TSHD **THEOPOTES 14 - Photo : Crew (c)**

Slow steaming will stay for economic and environmental reasons

At Marintec China, ship classification society Germanischer Lloyd (GL) reinforced the necessity to reduce speed on long-haul, transpacific and/or Far East/Europe container services given the market situation and new environmental restrictions. GL Executive Board Member Dr Hermann J. Klein praised COSCO Shipping Lines for announcing "super slow steaming" as an excellent initiative to cut overcapacity and carbon dioxide (CO2) emissions.

Slow steaming is one of the most obvious ways to achieve CO2 reductions. The benefits of slow steaming in container trades are lower fuel consumption, less operation costs, reduced maintenance requirements and a much better environmental balance sheet.

All big international container lines are considering slow steaming as a tool to cut overcapacity and reduce operating costs within their respective fleets. Some have already cut the average speed from 26 knots to 18 knots or even 14 knots. Current market conditions, less demand and surplus of container vessels have brought down the optimum speed for box ships. GL predicts that a speed of approximately 14 knots will become the norm for container vessels with some premium-priced high-speed services to carry time-sensitive cargo. Dr Klein declared "COSCO is a good example how a shipping line uses super-slow steaming in order to respond to less transportation demand, cut fuel bills, reduce emissions and overcapacity in the box trades." Just recently, Captain Jiafu Wei of COSCO reported that the group had tested the approach on lines between Asia and Europe. The results are so promising that super-slow steaming will be imposed for the rest of the fleet. Slow steaming will imply profound changes to the container shipping industry. More ships will be needed. It will also mean 'just in time' orders will need to be placed just a bit earlier, with implications for the shipping and logistics sectors. Less seaborne related emissions will substantially reinforce the image of shipping as the most environmentally friendly mode of transportation. The issue of reducing CO2 emissions from ships is an important topic at the UNFCC in Copenhagen. **Source: Germanischer Lloyd**

OVER TWO YEARS ON, OPERATION 'NEW FLAME' CONCLUDES

The New Flame saga is over, and Gibraltar Government has also secured £5.5m compensation which will be invested in environmental protection and enhancement. Government last night expressed pleasure in announcing that the operation to neutralise the danger to maritime safety, and the harm to the marine environment, posed by the wreck of the MV New flame has been completed.

The Panamanian cargo vessel MV **New Flame** sank in British Gibraltar Territorial Waters off Europa Point, in August 2007. It has also emerged that, whilst the incident has not brought any cost to the Gibraltar tax payer, the mainly insurance financed operation cost some $120 million (about £72,360,000) to carry out. The incident has ironically benefitted the local economy by some £20m in services such as scrap removal.

"Complex and hazardous salvage operations, undertaken by Titan Salvage, one of the world's leading salvage companies, have resulted in the removal of such of the cargo and wreckage as the restoration of maritime safety requires, and the interests of the environment permits," said a Government spokesman.

The Government, taking into account the views of environmentalists, had commissioned a specialist technical assessment report of all the threats and risks to the environment and of the best way to proceed. The report was carried out by Polaris Applied Sciences Inc, of the USA, and included an extensive local consultation exercise with interested parties.

Polaris Applied Sciences Inc has carried out many such environmental impact assessments around the world working for Governments and multi-nationals companies. The Polaris Environmental Assessment shows that attempting to remove the remaining scattered bits of cargo, and the remaining bits of the hull itself, would cause more damage to the sea-bed and its marine environment (because of the abrasive nature of the recovery methods that would need to be employed) than leaving the remaining bits where they are.

In sharp contrast to the damage that would be caused by attempts to remove the remaining pieces, leaving them in situ will enhance the marine life habitat, and will result in a very desirable diving and angling site. This situation allowed considerable sums to be saved and Government negotiated compensation of this which it has earmarked for environmental matters. The Gibraltar Government concluded the settlement agreement with the vessel's owners and The Swedish Club, the insurers responsible for the wreck removal operation, whereby they would pay £5.5 million in compensation to the Gibraltar Government.

Shipping Minister Joe Holliday said:- "The difficult operations to remove as much of the cargo and wreck as is environmentally sensible to do has been achieved. This has been an all-embracing effort from many Government departments, the Salvors, the Swedish Club and Gibraltar environmental groups. I would like to thank them all."

All wreckage has been removed to below a level that leaves 18.48 metres of clear water above at lowest tides. This is lower that the highest natural point of the topography of the sea-bed itself at that site. In other words, the remaining pieces are below the level of the highest peak of the "Los Picos" rock outcrop on which the ship foundered. Accordingly, the safety of marine navigation is fully restored.

The following wreckage has been removed: 94% of the cargo, 100% of oil and other pollutants, 100% of the engines, engine compartments, bow section, and accommodation blocks. In all, amounting to 94% of the cargo and 68% of the hull itself.

"Gibraltar has demonstrated its ability to deal with large scale incidents of this nature, while other, much larger countries have not yet dealt with wrecks that happened before the New Flame sinking. The Government will use the £5.5 million compensation money for purposes which advance and benefit the environment, or its protection," said Mr Holliday. **Source : Gibraltar Chronicle**

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Floating oil tankers here to stay

Oil product tankers idling in quiet waters of the world's oceans are unlikely to move on until well into 2010 when more refinery shutdowns could curb production and force vessels to unload. Floating oil product volumes, comprising mostly distillates such as diesel and the heating fuel gas oil, have surged to unprecedented levels of about 100 million barrels, but refiners are still pumping out more than the world can consume.
"We see no quick solution for the floating storage issue. It might run into the third quarter of next year," said analyst David Wech at JBC Energy, adding, "the high contango reflects the supply-demand imbalance which is most dramatic in distillates.
Banks, oil majors and trading companies with access to cheap credit are looking to reap the benefits of a market structure known as contango, where future prices are higher than the prompt, that tends to emerge in times of oversupply.

They are buying gas oil, storing it on idle tankers in sheltered parts of the English Channel, Singapore and the Mediterranean and selling it at a higher price later. Buying for storage at sea, dubbed "floating storage demand" by

physical traders, creates the illusion of consumption in the products market, and keeps profit margins for distillates positive. This in turn sends a false signal to refiners to keep churning it out. A senior official at French oil major Total said in an interview with Reuters in November that the market will have to accept high levels of floating storage until at least the middle of next year.

While the contango on crude futures has been volatile and as slender as 3 cents in October, the spread between the front two contracts of the gas oil curve on the IntercontinentalExchange (ICE) has widened since the summer.
Crude oil volumes in floating storage are estimated at around 35 million barrels. The prompt spread of ICE gas oil futures flipped to contango in November last year from narrow backwardation and has grown steeper.
Last month, the contango was the second highest since the latest sea storage trend began in early 2009 at an average of $10 (U.S.) a tonne. Trade sources estimate the contango storage play will be profitable until the contango narrows to around $7 a tonne. "Some guys with deeper pockets are still looking to put more into storage and they can keep doing so until we get to $7 a tonne," said a London-based distillates trader. Eventually, deep refinery run cuts to near 80 per cent in Europe and the United States could slow the build of floating storage while further refinery shutdowns and the emergence of real demand could drain them, analysts said. "It is tough to see an end to this situation. We need to see further shutdowns of refineries," said Petromatrix analyst Olivier Jakob. Many refineries in Europe and the United States are already up for sale or idled because of depressed demand since the start of the global economic slowdown.

For some analysts, sea storage at present levels is so high it could meet all of the expected oil demand growth for next year. "The current stocks afloat should meet most of next year's demand increase, which would leave onshore stocks basically unchanged from the current record highs," said Mr. Jakob. "An adjustment in forward demand should be made for this amount of oil sitting idle at anchor." **Source: Reuters**



Na hard werken is het goed rusten. De beide boten van Stellendam-buiten (**PRINS MARGRIET** en de KNRM nieuwste aanwinst **ANTOINETTE**) in de rust bij het botenhuis (Stellendam) 04-12-2009
Photo : Hans Reints ©

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"Sao Gabriel" wieder flott



Nachdem bis Anfang Dezember 180 Tonnen des zuvor in Transporttanks gefüllten Treibstoffs sowie sonstige Öle von Bord des gestrandeten Leeraner Frachters "**Sao Gabriel**" 4.454 BRZ (IMO-Nr. 9251511), gegeben und anschließend nach Ponta Delgada verschifft wurden, ist nun auch das Schiff selbst wieder flott. Am 2.12. machten zwei Bergungsschlepper ihre Trossen am Frachter fest, und bei lebhafter See, unterstützt von hoch auflaufendem Wasser, gelang es am Morgen des 3.12. um 1.15 Uhr, den Havaristen von den Felsen bei Ponta Delgada zu ziehen.

Die zusätzlich von Gibraltar herbei gerufene "**Mistral**", die in Bereitschaft lag, musste nicht mehr hinzugezogen werden. Nach der erfolgreichen Bergung wurde die "Sao Gabriel" zunächst in Richtung Ponta Delgada geschleppt und ging dann auf Kurs Lissabon, wo sie in den frühen Morgenstunden eineinhalb Wochen nach ihrer Strandung festmachte. **Source : ESYS**

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Japan Starts Aid for Ship Exports

Japan is providing financial support to shore up slumping vessel exports amid flagging demand from ship owners. The government-affiliated Japan Bank for International Cooperation signed a general agreement for arranging an export credit line for ships, worth up to $113 million, with Turkiye Is Bankasi. JBIC said that the credit line will finance the export of ships built at Japanese shipyards to Turkish buyers at a time when the credit squeeze in the aftermath of the global financial crisis that erupted in the autumn of last year has made it difficult to structure ship financing across the world. It is JBIC's first credit line exclusively for the export of ships, the bank said. An export credit line is a form of export credit in which JBIC makes a commitment of a certain amount of money as a loan to a foreign bank or other entities to finance exports of machinery, equipment and services from Japan.

Isbank is the largest private commercial bank in Turkey. JBIC, headed by Hiroshi Watanabe, a former vice finance minister for international affairs, is one of the world's largest international financial institutions. "After overcoming the economic crisis in 2000-01, Turkey has continued to register solid growth performance, and the country is today drawing international attention as one of the countries with promising growth," JBIC said in a statement. "Given the country's robust growth, the facilitation of financing through this credit line will lead to supporting Japanese firms' exports to Turkey in the coming years, thereby making a contribution to the maintenance and improvement of the international competitiveness of Japanese shipbuilders," JBIC said. "It is also expected to positively affect employment at Japanese shipyards, shipbuilding-affiliated industries, and other regional economies." According to figures released on Nov.17 by the Japan Ship Exporters' Association, Japanese shipbuilders received orders for 91 export ships during the January-October period of this year. The 91 ships total 4,835,920 gross tons, down a whopping 74 percent from the same 10-month period of last year. "JBIC will continue to actively support the export of ships from Japan through co-financing with private financial institutions, while drawing on its network of clients such as regional banks in developing countries," JBIC said. **Source: Journal of Commerce**



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CASUALTY REPORTING

Tugboat ends up on its side

One of three tugboats ran aground and fell on its side Wednesday night while trying to rescue an inter-island ferry that got stuck late Tuesday in a shallow portion of the Mactan Channel. The company that owns the tugboat mt **Joma** had to wait for high tide before it could rescue the craft off the Petron depot in Mandaue City.

The vessel it was supposed to help, the mv **Wonderful Star** of Roble Shipping Lines, was finally removed around 10:30 p.m. last Wednesday. The Ormoc-bound ferry ran aground near the first Mactan-Mandaue Bridge, after it veered off course to avoid a collision with the mv Subic Bay I of Gothong Lines. No passengers were hurt.

Both the Wonderful Star and Subic Bay I's operations are suspended, pending an inspection by the Maritime Industry Authority (Marina), said Michell Ursabia, Coast Guard (CG) District Central Eastern Visayas spokesman.

All vessels are required to slow down upon reaching the Mactan Channel. But the ship captain's sound judgment is needed when a vessel has to maneuver beneath the bridges, while other vessels are in the channel. Next time the Metro Cebu Bridge Management Board meets, it will take up bridge safety and the roles that two agencies, Marina and Coast Guard, play in it. "It's outside the jurisdiction of the bridge board because the concerned agencies are Marina and Coast Guard, but this will be discussed," said lawyer Rory Jon Sepulveda, spokesman for Cebu Gov. Gwendolyn Garcia, who heads the bridge board. Meanwhile, an official of the Cebu Port Authority (CPA) found "reasonable" the suggestion of Jose Emery Roble of Roble Shipping Lines to ban vessels 5,000 gross tons and higher from the Mactan Channel, given the limited clearance.

"It's reasonable, but let the authorities determine which vessels run the risk of hitting either bridge, because it's not so much the weight but the height of the ships (that matters)," said CPA General Manager Angelo Verdan. If big vessels continue to pass the channel and encounter other vessels, they cannot change direction because they may end up hitting part of the bridges.

If large vessels are barred from the Mactan Channel, these will be forced to use the Cebu-Bohol Strait near the Minglanilla and Naga area, stretching their travel time by an hour. Another problem, Verdan said, is the changing currents, which sometimes push the vessels out of their target lanes.

Director Glenn Cabañez of Marina said that the government will soon implement the Vessel Traffic Separation Scheme in the Mactan Channel. Under this project, the government will assign a vessel traffic scheme operator, which will function like the airport's air traffic control tower crew. **Source : SunStar**

Matrozen raken gewond bij scheepsbrand in Waaslandhaven



In de Waaslandhaven in Antwerpen, ter hoogte van Kaai 1207, is donderdagavond rond 21.15 uur brand uitgebroken in de machinekamer van een schip. Blussen blijkt enorm moeilijk en de brand was vrijdagochtend bijgevolg nog steeds niet helemaal onder controle.

De **City of Berytus** lag aangemeerd in het Verrebroekdok, aan de Haandorpweg in Beveren. Het schip was geladen met auto's. Brandweerteams van Beveren en Antwerpen snelden ter plaatse.

Drie matrozen werden met rookvergiftiging overgebracht naar het ziekenhuis. De oorzaak van de brand is nog niet gekend. Er wordt gedacht aan een technisch defect aan een voertuig of in de machinekamer. De brandweer heeft besloten om het schip gecontroleerd te laten uitbranden. **Bron: GVA / Foto : BFM**



One Chinese missing after ships' collision in S.Korea

One Chinese sailor of a Chinese cargo ship went missing as the ship collided with a South Korean freighter near Incheon Port early Thursday, the consulate office of the Chinese Embassy to South Korea said Friday.

There were 11 sailors on the 2,398-ton Kiribati-registered Chinese cargo ship "**Xing Guang 7**" when it collided with the 4,259-ton South Korean cargo ship "**Neo Blue**" at about 01:50 a.m. Thursday local time (1650 GMT Wednesday) near the Incheon Port's entrance.

The "**Xing Guang 7**" sunk shortly after the collision, and spilt all of its 11 crew members into the water. South Korean maritime authorities launched rescue operation immediately after receiving report. Ten sailors have been rescued, and the other remains missing, the consulate office said, adding that the rescued sailors are all in good physical condition.

The Chinese Embassy has asked the South Korean side to make an all-out effort to search the missing sailor, and find out the cause of the accident as soon as possible. **Source : Bron: Xinhua**

NAVY NEWS



The **D 98 YORK** seen departing from Gibraltar - **Photo : Krispen Atkinson (c)**

$6 million more for CVN 65 work

Northrop Grumman Shipbuilding, Inc., Newport News, Va., is being awarded a $6,000,000 modification to previously awarded contract for planned and growth supplemental work for the accomplishment of the FY 2008 extended drydocking selected restricted availability (EDSRA) of **USS Enterprise (CVN 65).** The EDSRA provides sufficient time to perform more extensive repairs and testing than are possible during an Extended Selected Restricted Availability. Work will be performed in Newport News, Va., and is expected to be completed by January 2010. Contract funds in the amount of $6,000,000 will expire at the end of the current fiscal year. The Naval Sea Systems Command, Washington Navy Yard, D.C., is the contracting activity. **Source : MarineLog**

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Sub Tender Moving to Diego Garcia in Spring

The submarine tender **USS Emory S. Land,** at Puget Sound Naval Shipyard for the past two years, will depart for Diego Garcia next spring. Rear Adm. Douglas McAneny, commander of Submarine Force U.S. Pacific Fleet, made the announcement on Tuesday.



Diego Garcia is a 37-mile-long coral atoll in the Indian Ocean, where the United States and the United Kingdom jointly operate a military base. Moving the **Emory Land** there will allow the Navy to maintain fast-attack and guided-missile submarines while they're out on patrol. The floating base can accommodate up to four subs moored alongside simultaneously.

"Forward-deploying **USS Emory S. Land** to Diego Garcia will dramatically reduce transit time for our submarines operating in 5th Fleet that require intermediate-level maintenance, emergent repair, or logistics support," McAneny stated in a press release.

The 649-foot **Emory Land** is completing a major overhaul at the shipyard. It is expected to leave Bremerton in the spring and be at Diego Garcia next summer.

The submarine tender arrived in Bremerton in November 2007, but $87 million in work didn't begin until September 2008. The work was completed on Sept. 29, one day early and $700,000 under budget, according to the shipyard.

While here, the ship is converting from an all-Navy crew of 83 officers and 1,268 enlisted to a hybrid crew of 192 Navy sailors and 160 Military Sealift Command mariners with a total crew of 450. Civilians will operate the ship; sailors will fix and supply submarines and surface ships that pull up to it. **Source : kitsapsun**

HMS Trafalgar retires from the submarine fleet

HMS Trafalgar, the first of the class of hunter-killer submarines to which she gave her name, has officially left the Royal Navy after 26 years' service.

HMS Trafalgar's commanding officer Cmdr Charlie Shepherd paid tribute Friday December 4th to the men who had manned her at her base port, Devonport Naval Base, in a ceremony which was attended by Lady Fieldhouse of Gosport. Lady Fieldhouse is the widow of former Admiral of the Fleet Lord Fieldhouse, who as Sir John Fieldhouse was Commander- in-Chief Fleet during the Falklands conflict of 1982, and was himself a former submarine captain.
Cdr Shepherd addressed a ceremonial guard comprising the submarine's crew before an audience of **HMS Trafalgar's** former commanding officers, with a military band in attendance.

He said the legacy of the submarine in human terms lived on, despite the vessel leaving the service of the Royal Navy. "This is not just about a steel hull, but about the people who served on her," he told his audience. "It is about the resilience, cheerfulness and teamwork of her people who were always ready to help each other. "It was an enormously special time for me as the commanding officer." **HMS Trafalgar's** early career involved operating close to the UK before beginning her many patrols across the globe. In 26 years of service, she has operated in every time zone and in every ocean and has transited all major waterways, including the Suez and Panama Canals and the notorious Malacca Straits. Lady Fieldhouse has maintained close links with **HMS Trafalgar** for 26 years. She told the submarine's crew: "You are marvellous and I will miss you." **Source : This is Plymouth**

SHIPYARD NEWS



ENSCO 8502 CHRISTENED IN SINGAPORE

In the morning of 5th December Keppel FELS (Singapore) and ENSCO (Dallas, Texas) celebrated the naming of **ENSCO 8502.** Mr Heng Chee How, Minister of State, Prime Minister's Office, was the Guest-Of-Honour and Mrs Cambria Reinsborough named the rig.





ENSCO 8502 is the third of seven ENSCO 8500 Series ultra deepwater semisubmersible drilling units that has been built exclusively. This vessel is delivered on time and within budget. The unit is already contracted for operations in the US Gulf of Mexico under a two-year contract with Nexen Petroleum U.S.A. Inc.

Source / Photo's Karen Boodt – Holland Shipbuilding magazine (c)

Nibulon ALLC and Wadan Yards Okean (the Ukraine) to sign a contract on 8 barges building

Nibulon ALLC and shipyard Wadan Yards Okean (Nikolaev, the Ukraine) will sign a contract ob building of 8 dumb barges, reported Alexandr Vadaturskiy, Head of the Agricultural enterprise, in the course of the ceremony of putting afloat of 4 barges being built at the yard under the previous order.

It is worth mentioning that within 6 months of the current year Wadan Yards Okean has built 12 dumb barges for Nibulon ALLC. The overall number of barges ordered amounted to 16.

It is necessary to remind that on March 6, 2009 Nibulon ALLC and Wadan Yards Okean (former Okean yard) signed a contract on building the barges. On April 28 metal cutting for 4 first dumb barges was commenced in the shipyard shop. The barges will be handed over in four stages under the contract: first and second barges will be handed over to Nibulon ALLC by August 16, 2009, third and fourth ones – by August 31, 2009, next four – by October 13, 2009, another four – by November 30, 2009. The agricultural enterprise will take delivery of the last 4 vessels by January 26, 2010.

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A regular runner for many years between Mongstad and Scottish and Irish ports was the **STEN EMBLA**. She has just been sold and renamed as the **LIQUID GOLD** (what a great name for a tanker) She left Greenock with her new name bound for Hamburg for her new owners first cargo.
Photo : Tommy Bryceland, SCOTLAND (c)

Valletta, Malta is Mein Schiff's base port for summer 2011

TUI Cruises announce that in the 2011 season Valletta, Malta is to be the Mediterranean port of departure. From May to November 2011 the seven-day cruises will start and finish in Valletta. On its "butterfly cruise schedule" the "**Mein Schiff**" will call at the ports of Piraeus (Athens), Kusadasi in Turkey, Mykonos, Catania on Sicily as well as Civitavecchia (Rome), Livorno, Monte Carlo and Ajaccio in Corsica.

"Having Valletta as the port of departure gives us the opportunity of having a quite exceptional schedule," said Richard J. Vogel, Chief Executive of TUI Cruises, explaining the choice of the base port. TUI Cruises is the only German cruise company to offer two different routes, one in the eastern Mediterranean and one in the western.

The Parliamentary Secretary for Tourism of the island of Malta, Dr Mario de Marco, is pleased about the decision of TUI Cruises: "The choice in favour of Valletta as the home port for the "**Mein Schiff**" is gratifying but at the same time represents a commitment for us towards which I have no doubt that the private and public sector will work in unison towards achieving," according to de Marco. "We will continue with our endeavours to further expand Valletta and consequently, Malta as a competitive cruise ship destination and a convenient base for home porting, given its strategic location," he added.



Photo : Ian Shiffman (c)

VISET Malta plc, the private cruise port operator of the Valletta harbour, is delighted at TUI's decision. John Portelli, CEO at VISET, said that his organisation is committed to delivering the highest standards of service in order to ensure that TUI's decision is a success for all partners in the industry.

Besides providing very good general conditions, the Maltese port authorities and the local tourism organisation have presented a coherent concept that plans on introducing numerous joint marketing activities.

To discover more visit www.tuicruises.com or www.vallettawaterfront.com



The **JONNI RITSCHER** seen transiting through the Miraflores locks, Panama Canal.
Photo : Raymond Schaefer (c)

STX Engine wins order for diesel engines

STX Engine has secured a 52.3 billion won ($45.3 million) order to supply eight diesel engines for Korea Coast Guard patrol ships. The deal with Hanjin Heavy Industries calls on STX Engine to deliver the engines by August 2011.
STX Engine is a unit of STX Corp., a holding company which also owns STX Offshore & Shipbuilding Co., the nation's fourth-largest shipbuilder. **Source : The Motorship**



The newbuilding **SAHEB** seen ready in Jebel Ali to conduct her bollard pull tests
Photo's : Tim de Klerk – Wartsila Diesel (c)



Second stage of Vietnam's Hon La deepwater port begins

The Petroleum Technical Services Co (PTSC) and the PetroVietnam Constructions Corporation jointly launched construction for the second stage of the Hon La deep-water seaport on Wednesday. The initial investment capital for the second phase was about VND97 billion (US$5.2 million). The port is located at Quang Dong Commune, Quang Trach District, in central Quang Binh Province. After the completion of the first phase, the port currently has an area of

over 32.2ha and can receive vessels of 10,000DWT. The second stage's construction is expected to finish by 2010 and the port will likely to be able to handle 1.2 million tonnes of cargo next year.

The seaport is an important place on the North-South sea route, as well as for trade between central provinces and with neighbouring Laos and Thailand. Hon La was the fifth port acquired by the company and would play a significant role in its deepwater port development strategy, said PTSC general director Nguyen Hung Dung. The PTSC intended to refurbish the port in the second stage with modern equipment and enlarge its capacity, making significant contributions to the economic development of Quang Binh and serving offshore oil and gas exploitation in the Bac Bo (Tonkin) Gulf, said Dung. The seaport was handed over to the PTSC for management and operation under an agreement signed by Quang Binh provincial authorities and the PTSC on August 10, this year.
Source: vietnamnews.vnagency

€42 million anchor handling vessel A.H. Valletta launched in Spain

The **A.H. Valletta,** a 77-metre anchor handling supply vessel, was launched last month at the Armon Shipyards in Vigo, Spain. The e42 million vessel, which is being built for Rimorchiatori Malta Offshore Ltd (a sister company to Tug Malta Ltd, which has just christened its new tug, the **m.t. Spinola**, is expected to be delivered in mid-2010.

The **A.H. Floriana**, another 65 metres anchor handling supply vessel on order at the Spanish shipyards of Union Naval Valencia, is to be launched in the coming days. The vessel will also be delivered in 2010 to Menqa Shipping Ltd.

All three Maltese companies are subsidiaries of Rimorchiatori Malta Limited, forming part of the Italian group Rimorchiatori Riuniti SpA of Genoa. **Source : The Malta Independent**



Three Indian port projects get approval

Three port projects in India worth US$1.7 billion have been approved by a committee chaired by Finance Secretary Ashok Chawla, Indo-Asian News Service reported.
The Public Private Partnership Appraisal Committee has approved a $130 million standalone container handling facility and a $1.4 billion container terminal at Jawaharlal Nehru Port in Mumbai.
Additionally, it also sanctioned $100 million for coal handling facilities and upgrading of the general cargo berth at outer harbour of Visakhapatnam.
Since its constitution in January 2006, the committee has granted approval to 137 projects, with an estimated project cost of $31.3 billion. These include 121 National Highway projects, 11 ports projects, two airports and one each for tourism infrastructure and the railways. **Source: cargonewsasia**

Dubai's financial problems will have no impact on Maasvlakte 2



A subsidiary of Dubai World, DP World, is one of the companies behind the consortium Rotterdam World Gateway (RWG) that will be operating the first container terminal on Maasvlakte 2. However, insofar as this can be determined, the financial problems that Dubai World made the news with last week will not have any impact on the Maasvlakte 2 development.

DP World may be a subsidiary of Dubai World, but this does not mean that the former is involved in the latter's problems. It is not for nothing, after all, that their activities are organised into separate legal entities. In addition, with a share of 30%, DP World is just one of the companies that together form RWG. The other four are the shipping companies MOL (Japan), Hyundai (Korea), APL (Singapore) and CMA CGM (France). Finally, besides RWG, there are two other sites that have been allocated on Maasvlakte 2: one to APMT and one to Euromax.

Photo : Michel Hofmeester (c)

The Port of Rotterdam Authority has very regular contact with all the container companies that are active in Rotterdam, during which the consequences of the economic crisis are a recurring topic of conversation. Both RWG and APMT and the Port Authority are keeping to the current schedule for the completion of the first phases of the terminals on Maasvlakte 2. This means that RWG will start operation of its terminal in 2013, and APMT in 2014. As yet, there is no scheduled completion date for the expansion of the Euromax on Maasvlakte 2. **Source: Port of Rotterdam**

Bulkcarrier near Balikpapan refloated

In the early morning of 3rd of December a SVITZER Salvage team succeeded to refloat the bulkcarrier which ran aground near Balikpapan on 24th of November. . Inspection by the salvage team showed that lightering a substantial part of cargo was necessary to refloat the bulk carrier. During the lightering operation tonnes of iron ore were transferred to barges "**Sinar Borneo**" and "**Pulau Tiga 34**". After two attempts the bulk carrier was successfully refloated by tugs "**Perteka 5401**" and "**Svitzer Daya**" The bulk carrier will be towed to allocated position for backloading the cargo.

On 24th November SVITZER Salvage was awarded a LOF contract for a grounded bulkcarrier. The grounded vessel, fully loaded with iron ore, was on her way to China when she grounded south of Balikpapan, Indonesia. Resources were mobilized in amongst whom staff from Indonesia, Singapore and The Netherlands in addition to tug/barge combinations to cater for the lightering, which was a part of the salvage plan. The SVITZER Salvage team, tug **SVITZER DAJA** and portable equipment arrived on site on 25th of November. Source : Svitzer

FISCHCON TEST NEW FI-FI EQUIPMENT SYSTEM



On the 1st of December **Fischcon B.V.** conducted a total spread test of a large fire fighting system. This was deployed at the Europoort Industrial Plant and Maasvlakte and is currently in operation with the Gezamelijke Brandweer in Rotterdam.

The complete fire fighting package is designed , engineered, manufactured and commissioned by **Fischcon B.V.** The equipment comprises :

1 x manifold container with water supplied via a multiple hose system from fire fighting vessels (2) of the Rotterdam Port Authority.

1 x trailer mounted mobile booster station built in accordance with European Highway regulations and having a capacity of 80,000 l/min at 10 bar.



2 x hook-arm, self contained fire fighting pump / monitor units each fitted with a single monitor having a capacity 40.000 l/min.on foam or water - with jet ranges up to 150 metres

In addition to the above there are also 4 hose deployment and retrieval units, each carrying 16 hose reels. Each hose reel holds 220 metre of 8 inch flat hose. Further equipment includes a support material container with spare hoses and fittings and 6x 20,000 litre foam trailers each with their own foam transfer pump.

The picture shows the equipment close connected for test purposes but in practical operation the mobile booster unit can be up to 1500 metre away from the firefighting vessels and the pump/monitor units a further 1500 metre away from the booster giving a spread radius of operation up to 3000 metre.

For further info please contact **Fischcon BV**, **Mr. Leon Zwijnenburg**



The AHTS **Eide Fighter**, Gulf Offshore's **Highland Rover** and Stemat's **Pontra Maris** all working on the Magellan Pipeline Project in the port of Punta Quilla, Santa Cruz province, Argentina.
Photo : Marcel Kuizenga - Boskalis Offshore (c)



The **Caribbean Mersey** seen laid up in port of Manzanillo, Panama
Photo : Erik T. Matzinger (c)

MARITIME MUSEUM OF THE WEEK "CONSTANTA MARITIME MUSEUM"



It has an impressive collection of maritime war material, mostly from the last century. Bombs, machineguns, anti aircraft guns and even complete navy ships in a (swimming) pool outside. For each of the vessel models there is a story. The propeller of the **Oltenia** which was hit by U-boats during the second world war, is on display in the garden of the museum, A model of the tanker **Independenta**, which was build in 1977 and sunk in 1979, is on display, and within the same glass box is the bottle with which the vessel was christened (intact!)



Newsclippings readers **John Ravenshorst, Hans van der Ster, Pieter Bakker** and **Berend de Ruiter**, are recommending the **MARITIME MUSEUM in Constanta,** Romania, which is located near the city center.

The Museum is organized on a mixed thematic and chronologically criteria, each of those corresponding to the periods of Romanian historiography and presents four sections – ancient, medieval, modern and comp temporary eras showing the 22 rooms.



Original items with an outstanding historic value to sustain the story of the illustration we spoke above: anchors, Roman pottery.... Such an amphorae, still keeping its authentic load dried sheep tallow, belonging to the IInd century A.D. It have been descovered in the Black Sea in 1982, at 40 mtrs depth, east of Constanta. All exhibits builds arguments for demonstrating the continuity and development of sailing in Roman Dacia, and later, in the era of Romanian people genesis

OLDIE – FROM THE SHOEBOX



The EC2-S-C1 (Liberty) type **C.K.McClatchy** which was built in 1944 at the California Shipbuilding Corp was renamed in **AMBRA** during 1947 by Lloyd Triestino (Trieste) and above seen under the name **ANDARIN** which name the vessel got in 1963, she was scrapped in Hirao during 1968

Photo : Harry Stott ©

…. PHOTO OF THE DAY …..



Iskes **BRENT** seen outward bound from Rotterdam

Photo : Ruud Zegwaard ©

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 336

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