

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 023



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



**The 1986 IHC (Netherlands) built TSHD PROFESSOR GORJUNOV seen offshore Colombo Port (Sri Lanka), the 110 mtr long TSHD is at present owned by BALTDRAGA
Photo : Piet Sinke ©**

The dredger with a hopper capacity of 4700 m³ is equipped with 2 Main engines of 4420 HP which are giving the vessel a speed of (empty) 11 Knots and loaded 10 Knots , measuring a GRT 7135 reg. tons and is capable to dredge to a depth of 23 mtrs and a max. pumping distance 1200 m and Cargo capacity, with a draught of 8,5 mtrs 7000 tons

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EVENTS, INCIDENTS & OPERATIONS



Above seen the 2009 built DNK flag and owned offshore tug/supply ship **MAERSK LIFTER** on a bunkering stop at Bunkering Area 1, Malta.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Iran's 5th fleet to head for Gulf of Aden

The Iranian military has announced plans to dispatch a fifth fleet of warships to the Gulf of Aden to fight piracy off the coast of Somalia. ""The fourth fleet, which included the destroyer Alborz and the Bushehr logistic support vessel, will soon reach the end of its mission in the Gulf of Aden,"" said the First Naval Operational Zone Chief of the Islamic

Republic Navy Admiral Fariborz Qaderpanah. ""It will be replaced by a fifth fleet, which the military plans to dispatch by the end of January,"" he added. According to the admiral, the fifth fleet will be sent to the Gulf of Aden from Iran's southern ports of Bandar-Abbas and Chabahar. Iran's naval fleets have been operating in the Gulf of Aden since November 2008, after Somali pirates took control of an Iranian ship and held its crew hostage. **Source: Press TV**

PROGRESS ON NEW DUTCH PILOT TENDERS IN SEATTLE



Top : The first tender named **AQUILA** seen on trails,

Right top seen number 2 which is named **DRACO** and right below seen the hull of number 3 which will be named **ORION**

Photo's : Ton Schouten (c)

Piracy on the rise in Asian waters

The number of piracy incidents in Asian waters increased by 5% last year, with a sharp rise in attacks in the South China Sea. In 2009 there were 101 incidents of piracy in Asian waters, comprising 81 actual attacks and 20 attempted, reported to the ReCAAP Information Sharing Centre in Singapore. This represents a 5% increase over the 96 attacks in 2008, however there was a decrease in the number of actual incidents last year. ReCAAP attributed the greater number of failed incidents to increased crew vigilance and pro-active anti-piracy measures. The South China Sea though saw a nearly doubling the number of incidents from seven in 2008 to 13 last year, with 11 successful attacks. However overall in Asia the ReCAAP noted piracy had not increased as much as feared given the economic downturn, unlike the previous surge in the Asian Financial Crisis. **Source: SeaTradeAsia**



KTK's tug **JARO II** seen assisting the **OCEAN DREAM** in the port of Willemstad (Curacao)

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

Northern China ports remain shut

China's top coal-shipping port Qinhuangdao and several other northern Chinese ports failed to resume operations yesterday, after a cold front lifted a two-day fog but brought high winds. Frozen out: Sea ice flowing on the coastline of Qinhuangdao city, which has a top Chinese coal-shipping port. A cold front lifted a 2-day fog but brought high winds, hampering shipping operations and keeping the port closed. Coal shortages have led to reduced electricity supplies in parts of central and southwest China, causing some smelters and other plants to cut output, the State Grid Corporation of China (SGCC) and others have said. Some analysts predicted yesterday that if shipments don't resume soon, coal supplies along the coast will be further constrained and prices will be pushed up. 'Qinhuangdao port operations are still down, not because of fog but heavy wind,' said a source familiar with the situation there.

'Other ports are probably encountering the same problem,' the source added. The National Meteorological Centre forecast that Grade 9 winds (which translates to roughly 80 kilometres per hour) would continue through the night yesterday in the Bohai Bay, and northern and central Yellow Sea areas. Operations at ports in the region, including Tangshan and Caofeidian, have been halted since Monday when foggy weather blanketed the entire region. Coal stocks at Qinhuangdao had gone up 14 per cent on Monday and Tuesday to 6.5 million tonnes, according to port data on sxcoal.com, an information website for the industry. Qinhuangdao shipped out an average 669,000 tonnes of coal per day in the week ended on Monday, but shipped out only 260,000 tonnes in the 24 hours ended on Tuesday morning, according to the latest data published. 'If the shipping cannot resume at ports, it may exacerbate the coal shortages and push up prices of the hydrocarbon,' said an analyst at a large state-owned securities firm, who declined to be named.

As at Monday, spot coal prices at Qinhuangdao were unchanged from a week earlier, with coal with calorific value of 5,800 kcal/kg (NAR) priced at 840-850 yuan (\$171-173) a tonne, according to the Qinhuangdao Seaborne Coal Market. Source: businesstimes.com.sg

No share sale plans for SCI, Dredging Corp

There are no plans for a share sale in state-run firms Dredging Corp of India and the Shipping Corp of India, India's Shipping Secretary K. Mohandas said on Thursday. "There is no immediate proposal that we are working on," he said, when asked about share sale in the two state-run companies. Shares in both firms touched day's lows after his comments. Shares in the country's largest carrier, Shipping Corp, went down by as much as 8.17 percent and ended down 5.57 percent at 163.50 rupees.

Shares in Dredging Corp, the biggest dredger of ports, dropped as much as 14.48 percent and closed down 10.65 percent to 649.90 rupees in a weak Mumbai market that was down 2.42 percent. Mohandas said Shipping Corp should expand its fleet. "We feel it's time for them to expand and acquire more vessels." The government will soon invite bids for building connecting highways to ports of Chennai and Ennore, at an estimated project cost of about 7.5 billion rupees, he added. The country is targeting 816 million tonnes of cargo handling capacity in major ports by March 2012, against current capacity of 574 million tonnes, he added. India's cargo handling in major ports was up 5.1 percent in April-Dec 2009 against the same period a year ago. **Source : Reuters**

Pelikaan naar Cuba

Hr.Ms. Pelikaan is vertrokken naar Cuba. Daar haalt het schip op de Amerikaanse marinebasis Guantanamo een zogenaamde mobile diving and salvage unit op. Dit team, bestaande uit twintig personen, wordt ingezet voor verwijderen van obstakels onder water in de haven van Port-au-Prince.

Het duik- en bergingsteam van de Amerikaanse marine neemt ook 90 pallets met materiaal en enkele voertuigen mee. Naar verwachting keert de **Pelikaan** zaterdagochtend (vandaag) vroeg terug in de haven van Port-au-Prince. Het detachement mariniers slaat tot die tijd een kamp op het vliegveld op, waarvandaan ze hun taken voortzetten. Momenteel ontladaat de bemanning van de **Pelikaan** dan ook alle nog aan boord zijnde hulpgoederen.



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

UK to send Royal Navy ship loaded with aid for Haiti

The UK will send a Royal Fleet Auxiliary Supplies ship loaded with aid to help with the relief operation in Haiti, International Development Secretary Douglas Alexander announced. The ship, **RFA Largs Bay**, is being despatched at the request of the United Nations and will sail from the UK carrying relief supplies that will be needed by the people the people of Haiti in the weeks and months ahead. It will have the capacity to carry supplies and goods on behalf DFID's partners in the UN and NGOs. The ship, which is due to sail before the end of the month, is expected to stay in the region for some weeks to help the UN ferry bulk supplies around small small outlying ports in Haiti. The UK Government has already promised £20 million to help those affected by the earthquake victims.

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International Development Secretary Douglas Alexander said: "This ship will provide a lifeline of essential supplies to sustain the recovery effort over the coming weeks to keep Haiti running. The focus until now has rightly been on the immediate task of trying to save lives but we must also plan for the future.

"Hundreds of thousands of people, many of them desperately poor to begin with, have been left with nothing. It will take many months for them to rebuild their lives and the international community stands ready to help. "I am proud that the Royal Navy has been able to respond so quickly to the UN's request to ferry vital supplies to the scene of one of the worst natural disasters in living memory. Their professionalism and capability will make a real difference to the suffering people of Haiti." **Source: United Kingdom Department for International Development (DFID)**



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Meer dan 2000 acties voor de KNRM

Drukker vaarwater met meer acties voor KNRM

In 2009 is de Koninklijke Nederlandse Redding Maatschappij in totaal 2.029 keer uitgevaren en werden 3.365 mensen geholpen. De KNRM constateert dat het steeds drukker wordt op het water. Ruim 70% van de keren dat de organisatie in actie moest komen was ten behoeve van watersporters. Een stijgende welvaart heeft de recreatievaart jarenlang doen toenemen, terwijl tegelijkertijd meer vracht vervoerd wordt met steeds groter wordende schepen. Deze twee groepen ontmoeten elkaar en zitten soms letterlijk en figuurlijk in elkaars vaarwater.



Het aantal hulpverleningen door de KNRM is te beperken door elkaar te helpen en oog te hebben voor mede watergebruikers. Goed zeemanschap betekent dat een schipper schade voorkomt, personen niet in gevaar brengt en een vlotte, veilige vaart niet hindert en staat zelfs in de wet (Binnenvaartpolitiereglement), maar een vaart op het

Photo : Arie van Dijk (c)

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water begint met een goede voorbereiding van de reis. Ken uw schip, uw bemanning, kijk en denk vooruit en neem de tijd. De KNRM participeert daarom ook in de werkgroep "Varen doe je samen" die zich richt op beperking en de bewustwording van de risico's die ontstaan als de beroeps- en recreatievaart van hetzelfde vaarwater gebruik maken. Om veilig te kunnen blijven varen, nu en in de toekomst, wordt goede samenwerking tussen zee-, binnen- en recreatievaart steeds belangrijker.

Dat de KNRM in 2009 meer dan 2000 keer is uitgevaren heeft onder meer te maken met aanvaringen tussen schepen onderling, maar ook door onvoldoende kennis van het vaargebied en de boot. Wat verder opvalt is de toename in het aantal schepen dat motorstoring oploopt tijdens een vaartocht. Op het moment dat de motor weigert in een (drukke) scheepvaartroute kan het noodlottig aflopen. In de 185 jaar dat de KNRM bestaat zijn in ruim 38.000 acties meer dan 81.000 mensen in veiligheid gebracht. Dat kan de KNRM alleen doen dankzij de grenzeloze loyaliteit van ruim 1.100 professionele vrijwilligers die het reddingwerk uitvoeren en de 75.000 Redders aan de wal, de donateurs en schenkers van de KNRM, die dit financieel mogelijk maken. Als KNRM proberen we acties te voorkomen, maar zeggen nooit nee als het er op aan komt.

Anno 2010

De KNRM zorgt voor het reddingwerk op de Noordzee, de Zeeuwse en Zuid-Hollandse stromen, de Waddenzee, het IJsselmeer en de Randmeren. De 42 reddingstations worden door het hoofdkantoor in IJmuiden ondersteund. De KNRM wordt volledig bekostigd uit vrijwillige bijdragen die de 1.100 professionele vrijwilligers, de 10 beroepsschippers en de 70 reddingboten inzetbaar houden. De reddingstations van de KNRM zijn 24 uur per dag, 365 dagen per jaar onder alle (weers)omstandigheden inzetbaar. Op alle wereldzeeën kunnen zeevarenden een beroep doen op de Radio Medische Dienst (RMD) van de KNRM.



Above seen the **Volvox Atalanta** rainbowing at the Pearl Jumeirah Island at Dubai

Photo : crew **Volvox Atalanta** (c)

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CASUALTY REPORTING



Tanker catches fire in Manila

A motor tanker containing diesel caught fire while it was docked at Pier 18 of the Manila North Harbor early Thursday morning. An initial investigation showed that the fire started inside the quarters of the ship crew at 1:30 a.m. Firemen immediately responded to the scene and put out the fire, few minutes after it reached the second alarm. Manila Fire Department (MFD) Chief, Superintendent Felix Abrenica said that they will conduct an investigation to determine the cause of the fire.

But so far, the ship crew's quarters seemed to be the only part of the ship where the fire believed to have started. The 18 members of the crew were able to get out of the ship before the fire grew. Probers said that the fire started after they had unloaded their cargo. Abrenica also said that it was fortunate that the quarters were made of steel, thus preventing the fire from spreading fast. **Source: Manila Bulletin**

NAVY NEWS

Russian Defense Ministry denies reports over possible Baltic Fleet reinforcement as a response to Patriot missiles deployment in Poland

Russia's Defense Ministry denied recent reports it would reinforce the Baltic Fleet in connection with the deployment of U.S. Patriot missiles in Poland, RBC reports citing the Defense Ministry press service. The report says, the recent information published in some media over alleged reinforcement of the submarine and aviation components of the Baltic Fleet as a response to the deployment in Poland of the American air defense system contradicts the real situation.

"There are no changes planned in combat and strength of the Baltic Fleet in connection with the deployment of missiles ", the Defense Ministry said.

The press office also said that all activities and modernization in the Russian Navy fleet are conducted according to planned measures in the framework of the entire modernization of the army and in accordance with the state program.

Recent reports said that Russian Navy Baltic Fleet would be reinforced by precision weapons in connection with plans to deploy American Patriot missiles in Poland, near the Russian border. The Ministry statement said it would be focused on completion of the Baltic Fleet by the ships of corvette class armed with precision long-range cruise missiles. **Source : Port News**

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Widespread Problems On LPDs, Other US Navy Ships

U.S. Navy engineers are tackling a raft of problems discovered aboard warships built at the Gulf Coast yards of defense giant Northrop Grumman - including faulty welds, lube-oil problems and a defective engine - in the latest installment of the ongoing saga between the Navy and its largest shipbuilder.

Faulty welds, lube-oil problems and engine issues continue to dog the San Antonio-class of amphibis, such as **New Orleans**, above, as well as other ships. (U.S. NAVY) Inspectors are rechecking every pipe weld aboard every ship built in the last several years at Avondale, La., or Pascagoula, Miss., including destroyers and small- and big-deck amphibis, after discovering so many problems that all pipe welders and Navy inspectors at both yards had to be decertified and then recertified to work on ships.

Navy officials didn't have information Jan. 21 about how many people had to requalify to work in the yards, or how many people couldn't requalify and were dismissed. The disbaring and reapplication took place last summer, when some of the problems were first discovered. Defense News asked NavSea for comment from its senior leadership, but none had arrived as of Jan. 21. A major question was how or why NavSea's inspectors approved work that subsequent Navy inspections later found inadequate.

In most cases, the issues aren't urgent. The unsatisfactory pipe welds mean a seam doesn't meet the Navy's specifications to resist shock and last for the ship's full life. But in other cases, the problems could have immediate operational implications for the fleet. Inspectors are looking at the entire San Antonio class of amphibious transport docks to determine what has caused systemic lube oil problems in multiple ships, as well as damage to engine bearings that recently sidelined the newest ship, New York.

The third gator in the class, Mesa Verde, is at sea now with the Nassau Amphibious Ready Group, but the Navy said Mesa Verde has had all the latest inspections and repairs, and was ready to take its humanitarian mission to Haiti and then continue on its deployment to the Middle East.

In addition to class-wide problems with worn bearings, New York also has specific troubles with one of its main engines, which has a bowed crankshaft that will need to be replaced in a procedure Naval Sea Systems Command has never attempted before, said Jay Stefany, program manager for the LPD 17 class.

The fleets, NavSea, Northrop Grumman and its subcontractors are all dealing with the various engineering problems, Stefany said. In the case of New York, which is still under warranty, Northrop will pay for the assessments and repairs. As for the rest of the ships, Navy officials aren't sure yet which agencies will be responsible for which steps in assessing and resolving problems, how much it will cost or how long it will take.

"That's part of the investigation that's ongoing with this," Stefany said.

Northrop Grumman spokeswoman Margaret Mitchell-Jones issued this statement: "Northrop Grumman Shipbuilding is committed to building quality ships for our customers, and we'll be actively participating in a LPD review panel the

Navy is developing to examine the design, construction, operations and maintenance segments of the LPD 17 program. The team will focus on identifying and understanding the root causes and implementing the appropriate corrective actions. In the meantime, we're proactively working in partnership with the Navy in all aspects of their analysis and efforts with regard to these ships." **Source : Defense News**

HMS Edinburgh Makes Naval History as She Docks for Final Refit

HMS Edinburgh has entered the dry dock in Portsmouth for a major overhaul under a £17.5 million contract with BAE Systems. As the last of the Type 42 destroyers to undergo an upkeep period, the move marks the end of a successful maintenance schedule for the Class that began in 1979.



During the extensive refit, her hull will be coated with a super-efficient Sigma 990 paint to make it glide through the water more easily and an underwater spoiler known as a transom flap will be fitted to the stern, which together will cut fuel consumption by up to 15%. Weapons and communications systems will also be revamped and preparations are underway to remove all four of the ship's engines, with two to be restored and the other two to be replaced.

The 30 year old vessel will be returned to the fleet in October 2010 as a greener, more efficient ship and will sail on until 2013.

The 250 strong ship's company has vacated **HMS Edinburgh** to allow for the current refit, leaving behind a nominal 35 engineering and logistics personnel working alongside. However, they will find more comfortable living quarters on their return in mid 2010. Mess deck areas will get a face lift, fresh water systems will be renewed, laundry equipment will be replaced and new equipment to the galley will improve catering facilities.

Malcolm Fudge, BAE Systems' project manager responsible for the refit, said: "The Type 42s have changed substantially over their life time and so has the way we look after them. "Today we have a much more intelligent approach to upkeep. We work with the Ministry of Defence to analyse trends as well as systems and equipment on board ahead of each refit so we only do the work that really needs doing. This helps to minimise the length of time the ships spend in the dock and ensure maximum value for the Royal Navy."

Lt Cdr Steve Connelly RN, the Senior Naval Officer, said: "Being in a reduced manned upkeep period has presented us with a different set of challenges in comparison to life at sea and we have all gained some valuable experience. I look forward to working with Team Portsmouth for the remainder of the last planned upkeep period for a Type 42 Guided Missile Destroyer."

HMS Edinburgh's support programme comes on the back of recent successes to refit **HMS York**, **HMS Liverpool** and **HMS Ark Royal**, where the Company has already demonstrated its ability to schedule and deliver complex refit

packages. The close partnership between BAE Systems, the Ministry of Defence, and the Royal Navy, combined with lessons learned from earlier programmes will deliver further efficiencies to **HMS Edinburgh's** programme.

Source: BAE Systems

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STX workers walk out in Turku LRF Related News & Articles

Turku shipyardSTX Europe confirmed to Fairplay today that hundreds of workers have walked out of its yard in Turku, Finland. "They are the blue-collar workers," said STX spokesperson Tanja Sabell.

The strike is a reaction against job cuts and restructuring at the yard, she explained, adding that the workers are expected to return on Monday. Last week, STX told Fairplay it will lay off more than 400 staff from its Turku yard as it carries out major restructuring to cope with loss of business.

Martin Landtman, president of STX's Finnish operations, told Fairplay at the time that the first batch of layoffs would be transferred to subcontractors. Today's strike is the latest in a long line of strikes that began with disgruntled workers protesting the awards of shipbuilding contracts to Chinese yards instead of Turku. STX Europe confirmed to Fairplay today that hundreds of workers have walked out of its yard in Turku, Finland. **Source : Fairplay**

RP urged to develop world-class shipbuilding development program

The Philippines should develop its maritime prowess up the next level by building world-class ocean-going vessels, Jack Enrile, economic and development consultant to his father, Senate President Juan Ponce Enrile, and the province of Cagayan, said. "We are a maritime nation and should improve our competence to world-class levels, not just by providing a third of the world's seafarers but also by building ships ourselves, and this we can start doing at Port Irene," said Enrile.

He was referring to Northern Luzon's premier international port and shipyard in Sta. Ana town, 640 kilometers north of Manila. This is the North Luzon Industrial and Agribusiness Quadrangle's transshipment point, shipyard and international container hub. "It is the nearest Philippine port to Japan, Hong Kong, China, Taiwan and South Korea," said Enrile who is running for congress in May. "And it's only 45 minutes away by jet and less than four hours by boat from Taiwan's main shipping and industrial center of Kaoshiung." "It is about time that we use our geographical advantage by further developing Port Irene into a world-class shipyard," he added. The sprawling 54,000-hectare Cagayan Freeport business hub is undergoing upgrading, including the lengthening of the pier to accommodate 20,000 deadweight tons vessels. The container yard is being redesigned to handle many large container units.

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Enrile said Cagayan should take notice of the construction at the Subic Bay Freeport of the first-ever and biggest oil tanker made in the country by South Korean shipbuilding giant Hanjin Heavy Industries Corp. and built for Kaptanoglu Shipping Line of Turkey.

The 114,000-deadweight ton tanker worth \$68 million was built inside the \$1.7-billion Hanjin shipyard at Subic, now the world's fourth largest shipbuilding facility with 17,000 workers. Hanjin has already constructed eight container and bulk vessels and will build 36 more vessels by 2012. "All these go to show that we have the capability and the capacity to develop a first-rate shipyard," Enrile pointed out, "and we will do it in Port Irene." Already, the Cagayan shipping hub has opened its doors to international trade, he said, citing the entry of Chinese cars that started in March 2009 as part of the expansion of bilateral trade between the Philippines and China. Dong Feng – the second largest car parts manufacturer and assembler in China and a subcontractor for Honda, Nissan and Toyota – will export semi-knockdown vehicles to the Philippines to allow the entry of more affordable automobiles priced \$10,000 or below. "Developing Port Irene as an international shipyard would certainly drive economic growth in the region if not the country," said Enrile who put top priority in the free port's development during his term in Congress. "It will further boost increasing trade, investments and employment in Northern Luzon." **Source: Manila Bulletin**



Above seen in Aarhus, the Japanese owned (Sanzo Enterprise (Panama) S.A.) **Santa Phoenix** flying Panama flag under a long-term charter to German Hamburg-Sud. The bulkcarrier was delivered in 2006 from Mitsui's shipbuilding facilities at Ichihara, Japan, direct for the charter. The vessel arrived at Aarhus with a cargo of soya from San Lorenzo, Argentina, where the bulkcarrier spend Christmas (left on December 26, 2009). The whole cargo will be discharged at Aarhus and some of it distributed in coasters.

Photo : Bent Mikkelsen (c)

Vietnam: Shipbuilder says making its own steel is the only way forward

However, the group denies the charge saying it has every reason to follow a steel project. The Vietnam Steel Association (VSA) has sent a dispatch to the Government Office, requesting it considers the Vinashin's plan to expand the steel project in Quang Ninh province to have the capacity of one million tonnes per annum. The association said that making steel for building ships is really not an area where Vinashin has much experience. VSA warns that Vinashin's project will be unfeasible, while Vinashin continues to complain that it does not have enough capital for investment projects. However, Vinashin continues to maintain that it needs to develop the project in order to take the initiative in plate steel supply and allow them to improve the group's competitiveness. Vinashin's Chairman Pham Thanh Binh said that currently, Vinashin has to import steel from the shipbuilding rivals, which means Vinashin has to find more money and it takes more time. If we continue purchasing steel from them, we will be less competitive than foreign shipbuilders in terms of prices, or we will have to accept lower profits," Binh said.

According to Nguyen Tuan Duong, general director of Cuu Long-Vinashin, the general contractor of the steel project in Quang Ninh, plate steel makes up 20-25 percent of the production cost of a ship. If including machine's parts, steel accounts for 90 percent of a ship. Binh said that if shipbuilders purchase steel from domestic manufacturers, they will be able to save £100 million a year thanks to the lower prices of up to 20 percent. He admits that Vinashin faces big problem due to capital shortage, and he says Vinashin has to inject money in the steel project. "If not, our difficulties will be even bigger," he said. Regarding the implementation of the project, Duong said that Vinashin would be the 100 percent investor and the group would execute the project itself. "We have been facing major difficulties in terms of capital. Meanwhile, foreign partners set too many claims on prices for the mill installation. Therefore, the group has decided to undertake the project itself and has assigned the project to Cuu Long-Vinashin. **Source:**

VietNamNet/TBKTVN

German shipyard dispute resolved

A bitter argument over the future of some of the last orders at one of Germany's largest shipyards has been resolved, with much of the potential work being cancelled. Hamburg-based Laeisz & Co gave the go-ahead for final preparation work on one of two container ships it had ordered from Wadan Yards, owner of shipyards at Wismar and Warnemunde in north-east Germany. The company had been refusing to take delivery of the nearly completed ship after Wadan Yards collapsed into insolvency last June. However, Marc Odebrecht, the insolvency practitioner, accepted that Wadan Yards' insolvency had been a breach of Laeisz's contract – something he had been refusing to accept.

The two sides consequently accepted cancellation of a second container ship order, which Mr Odebrecht had been trying to force Laeisz to honour. The statement said nothing about how much Laeisz would pay for the first ship. Niko Schues, a partner in Laeisz & Co, recently told the Financial Times the ships were now worth \$17m to \$20m each, against the \$42m each it had originally agreed to pay before earnings in the container ship sector collapsed. Mr Odebrecht said that an orderly conclusion had been reached "after some tough wrestling". "Unfortunately, this agreement has no impact on the critical situation of the employees in Warnemunde," he said. Mr Schues said Laeisz & Co had always felt responsibility not only for its own company but its region in north-east Germany. The agreement was further evidence of that.

During the discussions, Mr Odebrecht had accused Mr Schues of bad faith, saying he was breaking with the region's traditions as part of the medieval Hanseatic League by breaking his word. Mr Odebrecht has sold the shipyards' assets to Vitaly Yusufov, a Russian investor. Mr Odebrecht retains responsibility, however, for fulfilling the yards' outstanding orders – at present only the Laeisz container ship and two ferries for Sweden's Stena Line. **Source: Financial Times**



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Japanese Ship Orders Rise 71.5 Percent

Japanese export ship orders rose for the first time in 15 months in December on a year-on-year basis, surging a robust 71.5 percent to 471,600 gross tons, according to figures released by the Japan Ship Exporters' Association. It may be too early to predict a full recovery from ship owners' flagging demand for new vessels as the December figure compares with an extremely low level in December 2008, when Japanese export ship orders sank a whopping 91.1 percent from a year earlier.

Japan is one of the world's top shipbuilding nations along with South Korea and China. Japan's export ship orders suddenly started to plunge in October 2008 due to the deep global economic downturn triggered by the financial crisis that had erupted in the United States the previous month. In December, Japanese shipbuilders received orders for seven export ships, a total of 189,852 compensated gross tons. In 2009, Japanese export ship orders plummeted 70.6 percent from 2008 to 111 export ships of 5,711,710 gross tons. Japan, the world's second-largest economy, has started providing financial support to shore up slumping vessel exports. In December, the government-affiliated Japan Bank for International Cooperation signed a general agreement arranging an export credit line for ships, worth up to \$110 million, with Türkiye İİ Bankası, the largest private commercial bank in Turkey.

The credit line is designed to finance the export of ships built at Japanese shipyards to Turkish buyers. It is JBIC's first credit line exclusively for the export of ships. Earlier this week, JBIC, one of the world's largest international financial institutions, announced its signing of the first loan agreement utilizing the export credit line for ships. The loan will be provided through Isbank to major Turkish shipping firm YA-SA for its purchase of a 56,000 deadweight ton (dwt) bulk carrier built by Mitsui Engineering & Shipbuilding. JBIC refused to disclose the amount of the loan, co-financed with the Bank of Tokyo-Mitsubishi, Japan's largest commercial bank, citing a confidentiality agreement among the parties involved. **Source: Journal of Commerce**

Yantar Shipyard completes the hull of "Seliger" ship ordered by Defense Ministry

The Baltic Shipyard Yantar (of Western Shipbuilding Center JSC) has completed the hull of Seliger ship ordered by the Defense Ministry of Russia. The last section of the aft hull block has been completed, the company's press service reported today. The construction of Seliger ship of project 11982 began on July 8, 2009, so the building of its hull has taken six months.

The ship's hull is 59.7 m in length and 10.8 m in width, draft at about 1,117 tons. Currently the workers are assembling and installing the topside of the ship.

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In accordance with the general construction schedule, the ship "**Seliger**" should be launched by the end 2010. Next year, after several tests the ship will be handed over to the Ministry of Defense.

Baltic Shipyard Yantar (Amber) was established on July 8, 1945 under N820 based on Koenigsberg F. Schichau shipyard. It specializes in building small and medium-sized vessels for military and civil purposes, as well as carrying out ship repair works. In late 65 years the plant has built 154 warships and over 500 civilian vessels. The Federal Government through Western Shipbuilding Center (a subsidiary of United Shipbuilding Corporation) holds a controlling stake in Yantar Shipyard JSC.

Odfjell case a lesson for Russian shipbuilding



The Russian shipyard Sevmash's failure to deliver 12 chemical tankers to Norwegian shipping company Odfjell and the 43 million dollars the shipyard was fined to pay, is a valuable lesson for Russian shipbuilding industry, says Russian web site. When Sevmash concluded the agreement with Odfjell, several miscalculations were made regarding the costs and complicity of the project. Chemical tankers had never been built in Russia before, and Sevmash therefore lacked the needed experience in this type of projects, web site Ahrperspektiva.ru writes.

In 2005, at the same time as construction of the first tanker started, Sevmash was also involved in several other large projects; modernization of the aircraft carrier "**Admiral Gorshkov**" for the Indian Navy, construction of the first Borey-class nuclear submarine and construction of the drilling platform "**Prirazlomnaya**".

All these orders made the shipyard have to prioritize, and taking into account all the complications with the Odfjell order, the shipyard probably chose to concentrate on domestic commissions first, Ahrperspektiva web site reads.

In spite of the 90 million USD prepayment and bank credits Sevmash has to pay back, and the 43 million USD fine, some good has come out of the history with Odfjell, the web site reads. Sevmash has decided to continue construction of the tankers, and will therefore be the first Russian yard to have such experience. Russia will get its own fleet of modern chemical tankers, which will be needed when development of the Shtokman gas field starts. **Source :** BarentsObserver

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India Container Traffic Falls 1.5 Percent

Container traffic moving through India's major ports fell 1.5 percent during the April-December period, the first nine months of fiscal 2009-10, compared with a year earlier, the Indian Ports Association said in a statement on Wednesday. The cumulative traffic data indicates that the pace of decline in box movements is slowing amid the gradual turnaround in the country's foreign trade. India's exports were up 9.4 percent in December over November, at \$14.6 billion.

The country's 12 gateway hubs handled 5 million 20-foot equivalent units, down from 5.1 million TEUs in the same period in 2008-09. While the throughput of 3 million TEUs at Jawaharlal Nehru (Nhava Sheva) and 895,000 TEUs at Chennai, the two largest container ports, was at the same level as the previous year, the ports of Kolkata and Cochin reported modest gains where volume increased to 374,000 TEUs from 336,000 TEUs, and to 219,000 TEUs from 201,000 TEUs. Tuticorin suffered a marginal drop, having moved 320,000 TEUs compared with 332,000 TEUs. The decline was most severe at Mumbai, where volume slipped almost 50 percent to 41,000 TEUs from 77,000 TEUs. In terms of overall tonnage, major ports handled 412 million tons of cargo during the nine-month period, up 5 percent from 392 million tons in the same period in fiscal 2008-09. Volume in December surged to 49 million tons from 45 million tons on a year-on-year basis. The western Port of Kandla emerged as the country's top cargo handler with throughput of 59.4 million tons, followed by Visakhapatnam, at 49.3 million tons, and Chennai, at 45.8 million tons.

Source: Journal of Commerce



The **SEVEN SEAS** seen eastbound in the Singapore straits

Photo : Ton van der Veen – HAM 318 (c)

Payment frees tug crew

A NEWLY built Nigerian tug and crew detained in South Africa since October was reportedly released today after its owner finally paid off construction arrears. MV **Osayeme** had been detained by Damen Shipyards near Cape Town after the owner's financial backer First Bank did not pay the final building installment.

The bank today Bank finally coughed up the outstanding payment of about \$2M, the Nigerian Compass newspaper reported. It was supposed to start work as an oil supply vessel for Total in the Niger Delta in November. It is owned by Starzs Investments Nigeria. Its total cost was \$11M, including insurance.

The contractor had cancelled the contract after the tug's late delivery, so it is unclear what the owners will do with it when the tug arrives in Nigeria. Source : Fairplay

New route for container port

THE Port of Felixstowe has been included for the first time on the schedule for Maersk Line's AE7 Asia-Europe service. The first vessel to call as part of the service, the Gjertrude Maersk, shares the AE7 service with the world's largest container vessels, the Emma Maersk and Estelle Maersk, which have already made many calls to Felixstowe while serving on other routes over the past three years.

The AE7 route also includes Bremerhaven, Rotterdam, Algerciras, Salalah, Yantian, Hong Kong, Xiamen, Ningbo, and Shanghai.

David Gledhill, chief executive of Hutchison Ports UK Ltd, which owns the Port of Felixstowe, said: "The inclusion of the Port of Felixstowe on the AE7 schedule is a great vote of confidence for the port, and strengthens our existing relationship with a very important customer.

"Felixstowe is unique as the only UK port that can accommodate the world's largest container ships. We already have a capacity and capability that no other port in the UK, existing or planned, will be able to match." He added that the port was not "resting on its laurels" but was already investing in the next phase of capacity. "The Felixstowe South development is the only additional capacity fully committed and under construction in the UK capable of handling even larger vessels," said Mr Gledhill.

"Together with our other assets which include the UK's busiest intermodal rail terminal, a range of coastal feeder services, a flexible workforce and a commitment to service delivery, Felixstowe can offer importers and exporters a choice of transport solutions that are unparalleled and will remain so in the future." **Source: EADT24**



A picture tells a thousand words, and I have nothing further to add other than sadness,
The **WOLRAAD WOLTEMADE** seen beached in Alang

Mega dredging plan for over 300 rivers

Work to start with 4 major rivers; Tk 5,000cr projects on cards

Staff Correspondent The government has massive plans to dredge all 310 rivers of the country to bring back navigability, control floods and ensure proper irrigation, Water Resources Minister Ramesh Chandra Sen told the House yesterday. While replying to queries of lawmakers who described the sorry state of many rivers, the water resources minister also said four mega projects worth about Tk 5,000 crore to this effect are under the process for approval.

The projects are: the pilot capital dredging of river system in Bangladesh (first phase) worth Tk 1,445.51 crore, Buriganga recovery project worth Tk 1,514.95 crore, purchasing of dredgers and ancillary equipment for dredging rivers with a cost of Tk 1,593.68 crore and coordinated irrigation, extraction and flood control project worth Tk 378.52 crore.

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"Of the rivers, dredging work will begin very soon in four major rivers--Jamuna, Meghna, Brahmaputra and the Padma," the minister said, adding that once the dredging job is completed in these rivers, a number of small rivers will get its benefit. He said the government has also taken up four short-term projects along with the mega projects to carry out dredging in rivers and control floods.

The government has already formulated a strategy paper with an expenditure of Tk 50 crore to carry out short-term, mid-term and long-term dredging in major rivers, the water resources minister said. "On approval of the strategy, preparation of projects, their approval and implantation process will start," he said.

The minister said implementation of a project titled "Gorai river recovery project (second phase)" worth Tk 942.15 crore has already begun. He said purchasing of five dredgers is under process. Of them, the water resources ministry will purchase two while the shipping ministry will buy three, he said. He said the two ministries have 45 dredgers but only seven of them are now operational. "We have made a move to repair some dredgers which are repairable," he added. During the question-answer session, a number of lawmakers said most of the rivers in their constituencies are about to die and some of them are already dead. A few lawmakers also drew the minister's attention to river erosion causing immense suffering to people.

They urged the minister to take immediate steps to revive the country's rivers and control floods. In response to another query, the water resources minister said the government has planned to discuss with upstream countries, which have common rivers with Bangladesh, to increase flow of waters in the common rivers during the dry season.

"To increase water flow in the Padma during the dry season, the government is negotiating with India and Nepal to construct water bodies at the sub-rivers of the Ganges that originate in Nepal," he said. **Source : Daily Star**



The US trainings ship **KENNEDY** seen arriving in Willemstad – Curacao
Photo : Kees Bustra (c)

T&T BISSO REFLOATS GROUNDVED VESSEL

T&T BISSO, an industry leader in vessel emergency response, salvage and marine firefighting services, successfully refloated a bulk carrier that ran aground near Gwadar Port in Pakistan.

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Led by Salvage Master **V. Seva**, **T&T BISSO** mobilized a salvage team that included a naval architect and dive team, along with a high-horsepower tug, to refloat the grounded vessel carrying 50,000 metric tons of urea fertilizer.

The crew safely refloated the 190-meter bulk carrier during high tide without having to lighten bunkers or cargo. The vessel and cargo were delivered to its owners with no damage to the environment. "This operation is another example of how **T&T BISSO** continues to strengthen its position in the worldwide emergency response market," said Managing Director Kevin Teichman.

Formed in 2005, **T&T BISSO** is a stand-alone response contractor servicing the maritime, shipping and offshore energy industries. **T&T BISSO** combines the resources and experience of **T&T Marine Salvage**, which was founded in 1957, and **Bisso Marine Company**, founded in 1890. **T&T BISSO's** worldwide response network includes firefighting systems, inert gas generators, nitrogen generators, ship-to-ship pumping and lightering systems, pulling systems and diving systems. For more information, please visit www.ttbisso.com

Tomorrow SOCAR's Kulevi Terminal to continue lifting subsea parts of sunken dredger

The terminal in Georgian port Kulevi which belongs to the State Oil Company of Azerbaijan (SOCAR), keeps on preparing to start accepting large-tonnage tankers for oil export. BST reports that Further cutting, lifting and displacement of subsea parts of sunken dredger "**SKADOVSK**" from the terminal area have been halted.

"From 20 January it is planned to resume cutting and lifting works over subsea parts of sunken dredger," it was informed. Parts of the dredger are removed to expand access to BST. Earlier SOCAR vice president Elshad Nasirov informed that now the terminal was becoming gradually ready to dispatch large-tonnage oil shipments.

"There are some problems as oil is one thing and black oil is quite another. As soon as Kulevi is ready for acceptance of crude oil, it will work with vessel shipments of up to 80,000 tons," Nasirov said. Currently full clearance of the channel running to BST (in particular removal Ukrainian vessel **Skandovsk** that has sunk in the channel) is under way.

On 30 September, after two-day delay over weather conditions the terminal received 106,000-ton tanker Aegean Freedom of Aframaks class that became possible after deepening work, which was carried out in the channel, going to BST. Earlier, the terminal was able to receive a tanker with the deadweight of no more than 40,000 (Panamaks class).

Aegean Freedom belongs to Greek company Arcadia Ship Management Co. Ltd. From the day when the terminal was put into operation already 3 million tons and petroleum products were shipped, including 1 million this summer. According to SOCAR president Rovnag Abdullayev, only by the start of summer, the terminal received and processed 2 million tons of oil and oil products from the day of opening against 1.451 million summarizing the results of 2008.

The SOCAR president expected that by the end of 2009 transshipment will make up to 8-10 million tons. Since 4 May BST shipped the 100th tanker with oil. The terminal opened on 16 May 2008 is able to receive tankers with deadweight of 80,000-100,000 tons. By investing \$340 million in it (overall investments in Georgia made up \$400 million), the company obtained transshipment of 2 million tons of petroleum products through it last year.

In 2009, transshipment through the terminal will reach 8-10 million tons and thus the terminal will reach its design capacity. Earlier Moody International conducted certification of the terminal on standards ISO 9001 (management quality), ISO 14001 (environment protection management) and OHSAS 18001 (safety of production and industrial works).

Potential capacity of the Kulevi terminal is 10 million tons (by 3 million tons of oil and diesel fuel and 4 million tons of black oil). The upgraded Kulevi terminal (located on the Black Sea coastline of Georgia) opened officially on May 16.

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By the moment of its official opening the terminal had accumulated 10,000 tons of black oil. The terminal is able to receive and serve tankers with deadweight up to 60,000 tons. SOCAR raised two loans (\$265 million and \$40 million) from the 15 bank member consortium organized by Societe Generale and ABN Amro for the terminal project.

The credits will be given under annual rate of Libor+0.85% for five-year period and will be repaid due to profit oil sales. SOCAR expects to repay this loan already in 2009 taking into account high oil prices and growth of oil production. The loans were raised in particular by SOCAR affiliated company founded for works on Azeri-Chirag-Gunashli field block (AIOC contract area) and transferred to another sub-company Carolina under higher interest rates. SOCAR has 51% equity stake in Carolina. The terminal intended for transit oil and petroleum products has original capacity to transship 7-10 million tons of transit oil and petroleum products a year. The terminal can accept by 2 million of crude oil, 3 million tons of diesel fuel and 4 million tons of black oil and other petroleum products. Its minimum profitability is 5 million tons a year.

Under Georgian government's decision, area of the terminal located between the Tsiva and Khobbi rivers was increased from 100 up to 300 hectares that will allow rise of capacity of the terminal from 10 up to 15-20 million tons of hydrocarbons and reservoirs from 320 000 up to 380 000 cu m. The terminal is connected with the sea by a channel, three oil-loading racks and mobile tanker systems. **Source : ABC.ZA**



The **MAMOLA CHAMPION** seen in Cape Town – **Photo : Aad Noorland ©**

Cargotec wins major contract for MacGregor offshore load-handling solutions from Japan

Cargotec has signed a contract to deliver a range of advanced MacGregor offshore and subsea load handling systems to a deepsea research vessel which will be built at Mitsubishi Heavy Industries Shimonoseki shipyard in Japan. The order was booked in the fourth quarter 2009 order intake.

"This contract serves as recognition of Cargotec's capacity and technological expertise in the offshore load-handling segment," says Øystein Bondevik, sales director for offshore load handling at Cargotec. The contract covers some of the major MacGregor products for ultra deepwater operations and deck handling machinery and will be manufactured at Cargotec's production hub in Kristiansand, Norway. The contractual agreement includes an extensive engineering package and customisation of solutions for special operations and the distinctive design of the vessel.

Systems ordered include a large knuckle-jib crane; an advanced moonpool-based module handling system, deck-skid system and several deepsea AHC winches with a capacity down to 10,000m. All winches in this series are fitted with a proven MacGregor electric drive system introduced three years ago. "The winch performance, compact design, power efficiency and low noise level of this system makes it a superior solution to any alternative," Mr Bondevik says. "This order further strengthens our presence in Asia, and by working together with our global team enables us to serve our customers in the best possible way". **Source: Cargotec**

PNSC buys two Aframax double hull oil tankers

Pakistan National Shipping Corporation (PNSC) through its subsidiary companies has recently contracted to purchase two Aframax double hull crude oil tankers both Japan-built 2003. According to an information sent to Karachi Stock Exchange (KSE) on Wednesday, one vessel will be delivered in February 2010 and the other in April 2010.

The PNSC plays a vital role in transportation of strategic crude oil from the Persian Gulf to Pakistan. The addition of these two vessels will augment carrying capacity of PNSC as well as replace its age-old vessels. **Source : Imran Farooq**

'From one Belgian gooping another'



Above seen the 4th Officer **Wannes Gulinck** onboard HAL's **Rotterdam** getting 'Gooped' at the crossing the line ceremony held onboard on 19th January, whilst southbound, mid Pacific, South of Fanning Island.

Photo : Truffel Beirnaert (c)

DFDS to close HansaBridge service

DFDS Tor Line has decided to close down the HansaBridge service, running from Lübeck to Riga, and concentrate their Baltic service to the Klaipeda or St Petersburg corridors. The service will be terminated as of January 27, 2010, and the ferry **Kaunas**, which sails on the route, will at first be used as a replacement for some of the other ships, sailing in the Baltic during docking periods. Subsequently, it will be used on a route, where the large railway wagon capacity (Russian gauge) can be used.

The HansaBridge is a victim of the financial crisis with a decreasing volume of cargo ever since September 2008, when the financial market collapsed. The closure of the service will only affects six employees (two in Lübeck and four in Riga), who will be laid off. The Lübeck office will be moved to Kiel. **Source : ShipGaz**

Re-opening of ferry service to St. Petersburg



Photo : Piet Sinke ©

A new ferry company, St. Peter Line, is planning to re-open the ferry service between Helsinki and St Petersburg. According to the company's website, the service will be inaugurated in April 2010 with the **Princess Maria** (ex **Queen of Scandinavia**), which has been operated by DFDS. The ferry will have five sailings a week. According to the company's website, the revised Russian law on visa-free travel will be extended to include ferry passengers of all nationalities. The last attempt to operate traffic on the Helsinki–St. Petersburg route was made by Stella Lines in 2008, but the service was closed down after only a few month. **Source : ShipGaz**



The **SMIT CHEETAH** seen conducting bollard pull tests in Rotterdam-Caland canal - **Photo : Robert Smith (c)**

Panama to spend \$430 million on LNG terminal

Panama will spend \$300 million on a liquid natural gas, or LNG, terminal and \$ 130 million on a gas-fired generating plant, the country's ministry of finance said in a statement Wednesday.

The projects will help meet the country's growing energy demand, and reduce the use of liquid fuels, the statement said. The LNG terminal will allow the country to receive, store, and then regasify LNG cargos in Colon, which is near the Atlantic entrance to the Panama Canal.

The projects will take around five years to complete. On Wednesday morning, the Chief Executive of Toronto-listed oil company Pacific Rubiales Energy Corp. , Ronald Pantin, said the company plans to start exporting gas to Panama and elsewhere in the Caribbean in the near future. **Source: nasdaq**



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KPT moves to curb environmental hazards of coal terminal

The Karachi Port Trust (KPT) would develop the much-awaited exclusive coal berth and install sprinkles at Karachi Port to overcome environmental problems caused by its coal terminal in Keamari. "In order to overcome environmental problems, KPT is installing sprinkles as a result of which coal particles would not whirl out," KPT Chairperson Nasreen Haque said while inaugurating a coal track at Keamari Groyene Yard on Wednesday.

Flanked by General Manager (GM) (Operation) Pakistan Railways (PR) Saeed Akhtar, the KPT chief executive told the ceremony that plan was afoot to have an exclusive coal berth, where the commodity could be used under covers.

She said that KPT was handling 3.6 million tons of coal annually while transporting the same by road with some portion used to be taken to Wazir Mansion by train. She said the railway was persuaded to participate in the transportation of bulk cargo and specially the coal and, therefore, this railway line was laid as a result of which now almost 1200 tons of coal would be transported at one time directly from the port to upcountry destinations.

She also thanked the railway for taking interest in the project and expressed hope that railway would arrange more wagons for speedy transportation of bulk coal. Talking about the coal track, Saeed Akhtar said the railway line has been laid at a cost of Rs 55.54 million which would generate the monthly income of Rs 50 million to the Railway from Groyene Yard, and the railway would get back its investment within two months.

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He said that PR has established a 1.87 km long new track for transportation of bulk coal from Groyene Yard at Karachi port as additional facility for loading of coal at Keamari. The Railway GM said that initially one coal carrying train would be operated daily and subsequently the frequency would be increased to 3-4 trains daily.

"The operation of one train will generate a monthly revenue of Rs 50 million, or Rs 600 million a year," he said, adding that earlier three dumpers were required for loading of one wagon, and 60 for a load of 1200 tons, or 20 wagons, moving daily from Groyene Yard to Wazir Mansion which not only caused traffic congestion but also affected the environment.

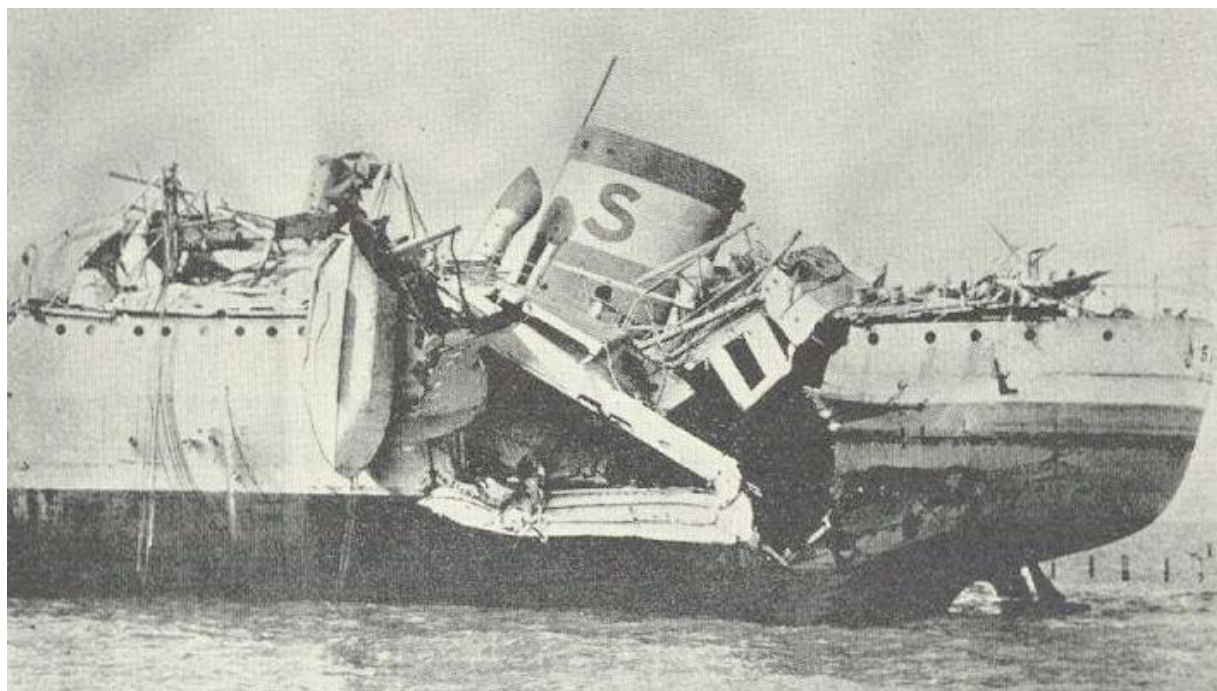
He said with direct transportation of bulk coal from Groyene yard, the movement of 60 dumpers has halted and environment protected from combusted pollution. The GM Railway pointed out that earlier the contractors used to be paid Rs 71 per ton to dumpers for shifting of coal from Groyene Yard to Wazir Mansion.

He said Pakistan Railway was earning Rs 1.50 million daily from loading of coal at Wazir Mansion and now the loading capacity of coal at groyene yard has almost doubled and income from here was now anticipated at Rs 17 million per month keeping all untoward situations in mind.

In reply to query he said that Punjab Government has already started survey for installing Phatak (bar) along the railway tracks while the Sindh Government would start the same next month. He said PR has scrap material of Rs 8 billion which could be a big source of fund generation if it was considered seriously.

He said the Ministry of Finance has agreed to provide financial support to PR for reparation of its at least 100 de-rated engines which could generate Rs 0.3 million each daily. The track, jointly inaugurated by KPT Chairperson and PR GM,, went operational with the departure of first 'coal train' after its formal inauguration at the ceremony. The Divisional Superintendent Railway Karachi Division, Aftab Memon, Divisional Commercial Officer Kashif Yusufani besides a host of senior railway and KPT officers were also present on the occasion. **Source : Imran Farooq**

OLDIE – FROM THE SHOEBOX



Above seen the 13.425 dwt **SVEABORG** after an engine room explosion in Texas City in 1945.

Photo : Coll. Kees van Huisstede (c)

.... PHOTO OF THE DAY



Above seen the 2009 built MHL flag offshore supply ship **SIEM DORADO** entering Grand Harbour, Malta on Monday 18th January 2010. Handling Agents are Calpac Traders Ltd, Malta.

Photo : Gaetano Spiteri - www.maltashipphotos.com (c)

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