

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 018



**Number 018 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Monday 18-01-2010**

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The **HADI 28** seen fitting out at the Keppel-Singmarine yard in Singapore

**Photo : Piet Sinke ©**

above photo can also be seen in high resolution in the photo album at my website [www.maasmondmaritime.com](http://www.maasmondmaritime.com) or via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

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U.S. Navy Air crewmen from Helicopter Sea Combat Squadron (HSC) 9 and flight deck personnel, all assigned to the aircraft carrier **USS Carl Vinson (CVN 70)**, load fresh drinking water to be delivered to the victims of the devastating earthquake in Haiti. **Carl Vinson** and **Carrier Air Wing (CVW) 17** are conducting humanitarian and disaster relief as part of **Operation Unified Response** after a 7.0 magnitude earthquake caused severe damage near Port-au-Prince on Jan. 12, 2010

**Photo : US Navy**

## Very Special Pirate Protection Revealed

For nearly two years now, the Yemen Navy has had an arrangement with a British security company, to provide paid (up to \$55,000) escorts for ships traversing the pirate infested Gulf of Aden. This is one the busiest shipping lanes in the world (with nearly ten percent of all traffic). Each month, 1500-1600 ships pass the northern coast of Somalia. For the last two years, 3-4 of those ships have been seized (and up to ten, or more, attacked) by pirates each month. That's one ship out of every 400-500. But with the pirates getting more and more ransom money for each ship, the number of pirate groups operating in the Gulf of Aden is increasing.

Most merchant ships are wary of pirate operations, and put on extra lookouts, and often transit the 1,500 kilometer long Gulf of Aden at high speed (even though this costs them thousands of dollars in additional fuel). The pirates seek the slower moving, apparently unwary, ships, and go after them before they can speed up enough to get away. For the pirates, business is booming, and ransoms are going up. Pirates are now demanding \$3 million or more per ship, and are liable to get it for the much larger tankers and bulk carriers they are now seizing. The larger, and more valuable, ships find that the additional security services (which include armed security guards on the ship while moving through the straits) worth the expense. Each month, 30-40 ships pay for this service, with the British security firm handling marketing and scheduling, and splitting the \$55,000 (or more) fee with the Yemeni Navy. It's unclear if the Yemeni government was aware of this arrangement, as such freelancing by government agencies in Yemen is not unknown. Four of the ships being escorted were attacked anyway, but the attackers were driven off. Many more attacks were avoided because of the presence of the Yemeni patrol boat. **Source: Strategy page**

## Bulk carrier suspected of causing power failure

The special maritime police units on Bornholm have detained the Maltese bulk carrier **Timberland** anchored off Bornholm. The police are awaiting better weather before boarding the vessel to conduct an interview with the captain and some of his crew members. The bulk carrier is suspected of having damaged the power cable from the Swedish mainland to Bornholm last week Saturday evening causing a massive power loss on the island in the middle of a blizzard. So far, the police units have tried to board the vessel twice without any luck. The 32,514 DWT bulk carrier was on a voyage from Uddevalla to Söderhamn when it passed Bornholm last Saturday. It is owned by Midlife Shipping Ltd, Valletta, and managed by Imperial Shipping Ltd, London. **Source : Shippgaz**



Above seen the **Nautica** departing Port Chalmers on the 17th January. After spending the day in port for the passengers to go sight seeing in the province of Otago.

**Photo : Ross Walker ©**

## Man overleden ondanks reanimatie



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Zondagochtend 17 januari 2010 is de bemanning van de KNRM reddingboot **Jeanine Parqui** om 00.10 uur gealarmeerd door het kustwachtcentrum voor een man met hartproblemen. De KNRM Radio Medische Dienst heeft in eerste instantie advies uitgebracht aan de bemanning van de uitgaande coaster **Janne Wonsild**. Aansluitend werd de Hoekse redders om assistentie gevraagd.

De coaster **Janne Wonsild** koerste inmiddels weer richting kust, De KNRM reddingboot **Jeanine Parqui** was om 00.55 uur langsij de coaster en heeft 4 opstappers overgezet om de reanimatie te continueren. Vrijwel direct gevolgd door 2 man van de **RPA 15** die bij de patiënt, een 50-jarige Filippijnse man tijdens reanimatie direct een AED gebruikte. Een Rescue helikopter met arts kon niet komen vanwege slecht zicht bij den Helder. Om 01.15 uur werd besloten de patiënt met de **Jeanine Parqui** naar de wal te brengen. De patiënt werd overgepakt op de evacuatiebrancard en aan boord van de **Jeanine Parqui** gebracht. Ook de 2 man van de RPA hielpen aan boord van de reddingboot met de teamreanimatie. Rond 02.15 aangekomen in de Berghaven waarna de broeders van de 2 ambulances nog een poging deden met geavanceerde medische apparatuur. Korte tijd later konden zij slechts het overlijden van de Filippijnse man vaststellen. Om 03.15 nabesproken en de RPA medewerkers bedankt voor hun samenwerking.

**Due to travelling abroad this week the newsclippings may reach you irregularly**



The **CLUB MED 2** seen arriving in Willemstad – Curacao

Photo : Kees Bustraan - [community.webshots.com/user/cornelis224](http://community.webshots.com/user/cornelis224) (c)

## Canadian Navy prepares two ships to deploy to Haiti to help with humanitarian effort

Two Canadian navy ships are preparing to set out to help in the humanitarian effort in Haiti after a devastating earthquake. A spokeswoman with the military says crew members were readying **HMCS Halifax** and **HMCS Athabaskan** to deploy Thursday for the impoverished country following the quake Tuesday.

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Jeri Grychowski says medical supplies, food, water purification tablets, construction materials and other equipment were being loaded onto the vessels in Halifax. The frigate **Halifax** was en route to the Caribbean when it was suddenly diverted back to port. Grychowski says a Sea King helicopter will also be deployed with that frigate as it travels with the destroyer **Athabaskan** on its five-day trip to the island nation. Ottawa is preparing to send more assets once it receives assessments from a reconnaissance team which is to arrive in Haiti today aboard a C-130 military transport plane. **Photo : google.com**



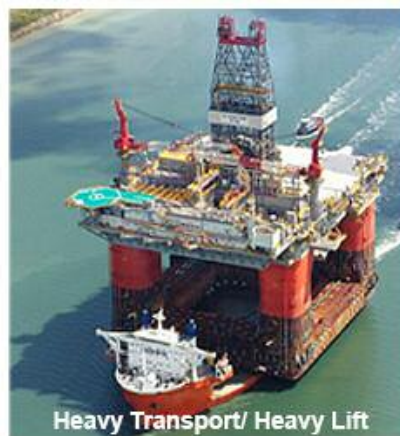
The tug **MICHIE** seen in Singapore - **Photo : Piet Sinke ©**

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## RESTRICTING BUSINESS

Eu competition regulators announced Friday that they have launched a probe into an arrangement between shipowners which they suspect is driving up charter rates for certain kinds of vessels. "The European Commission has opened a formal antitrust investigation concerning the 'Baltic Max Feeder' scheme over a potential breach of EU rules on restrictive business practices," the EU's top regulator said.

Brussels is concerned that the owners, to combat low charter prices, are agreeing to remove so-called port feeder ships from service and collectively cover the costs of doing so.

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The reduction in the number of ships — which usually operate in ports ferrying cargo between deep sea vessels and container terminals on land — could then cause the cost of chartering the vessels to rise. “The commission is in particular concerned that the scheme... may be aimed at reducing capacity and therefore at pushing up charter rates for such vessels,” Brussels said in a statement.

The “Baltic Max Feeder” scheme was devised by German tax advisor Anchor Steuerberatungsgesellschaft as a response to the current overcapacity in feeder container vessels, which has brought down charter rates. **Source :** **ShipTalk**



The tug **LOUISE VAN DER WEES** seen operating in icy-conditions in Dutch waters  
**Photo : Unknown ??**

## Mauritius gives the nod to armed guards on ships

Mauritius has given the nod to ships operating in local waters with armed guards on board to deter pirate attacks. Although piracy has not occurred anywhere in the vicinity of Mauritius, the island has taken notice how the scourge has moved closer to the Seychelles and therefore to the extensive Mauritian exclusive economic zone of approximately one million square kilometres.

“The risk that Mauritian vessels might be attacked is high,” said Foreign Minister Arvin Boolell. “We had already taken a number of measures but we also need to take exceptional action because the circumstances are exceptional.” Although Mauritian law does not prevent armed security personnel aboard ships, the latest measure has been welcomed by shipping companies who say it will make it easier for ship-owners to do so.

Mauritius has at least one cruise operator using Port Louis during the summer months and sailing into Seychelles and Madagascan waters as well as along the African coast. **Source : ports.co.za**



## Saved From Harm

A Turkish frigate Saturday staved off an armed attack on an Indian commercial ship in the Gulf of Aden and captured six pirates, the Turkish army reported. The M/V **Jal Layak** came under machine gun fire as it was sailing 105 miles (195 kilometres) off shore through the warship-patrolled transit corridor that vessels are encouraged to use for safe passage, the army statement said.

Turkish frigate **Gokova**, a member of the NATO anti-piracy mission, foiled the attempt to hijack the ship in an operation also involving a helicopter and amphibian commandos. The six assailants were "rendered ineffective" and a search of their skiff resulted in the seizure of equipment used in piracy attacks, including a machine gun and knives.

An international flotilla of warships has been patrolling the piracy-plagued Gulf of Aden, one of the globe's busiest maritime trade routes, since 2008. **Source : ShipTalk**

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## NAVY NEWS

### USS Independence Commissioned

Nearly 500 guests braved the rain today in Mobile, Ala., to attend the commissioning of **USS Independence (LCS 2)**. **Independence** joins **USS Freedom (LCS 1)** in the revolutionary **Littoral Combat Ship (LCS)** class, already making its mark on the fleet.

"LCS will have the capability...to secure the littoral regions upon which communities rely on for food, transportation and for their well-being," said Adm. Gary Roughead, Chief of Naval Operations, "and to protect critical chokepoints in the global supply chain, to launch unmanned air, underwater and surface vehicles that will keep our trade at sea and our men and women ashore safe from harm."

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LCS is a fast, agile, mission-focused ship that demonstrates the latest in naval warfighting technology. The ship is specifically designed to defeat "anti-access" threats in shallow, coastal water regions, including fast surface craft, quiet diesel submarines, and mines. To meet the combatant commander's increased demand for mission-tailored forces packages, LCS features an interchangeable modular design that allows the ship to be reconfigured to meet mission requirements.

"LCS is the future of our surface Navy," said Vice Adm. D.C. Curtis, Commander, Naval Surface Forces. "This program will complement the strengths of larger warships. LCS will be a deterrent of green and brown water threats; the flexibility, versatility, and smart design of Independence make it well suited for joint operations."



**Independence** is a 419-foot aluminum trimaran, the first of its design in the surface fleet. It has a displacement of 2,800 metric tons, is capable of speeds in excess of 45 knots, and can operate in water less than 20 feet deep. Propelled by four water jets in addition to two diesel and two gas turbine engines, the ship boasts a range of over 3,500 nautical miles.

**Independence** was christened by Mrs. Doreen Scott, wife of the 10th Master Chief Petty Officer of the Navy, Terry Scott, in a ceremony in Mobile, Ala. on Oct. 4, 2008. The ship completed builder's sea trials in the Gulf of Mexico, and was delivered to the Navy on Dec. 18, 2009. "The crews are immensely excited to reach commissioning," said Cmdr. Curt Renshaw, commanding officer, Blue Crew. "They have been waiting and preparing a long time to do what they are doing today."

"We are also excited to have the people who built the ship be a part of the ceremony against the great backdrop of a supportive city," said Cmdr. Michael Riley, commanding officer, Gold Crew. "We are extremely pleased to celebrate this occasion in Mobile."

The Sailors who brought the ship to life today are part of an innovative manning reconstruct that reduces crew size, demanding each Sailor maintain high levels of proficiency in multiple fields, and optimizes ship operability with multiple crews. Independence is manned by two rotational crews, "blue" and "gold," of 40 Sailors each. These crews are further augmented by detachment specialists for each of the mission modules.

"It was a pretty special honor to be named as the first boatswain's mate of the watch," said Boatswain's Mate 2nd Class (SW) Katrina Williams. "I will be the first watch on the USS Independence, and I was chosen by my superiors, that means a lot to me. "

"This is a chance for my parents and my fiancée's parents to come and see what I'm doing, where I live, the jobs I will be doing and most important, where I will be working," said Engineman 1st Class (SW) Benjamin Standon, who welcomed 15 members of his family to the audience.

The rotational crew model is already proving effective aboard **USS Freedom (LCS 1)**, **Independence's** predecessor in the LCS class. Freedom is currently readying for her maiden deployment, accelerated approximately two years. The Navy expects to learn key operational lessons about **Freedom** in a deployment setting, and to integrate those lessons into the larger LCS fleet, projected to eventually reach 55 ships.

Independence will conduct further testing and evaluation before eventually heading toward its homeport in San Diego.

**Source : US Navy**



## Russian Navy to upgrade Tartus naval base by 2011

Russia will finish the fundamental renovation at its naval logistics base in the Syrian port of Tartus by 2011, said the Navy's General Staff on Wednesday. Having been upgrading the Tartus port for several years, the Navy's General Staff said in a statement that "the main purpose is to develop logistics...to upgrade the existing coastal infrastructures and create new ones that will provide convenient moorage and stable supply for Russian ships pulling into Tartus with fuel, water, food and other supplies."

"The bulk of the works is to be completed in 2011," said the statement. The Navy's General Staff also said that its fleet already had a functioning logistics facility at Tartus, whose condition and capabilities fell short of requirements.

"The task is to convert it into an up-to-date coastal facility capable of furnishing all the necessary conditions for full-fledged deployment of individual ships and groups of ships of our Navy," said the statement. The Tartus logistics base once provided material and technical supplies for Soviet Navy. According to the Itar-Tass news agency, Russia did not exclude the possibility of building naval logistic facilities in Socotra Island, Yemen, as well as in Tripoli, Libya, but for now, the choice is limited to Tartus. **Source : xinhuanet**

## Northern Arabian Task Force Handed to UAE

The UK Royal Navy has handed over the command role of a naval task force patrolling the Northern Arabian Gulf to the United Arab Emirates. The Royal Navy led a naval task force for four months, which also included the Devonport-based warship HMS Monmouth.

During the deployment, HMS Monmouth participated in a series of operations designed to exercise coalition responses to potential threats to maritime infrastructure in the Gulf.

A Royal Navy spokesman said the ship conducted manoeuvres to reassure shipping about the purpose of the coalition operations and deployed her Royal Marines and Royal Navy boarding teams to visit fishermen aboard their craft at sea. **Source : naval-technology.com**

## Replacement for Trident nukes 'delayed indefinitely'

**The Trident replacement programme has encountered an indefinite delay**

The UK Government's controversial £20billion programme to replace the Trident nuclear weapons system on the Clyde has been thrown into disarray by an indefinite delay, the Sunday Herald can reveal. The Ministry of Defence has admitted "further time" is now needed before a crunch decision can be taken on the design of the submarines needed to carry the new nuclear missiles. The decision was originally meant to be made last year.

One official statement released last week suggested the earliest the decision could now be taken was July, which would take it beyond the forthcoming general election. But this timetable was later disowned by the MoD in an apparent attempt to save face, without giving an alternative date. The main reason for the delay is suspected to be difficulties in agreeing the type of nuclear reactors that will power the submarines. According to one senior official, this was "the most tricky issue we have to deal with".

The revelation has prompted fierce attacks from opposition politicians and anti-nuclear groups. "The Government's plans for Trident replacement are unravelling," said MP Nick Harvey, the LibDems' defence spokesman.

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The weapons system should be up for negotiation at an international nuclear conference this summer, Mr Harvey argued. Even if Britain still needed a nuclear “deterrent” after that, it could be smaller and cheaper than the current Trident system. The UK Government, backed by a majority of the Westminster Parliament, took the decision in principle three years to replace Trident submarines. But before this translates into reality, two other major decisions have to be made, known in MoD jargon as ‘initial gate’ and ‘main gate’.

‘Initial gate’, which involves approving the major designs for the submarines, was originally due to be taken last September, then postponed until December. It is now clear, however, that it has been postponed again, this time without any fixed deadline. An official summary of a meeting of the MoD’s Defence Board, one of its top decision-making bodies, on November 26 last year was released on request to the Sunday Herald. The summary said the board “took stock of progress on the successor submarine programme, and the challenges that remained before it could be initially considered by the Investment Approvals Board next July”.

This suggests that the many hundreds of millions of pounds of taxpayers’ money involved in the ‘Initial Gate’ decision will not be committed until at least July. But when this was put to the MoD, a spokesman claimed the official summary was mistaken. The language “was based on an early draft of the Defence Board minutes that did not fully describe the position,” he said. “This will be amended when the final minutes are published.”

The MoD spokesman insisted “no final decisions” had yet been made on the timing of the ‘Initial Gate’ decision. Although it had been planned for last autumn “further time has been required to ensure we take decisions based on the most robust information,” he added.

The Scottish Campaign for Nuclear Disarmament welcomed the delay and said it would ensure Trident was an election issue. Its chairman, Alan Mackinnon, said: “Every candidate who stands for election should make it clear whether they are going to cut Trident or vital public services.” **Source : heraldscotland**

## SHIPYARD NEWS



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## Signal International top bidder for Bender yard

Bender Shipbuilding & Repair Co., Inc. says that Signal International, Inc. was the winning bidder at the auction of its Mobile, Alabama, shipyard held on Friday, January 15, 2010 in New Orleans, Louisiana, with a final bid of \$31,250,000.00.

The sale is subject to approval by the United States Bankruptcy Court for the Southern District of Alabama.

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There was one other bidder, Vision Technologies Systems, parent company of VT Halter Marine, which announced in December an offer to buy the shipyard for \$21 million. Mobile TV station WKRQ quotes Dick Marler, Signal's president and chief executive officer as saying that the yard will become known as Signal Ship Repair. The deal should be finalized around January 22.

Signal, which has two shipyards in Texas and two in Mississippi, recently relocated its headquarters from Pascagoula, to Mobile's RSA Battle House Tower, after Retirement Systems of Alabama (RSA) took a \$100 million stake in the company.

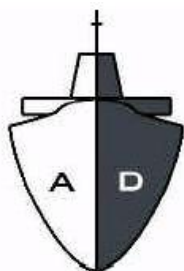
"With RSA as a major investor, we were able to make this purchase and now will be active in both the shipbuilding and off shore drilling industries. This is great news for our company, our clients, RSA and the entire Mobile area," said Mr. Marler, "We will be investing \$5 million in capital improvements initially and hope to have between 400 and 500 employees in the next 18 months." Bender's steel plate shop in Mobile, and its shipyard in Mexico are set for a separate sale at a later date. **Source : MarineLog**



Allseas **MANTA III** seen in drydock at **Damen shiprepair** in Schiedam  
**Photo : Daan Akerboom ©**



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### Russia to float out last 2 frigates for Indian Navy by yearend

A Russian shipyard will float out the last two of three frigates for India's Navy by the end of the year, a Yantar spokesman said on Monday. The first of three Project 11356 frigates was taken out of dry dock at the end of November.

The warships will become modified Krivak III class (also known as Talwar class) guided missile frigates for the Indian Navy under a \$1.6 billion contract signed in July 2006. Indian President Pratibha Patil has named the new ships the **Teg** (Hindi for Saber), the **Tarkash** (Quiver), and the **Trikand** (Bow).

The new frigates will be armed with eight BrahMos supersonic cruise missiles. They will be also equipped with a 100-mm gun, a Shtil surface-to-air missile system, two Kashtan air-defense gun/missile systems, two twin 533-mm torpedo launchers, and an anti-submarine warfare helicopter.

In an interview with RIA Novosti last year, Yantar director Igor Orlov said the shipyard was in talks with Russia's Vnesheconombank on "a \$60 million loan to complete the construction of the three frigates for the Indian Navy."

Russia has previously built three Talwar-class frigates for India - INS **Talwar** (Sword), INS **Trishul** (Trident), and INS **Tabar** (Axe). Source : [rian.ru](http://rian.ru)

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## Two 130-ft crewboats sold overseas

Following the sale of a crewboat on the West Coast the last week of 2009, Marcon International Inc. of Coupeville, Washington, reports that the two 130' crew boats "**Miss Anita**" and "**Stephanie McCall**" were sold to private overseas interests during the first week of 2010. Both U.S. flag, quad-screw aluminum crewboats were working in the Gulf of Mexico through Fall 2009 when they were returned to the leasing company by the operator.

Though Marcon's announcement does not disclose any names, both boats were still listed on the Seacor Marine website as of yesterday.

"**Miss Anita**" is powered by four GM12V71TIs producing a total of 2,040BHP and a speed of abt. 16 to 20kn. "**Stephanie McCall**" is powered by four Cummins KTA19M3 engines producing a total of 2,720BHP and a speed of abt. 19 to 22kn. The 130' x 26' x 11.5' depth "**Miss Anita**" was built in 1989 by Breau's Bay Craft. She is rated for 58 passengers and has berths for 10 crew, a clear deck of 27' x 21.5', and a fuel capacity of 10,293g. The 130' x 26' x 10' depth "**Stephanie McCall**" was built in 1991 by Gulf Craft Inc. She is rated for 73 passengers and has berths for 8 crew, clear deck of 67' x 20', and fuel capacity of 9,720g.

Marcon acted as sole broker in the transaction. Despite the economic crisis, Marcon booked 45 sales and three charters in 2009. Two additional sales are pending for first quarter 2010, in addition to three newbuildings overseas.

Source : MarineLog

## STENA EXPECTS FIRST SUPER FERRY STENA HOLLANDICA (III)



Information received is showing that the new ferry **STENA HOLLANDICA** for the route Hoek van Holland <-> Harwich will be delivered by the builder, Wismar yard May 3<sup>rd</sup> and sail to Harwich to arrive May 4<sup>th</sup> for berthing trials, upon completion the new super ferry will sail to Hoek van Holland for berthing trials followed by transfer into lay-by in Rotterdam for a few days for familiarization and stores, the plan is that the new super ferry will takes up service as per Sunday May 9<sup>th</sup> at 14:30 hrs departure from Hoek van Holland. Sister vessel **STENA BRITANNICA** will follow in October 2010

## DFDS struggled with bunker price rises

DENMARK'S ro-ro specialist DFDS told Fairplay today it has withdrawn its Germany/Latvia ferry service, resulting in seven job losses. DFDS withdrew the service to deal with financial losses on the route, DFDS representative Gert Jakobsen said: "We were struggling to achieve positive results."

A rise in bunker prices and a price increase by Riga's port mean that the situation is "not getting any easier" since the recession hit in 2008, explained Jakobsen. Seven staff will be laid off, but DFDS will maintain a sales office in Riga, he added.

In December, DFDS bought Norfolkline from AP Møller-Maersk for €346M (\$496.8M). The deal was meant to extend DFDS's geographical network. DFDS shares were selling for 381 Danish kroner (\$73.6) today, no change from the previous price. DENMARK'S ro-ro specialist DFDS told Fairplay today it has withdrawn its Germany/Latvia ferry service, resulting in seven job losses. **Source : Fairplay**



## Norwegian Sevan Marine wins Goliat FPSO deal from Eni

Norwegian company Sevan Marine ASA said Friday it signed a cooperation contract with Eni Norge for the development of the floating production, storage and offloading (FPSO) unit at the Goliat field where Eni is operator. No financial details were available. A Sevan 1000 FPSO design has been selected for the field, located in the Barents Sea. First oil is expected in 2013. Under the deal, Sevan Marine will provide project and engineering management, and early operation preparation services. It will assist Eni in several specific key engineering and construction activities related to proprietary technology areas for the Sevan Marine reduced emission of carbon dioxide (CO<sub>2</sub>), compared to no electricity from shore.

The contract for engineering, procurement and construction (EPC) of the FPSO is planned to be announced later in the first quarter 2010. Once completed, the **Goliat FPSO**, located in the Barents Sea, will have a production capacity of some 110,000 barrels of oil per day, a gas processing capacity of almost four million standard cu m per day and a storage capacity of one million barrels of oil. It will have an electrification solution, providing reduced emission of carbon dioxide (CO<sub>2</sub>), compared to no electricity from shore. Eni Norge, which is the Norwegian unit of Italian energy group Eni SpA (BIT: ENI), has a 65% stake in Goliat. The other licensee is Norway's oil major Statoil ASA (OSL: STL). **Source: Sinocast**



## Striking Aussie workers have implications for NZ oil and gas

The Maritime Union of New Zealand is supporting strike action in the West Australian offshore oil and gas sector and says the issue has implications for New Zealand. Australia's shipping industry for the oil and gas sector has been affected by striking Maritime Union of Australia (MUA) members since November last year.

The workers want pay increases at a time of rapid growth in the sector. Maritime Union of New Zealand general secretary Joe Fleetwood said many New Zealanders worked in Australia's maritime industry and a statement issued today was about showing solidarity and support for maritime workers around the world. But the issue also had implications for New Zealand, where the oil and gas sector was expected to become more important to its economy over the next decade. Mr Fleetwood said striking workers' wages were spent in working class communities, while employers made vast fortunes in profits.

"This is about workers getting their share of the wealth they create. After all, they do the work out on the remote rigs and vessels, away from home for long periods and in a risky, heavy industrial environment." He said in Norway and Venezuela, oil and gas reserves were used to benefit their citizens and New Zealand should maintain close control of its oil and gas reserves, rather than allowing them to be exploited by private corporations.

The Maritime Union said it supports moves away from an oil based economy in the long term but there would be a transition period where oil and gas were still required and New Zealand had to make the most of that. "This is a limited resource and one that is not having a positive effect on the environment. The wealth from our oil and gas reserves must be used to benefit our people and to move to a post-oil economy." In November last year, Energy Resources Minister Gerry Brownlee announced an 'action plan' to encourage oil exploration (and therefore royalties). In the 2008/2009 year it earned in excess of \$965 million from royalties and taxes, including \$543 million from royalty payments alone. Oil was the third largest export earner for the country in 2008, generating \$2.8 billion – a 100% increase on 2007. It has the potential to earn \$30 billion in export revenues by 2025. **Source : nbr.co.nz**



Above seen the TSHD **Oranje** and the TSHD **Waterway** operating close to each other in the Mississippi Harbour in Rotterdam-Europoort , The **Waterway** is pumping "dirty" slib towards the Slufter and the **Oranje** is pumping sand towards Oostvoorne to increase the strength of the beach

**Photo : Crew Oranje ©**

## Chennai port reverses strategy

Chennai Port Trust (ChPT) has gone back on its previous year's plan of making itself a 'clean' port, without any handling of coal and such other dusty cargo. On a reversal of strategy, it has repositioned itself as a multi-cargo terminal, which will handle all categories of goods ranging from coal, iron ore and oil through sugar, edible oil and other perishables to containerised cargo. "No port should be cargo specific for it would then become vulnerable to fluctuations in the market for that particular cargo," said ChPT chairman, Capt Subhash Kumar. "It would be absurd for the port to give up these for the sake of beautifying the area." The premise to the initial plan of doing away with 'dusty' cargo was pollution and the hazard it posed to nearby residents, who have multiplied along with the development of the port and the city. As part of the revamp of coal handling, the port has invested Rs 40 crore on replacing trucks with conveyors for the initial offloading. It is expected to spend Rs 30 crore in further mechanisation of coal handling. "We would like completely mechanise whatever is possible as that definitely reduces scattering and hazard to humans," Subhash Kumar said. Containers comprise 37.3% of the port's cargo.

The port handled 46 million tonnes (mt) of cargo by the end of the third quarter of 2009-10, which is 5.5 per cent higher than the volumes handled in during the corresponding period the previous year. Its revenues stood at Rs.538 crore and profit before tax at Rs.180 crore, compared to Rs.503 crore and Rs. 253 crore the previous year. "There was a dip in iron ore because of reduced demand from China. But, we were able to act on the demand for sugar and edible oil and increase our stakes in those goods," Subhash Kumar said.

Its container handling grew marginally by 1.8 per cent, as the 1.5 million teu second container terminal was commissioned in September 2009. The planned Rs 3,686 crore mega container terminal has been cleared by the private public partnership appraisal committee on January 6, 2010. The proposed Chennai-Ennore port road connectivity project has been delayed due to an escalation in cost from Rs 160 crore to Rs 600 crore in the period from 2003, when it was initiated to 2009. **Source : PortNews**

## BOUWKLUSSEN MAASVLAKTEN LOGESTIEK MEGAKARWEI

HAVENBEDRIJF BLIJ MET NIEUW SAMENWERKINGSVERBAND



De enorme bouwwerkzaamheden op de beide Maasvlakten dwingen tot straks gecoördineerde samenwerking. Alleen zo kan een verkeersinfarct op de A15 uitblijven en in woonwijken problemen met tijdelijke buitenlandse arbeiders worden voorkomen

Dat bleek afgelopen donderdag tijdens de presentatie van **Port Project Services (PPS)**. Vier commerciële partijen – uitzendbureau Randstad, specialist tijdelijke huisvesting United Homes, Vipre bedrijfsvervoer en Aqualiner-Doeksen, een personen vervoerder over water – trekken daarom de komende jaren samen op.

PPS-bedenker **Willem Hoogendijk** van **United Homes** spreekt van een "logestiek megakarwei". Het Havenbedrijf Rotterdam is blij met het nieuwe initiatief. Geschat wordt

dat klussen in het westelijke havengebied tijdens de hoogtijdagen zo'n 8000 arbeiders vragen. Die piekinzet verwacht **Werner Klaassen, Randstad** directeur Groot Rotterdam, tussen 2012 en 2014. Zeker een kwart van hen zal

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flexibele arbeidskracht zijn. Een aanzienlijk deel komt uit het buitenland, al zullen we eerst in Nederland onze bestanden nalopen. "Van de buitenlandse vaklui zal 70 procent volgens hem uit Duitsland en Polen komen, de rest uit Spanje en Portugal. In al deze landen heeft Randstad uitzendbureaus die "Rotterdams" personeel werven.

**Klaassen** gaat samen met **United Homes** op zoek naar de goede onderkomens voor de werknemers. Dat kunnen trouwens ook werkers zijn die in Limburg wonen en niet dagelijks dik 400 km willen afleggen. We zorgen ook voor ontspanning. Ik wil dat de mensen in de buurt van sportgelegenheden huisvesting vinden. Dan zorgen wij dat ze "om niet" kunnen sporten



In aan water gelegen gemeenten ten westen van Rotterdam – en in deze stad zelf ook – regelt **United Homes** woonruimte. De nabijheid van de rivier is van belang omdat zoveel mogelijk personeelsvervoer over water moet. Dit om de A15, die dan lang overhoop ligt in verband met een verbreding te ontlasten.

**Rederij Doeksen** zal voor het vervoer een catamaran inzetten die een slag groter (250 personen) is dan hun Aqualiner (max 150 ) die nu in Rotterdam vaart Toch is forensen over het drukke wegennet van Voorne-Putten niet onvermijdelijk. PPS- initiatiefnemer Hoogendijk is voornemens om een nog onbekend aantal werklieden te huisvesten in de luxe Hellevoetse vakantieparken **CittaRomana** en **Cape Helius**. Zij zullen ven en naar hun werk worden vervoerd door **Vipre**. Bron : AD

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Ketelaarstraat 5c  
B2340 Beerse  
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## Japan's K Line to restructure

K Line intends a stronger emphasis on non-container ships, Japanese shipping company "K" Line is forecasting an ordinary loss of JPY71 billion (USD766.24 million) and net deficit of JPY79 billion for fiscal 2010 on operating revenues of JPY810 billion.



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This comes amid projections that the worldwide container shipping industry will record a maximum annual deficit of JPY2 trillion in 2010. "In view of the adverse circumstances and in the absence of a clear road map for overcoming this unprecedented global economic crisis, it is necessary to be realistic and pragmatic," said president and CEO Hiroyuki Maekawa in his New Year's message.

"We should not expect much improvement in the business environment for the next several years, and as such, it is imperative that we concentrate our efforts on paving our own new way for the future of the company." Henceforth, the group will focus on earnings improvement, business restructuring, and the pursuit of "aggressive" reform across the entire organisation in a bid "to rebuild the company and reinforce its strong competitive standing," the group's president said.

"In the short term, we have held back on capital investment plans in order to focus on the immediate restructuring of the containership sector, which has suffered the greatest damage, by scaling down and reorganising freight services to North America and Europe in accordance with the decline in demand. "Our fleet has been reduced by selling, demolishing or returning up to 30 vessels for a swift streamlining of our shipping operation. Additionally, for the purpose of improving cash flow, orders that had been placed for the construction of new vessels have been postponed or changed to other vessel types, and early termination of chartered vessels has been implemented as well. To achieve this restructuring it has been decided to allocate around JPY50 billion," said Mr Maekawa.

"All the containership group members have been requested to continue conducting a zero-based review of their operations including rate restoration and augmenting cost-competitiveness as well as an overhaul of existing services with a view to future potentials," he added. The original investment plan of JPY500 billion for the three-year period between 2009 and 2011 has been cut 50 per cent, to improve the group's financial indicator. Another task of 2010 will be to expand the Energy Transport Sector as "the new pillar of profitability, through new businesses including offshore support vessels, ultra deepwater drill ships, and floating LNG producers." Lastly, "new business strategies" are currently under consideration within the logistics department, which will be incorporated into "K" Line's mid-term management plan and announced in the near future.

The president also added that "K" Line's "profit-earning capacity has already seen rapid improvement," and owing to the measures the group is planning to take in 2010 to turn the business around, "our hopes are now much higher that we will likely return to profitability for FY2010 ending March 2011." – **source : HKSG & "K" Line**

## Swedish tanker to be sold at auction

The Swedish owned chemical tanker **Dover** will be sold at an auction in Korsør on February 24 if it attracts a buyer. The auction has been ordered by Danske Bank's Göteborg branch. The **Dover** was owned by bankrupt Elgar Shipping AB, which ran out of money in June last year when the **Dover** arrived at Korsør with a cargo on board. The cargo was later transferred and delivered to the original destination in Poland. The **Dover** was built in 1981 in Mandal and was sold to Elgar Shipping in November 2007. Orskov Yard in Frederikshavn has suffered a substantial loss on the bankruptcy in Elgar Shipping after having carried out major repairs and an upgrade on the tanker. Since its arrival in Korsør, the vessel has been maintained by two Polish crew members living on board. **Source : ShipGaz**

## Second Canadian tug to Nordane

Nordane Shipping A/S, Svendborg, has taken delivery of the second of four tugs from Canadian Irvine Shipbuilder at its East Isle Shipyard in Georgetown, Canada. The tug, hull no. 95, has been named the **Stevens Iceflower**. The tug is currently moored in Svendborg, where it arrived on January 4 on its maiden voyage from Canada.

The tug will be equipped with a lot of extra towing gear, spare towing wire and a number of other components that are usually used on our own account, says Karsten Pil, head of Nordane's towing department. In a few weeks, the tug will be ready for work, but is currently unfixed for any assignment, he adds. The tug is 30.8 metres in length and is powered by two Caterpillar type 3516B-HD units developing 5,072 horsepower with a 60-ton bollard pull. The tug is built to Lloyd's Registers ice class 1A. The tug is technically owned by a partnership called Birgitte Stevens with seven members. **Source : ShipGaz**

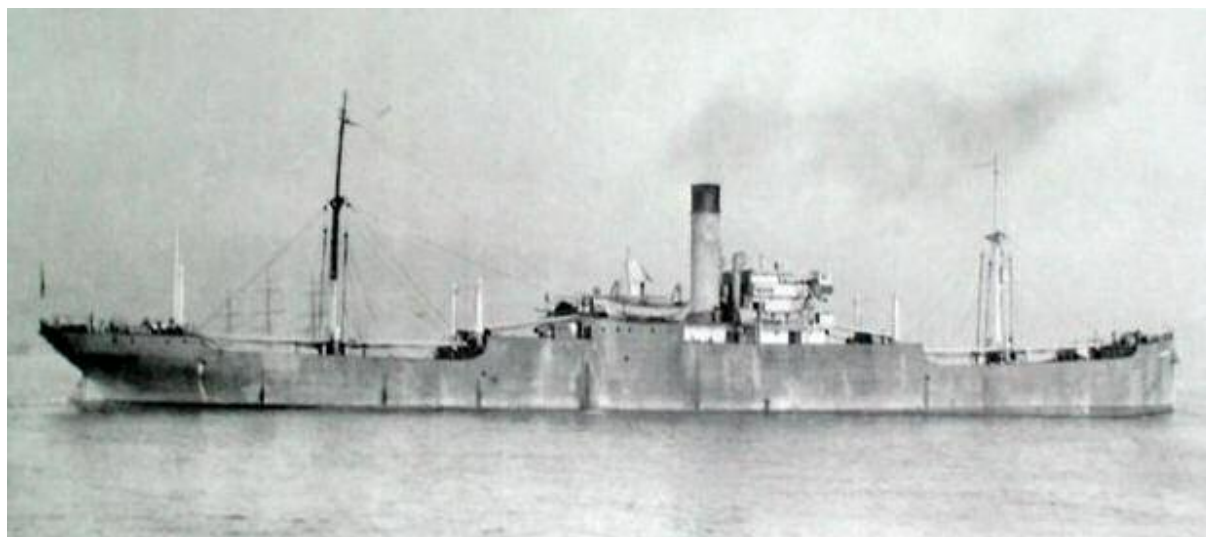
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The South African trawler **MILLENNIUM** seen arriving in Singapore – Photo : Piet Sinke (c)

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## OLDIE – FROM THE SHOEBOX



Above seen a photo of the **SS Kerwood**, build in 1911 at Richardson, Duck & Co in Thornaby England named **Budapest** and later sold tot Kerr Companie which changed the name in **Kerwood**.  
The Kerwood ra non a mine in December 1919 and sank loaded with food, clothes, leather but also 400 ton copper and 900 ton lead, the cargo was recovered during 2004 by **Rederij Bakker Terschelling**, a part of **Friendship Offshore Terschelling**.  
Source : Tjalfjan Bakker

## International Seminar on “Opportunities for Maritime Research in Academia and Industries”

Commemorating the 18<sup>th</sup> year of its establishment and the 3<sup>rd</sup> year of becoming the **First University for Maritime Education** in India, **AMET University** organizes an International Seminar on “**Opportunities for Maritime Research in Academia and Industries**” on the 6<sup>th</sup> of February 2010 at Hotel Le Royal Meridien, Chennai.

Capt S. Bhardwaj, Vice Chancellor of AMET University opines that,

India, with a coastline of over 7517 kms and a geographic location athwart the major east-west international trade route gives India a strategic advantage to develop as a major maritime nation in the world.



The seas offer untold riches to those who can sustainably develop their natural resources. They also offer opportunities for the development of ports, shipping, shipbuilding, ship repairing and many other maritime industries. Harnessing these opportunities in a sustainable and optimal manner is a challenge that dedicated maritime research has to support. Through its research, our country can support efforts

to protect and advance our nation's interests in the maritime sphere. Relevant Research tends to be the "eyes and ears" and the "thinking cap" for all our stakeholders.

Keeping this in mind, some very eminent Research faculty from acclaimed International Maritime Universities and Research Institutions are invited, to share their experiences, and guide us in this endeavor, of capacity building our country's maritime research domain.

**National Maritime Foundation**, a non-governmental, non- political, maritime think tank organization, whose aim is to undertake studies and analysis on various issues of concern in the



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maritime domain, with a view to formulate and present options for a vibrant and evolving national maritime policy, has come up to partner **AMET University**, in bringing this, ***first of its kind seminar focus***, to this country.

**Honourable Minister of State for HRD Smt. D. Purandeswari will inaugurate the seminar as the Chief Guest and** Dr. Björn KJERFVE, President, World Maritime University, Malmö, **Sweden** is the Guest of Honour.

While AMET University is already doing Joint Research with Danish Maritime University and also has more than a dozen PhD scholars registered, the culture of Industry –Academia participatory Research is yet at its nascent stage in this country.

**Hence, the following objectives are defined for the seminar**

- \*To introduce and discuss emerging and challenging research issues in the maritime domain and marine disciplines in the Academia and the Industry.
- \*To promote research activities/culture among faculty members of maritime colleges and Institutes.
- \*To apprise the trends in academia-industry collaboration in research and provide the platform for Indian maritime industry to appreciate and initiate research work in collaboration with Academia.
- \*To facilitate the formation of a "maritime research networking" for intra- and inter-disciplinary research groups across various institutes and industry bodies.



**Capt Bhardwaj** of the AMET university (left) with shippingnews clippings editor Capt **Piet** seen in one of the classrooms at the University in Chennai (India)

**The Invited Speakers include**

1. Dr. Björn KJERFVE, President, World Maritime University, Malmö, **Sweden**

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2. Admiral (Retd) Arun Prakash, PVSM, AVSM, VrC, VSM, I.N. Chairman, National Maritime Foundation, **New Delhi, India**
3. Dr. Prof Helen Sampson, International Seafarers Research Institute, Cardiff University, Wales, **UK**
4. Dr. Flemming Just, Director, Department of Maritime Research and Innovation, University of Southern Denmark, **Denmark**
5. Dr. Philip Sayer, Reader/ Associate Dean (Academic), Department of Naval Architecture & Marine Engineering, University of Strathclyde, **UK**.
6. Prof. Jin-Soo PARK, Dean, College of Maritime Sciences, Korea Maritime University, Busan, **Republic of Korea**
7. Mr. Richard Speight, Depute Principal, Glasgow College of Nautical Science, **UK**
8. Prof. Dr. Vladimir A. LOGINOVSKY, Head of Navigation Chair, Admiral Makarov State Maritime Academy, St. Petersburg, **Russian Federation**
9. Mr. Patrick Routledge, Head of Marine Engineering, South Tyneside College, South shields, **UK**
10. Mr. Phillip Wake, CEO, Nautucal Institute, London, **UK**.

***Participation is by invitation only.***

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



Above seen the 2009 built NOR flag and owned tug **STADT VALIANT** from STADT SJOTRANSPORT AS, Norway towing MARINE SUBSEA Deepwater Intervention Vessel **KARIANNE** hull underway from Ukraine to Ulsteinvik, Norway on a bunkering stop at Bunkering Area 1, Malta with Zammit Bunkering tanker **BAWA-1** alongside. Handling Agents were Sullivan Maritime Ltd, Malta.

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

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