

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 028



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The Korean TSHD GORYO 6 HO seen operating at the Colombo Port extension

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The **Broadgate** seen arriving from Santander to load scrap at Riverside Quay, South Shields 26.01.10.
Photo : Kevin Blair (c)

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

Port Arthur spill response continues

The Coast Guard has released video showing damage to the 95,663 dwt Singapore-flag, AET-owned tanker **Eagle Otome** after its January 23 collision in Port Arthur, Texas, with the towing vessel **Dixie Vengeance** and the two barges it was pushing.

The **Eagle Otome** sustained damage in the vicinity of the number one starboard tank, which was reported to be loaded with crude oil. The initial estimate of spilled oil was 450,000 gallons. The Sabine Neches Waterway was closed to all vessel traffic along the City of Port Arthur's river front from Intracoastal Waterway mile marker 276 to mile marker 289.

The Houston Chronicle says the spill is Texas's worst in 15 years. By the morning of January 25, the unified command set up to handle response to the spill reported that 220,053 gallons of oil had been recovered, evaporated or dispersed naturally. The unified command said that 9 miles of shoreline have been impacted and that two oiled birds had been reported.

The report said 59,800 feet of boom has been deployed with 36 vessels are on scene to deploy and work boom along with 27 skimming vessels and a 210-foot oil recovery vessel. The Coast Guard is conducting a joint investigation with the NTSB into the incident, and says all parties are fully participating. **Source : Marine Log**

http://www.youtube.com/watch?v=6mKbxGD_Gk&feature=player_embedded#



The tug-barge combination **SPRING CREEK** and **KARA SEA** seen departing from Willemstad (Curacao)

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

Hoger bod Boskalis op Smit

Met een hoger bod op maritiem dienstverlener **Smit Internationale** lijkt baggeraar **Boskalis** het laatste verzet tegen zijn overnameplannen gebroken te hebben. Twee commissarissen van Smit blijven tegen, maar daar staan drie

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voorstemmers tegenover. Grootaandeelhouder **Fairplay** van Smit houdt zich op de vlakte, maar kan met een belang van circa 10% in Smit de overname niet blokkeren. Boskalis doet zijn bod immers al gestand als het 75% van de aandelen krijgt aangemeld.



Boskalis maakte het nieuwe bod maandag bekend. In november vorig jaar had de baggeraar een prijs van euro 60 per aandeel Smit in gedachten, ofwel euro 1,07 mrd. Dat bod op de aandelen Smit was inclusief het dividend dat aandeelhouders nog zouden ontvangen over 2009. In het nieuwe bod krijgen de aandeelhouders van Smit het dividend van euro 2,75 per aandeel van hun bedrijf nog wel uitgekeerd, waardoor het bod van Boskalis feitelijk neerkomt op euro 62,75 per aandeel. Op maandag sloot het aandeel Smit op euro 61,82.

Foto :
Jacco van Nieuwenhuizen (c)

Begin december wees Boskalis een hoger bod op Smit nog resoluut af, ondanks het feit dat de koers van laatstgenoemde toen al boven

de aanvankelijke prijs noteerde. 'We betalen euro 60 per aandeel en that's it', zei oud-Rabobank-voorzitter Bert Heemskerk als voorzitter van de raad van commissarissen van Boskalis destijds.

Volgens een woordvoerder van de baggeraar is nu toch tot een hoger bod besloten, omdat de datum waarop de aandeelhouders van Smit anders hun dividend uitgekeerd zouden krijgen steeds dichterbij komt. 'We vinden het redelijker dit dividend mee te nemen.'

Boskalis heeft via de beurs al een belang van 26% in Smit gekocht, terwijl Smits grootaandeelhouders Janivo en Delta Lloyd achter het bod staan. Daarmee weet de baggeraar zich al verzekerd van 44% van de aandelen in Smit.

De woordvoerder van Boskalis zegt dat de baggeraar met alle grootaandeelhouders van Smit gesproken heeft. 'Wij hebben een goed gevoel dat de stukken tegen deze prijs worden aangeboden.' De laatste grote brok aandelen is in handen van **Fairplay** uit Hamburg. Dit bedrijf zelf weigert commentaar op zijn positie in Smit.

In de raad van commissarissen van Smit blijft er weerstand tegen de overnameplannen. De commissarissen Willem Cordia en Eric Dorhout Mees blijven tegen, maar ze worden overstemd door drie voorstanders.

De raad van bestuur van Smit beveelt het bod bij de aandeelhouders aan. Volgens topman Ben Vree was het moment dat daarover afgelopen weekend overeenstemming werd bereikt 'best emotioneel en spannend'.

Smit heeft zich lange tijd verzet tegen de plannen van Boskalis om het bedrijf **over te nemen**. Pas nadat Boskalis had beloofd om Smit na de overname niet in stukken te zullen opknippen, kwamen er barsten in het verweer. In november bereikten partijen al een akkoord over de wijze waarop de bedrijven in de toekomst verder samen gaan. Alleen de prijs was toen nog onderwerp van discussie. Smit heeft zich daarbij laten adviseren door RBS.

Analisten denken dat niets nu nog een overname in de weg staat. '**Dit is een gelopen zaak**', schreef Petercam-analist Bart van den Wijngaard in een reactie. **Bron: Het Financieele Dagblad**

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The family of docker who died in an accident at the port of St. Petersburg, to receive financial support

Sea Port St. Petersburg Authority expressed its sincere condolences to the family of Sergei Ivanov, who died in a recent accident at a Big Port of St. Petersburg's terminal dock.

As the External and Internal Communications directorate of Sea Port of St. Petersburg reported today, Sergei Ivanov, a docker mechanic of Marine personnel agency 211 brigade (of SPSP group of companies), had worked for 20 recent years at the company.

The company said the docker's family will be financially assisted.

As it had been earlier reported, on Jan. 19, at 1:30 p.m. (MT), the accident came on berth N37 of terminal handling ro-ro ships owned by the 1st stevedoring company. The 16-ton forklift truck "Squid" capsized and fell off the berth while installing a compensation device between the berth and a ship. The truck and its operator sank. The inquiry into the accident is being conducted. **Source : PortNews**

The largest party of cocaine traffic ever detained at Klaipeda port, delivered in reefer containers

A cocaine party of drug traffic detected in containers at the port of Klaipeda turned to be the largest ever detained in Lithuania. Its weight is as much as 500 kilograms, as compared with 40-kg party seized in 2008), Regnum agency reports.

The criminal police officers of Lithuania said at a press conference with journalists that the transit illegal drug party had been delivered from Ecuador via Germany. It was disguised in a container with a frozen fish. The total cocaine party might cost on the streets about 88 million euro, the police said, adding no one was detained yet in Lithuania **Source : Port News**

Transit time via Panama Canal show a year-over-year 27.5 percent decline in Q1 of this fiscal year

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The **ZIM PIRAEUS** and **HANJIN SAN FRANCISCO** seen passing the Gatun locks
Photo : Mark Robers (c)

The Panama Canal Authority reported a 27.5 drop (20.29 hr) in the transit time rate the ships spent passing through the canal (Canal Waters Time) for Q1 2010 fiscal year (October-December), as compared with the same period in 2009. The CWT numbers also showed a 20.7 percent decline in transit of booked vessels, to 13.43 hours, the authorities said.



Helix ESG's PLV **Caesar** seen after passing the Centennial Bridge in the Panama Canal enroute from Balboa to Cristobal on the left is just seen the escorting tug Herrera

Photo : Mark Robers

Nevertheless, the provisional data show there was a 2 percent (3,590 transits) increase in total Canal transits, with 8.1 percent growth (2,026 transits) of super ships. "In the first quarter of 2010, we saw an increase in a few key areas - particularly tonnage and transits - which point to a global economy slowly, but surely, recovering," ACP Executive Vice President of Operations Manuel Benítez is quoted as saying. He added his company expects sluggish shipping segments to show some recovery.

The ACP is the autonomous agency of the Government of Panama in charge of managing, operating and maintaining the Panama Canal. **Source : pancanal.com**

DONJON-SMIT, LLC, PROVIDES EMERGENCY TOWING ASSISTANCE TO VESSEL SOUTH OF NANTUCKET



On Monday, January 18, 2010, Donjon-SMIT, LLC, an OPA-90 Alliance, was notified by QI Gallagher Marine Services that a vessel required emergency towing assistance. The **Tavrisheski Bridge**, managed by UNICOM Ship Management, had broken a main engine camshaft and lost main propulsion 160 miles Southeast of Nantucket in the North Atlantic. The **Tavrisheski Bridge**, a 50,300 GT

tanker, was carrying 32,500 MTs of Naptha. The weather was calm with no significant storms in the area expected within 48 to 72 hours. On January 19, the Donjon Marine Co., Inc. tug **Atlantic Salvor**, located in Albany, NY, was contracted under a BIMCO TOWHIRE 2008 contract to proceed to the incident location and conduct a rescue tow. After a 22-hour transit including a brief stop for fuel, the **Atlantic Salvor** arrived at the **Tavrisheski Bridge** location. At first light on January 21 the vessel was connected and the **Atlantic Salvor** proceeded underway enroute for the Stapelton Anchorage in New York Harbor, where delivery occurred early on January 23, 2010.

Shipping on the way back up, says Singapore's FSL Trust

First Ship Lease Trust believes the worst is over for the shipping industry after a positive start to 2010. Philip Clausius, FSL Trust Management chief executive officer said 2010 had started on a "significantly more positive note". He noted that with freight rate increases container lines were "at or close to cashflow breakeven"; the tanker market was enjoying a "mini-bull run", and the dry bulk market was still well above long-term historical averages.

"All of this leads us to believe that asset values are at or close to bottom valuations at this point," he said. "We think we have moved beyond the point of highest counterparty default risk in this cycle."

With the shipping cycle bottoming out FSL Trust hinted it might relook the \$200m bond issue it postponed in December last year. Cheong Chee Tham, FSL Trust Management chief financial officer said market permit it would revisit the offering as it was an important part of their debt funding diversification strategy.

Meanwhile FSL will continue to look for new long term lease transactions **Source : SeatradeAsia**

Containers on Horizon Lines ship toppled during Oakland-Honolulu run



The Horizon Lines Inc. containership **HORIZON HUNTER** from Oakland to Honolulu arrived nearly a day late after running into a powerful storm that sent six containers spilling into the ocean and toppled others stacked on deck.

At the storm's peak on Thursday night the **Horizon Hunter** sailed through 25-foot seas and sustained winds of 50 mph, Horizon Lines said in a news release. A total of six containers were lost at sea, approximately 1,200 miles east of Hawaii. None of the crew was uninjured and the ship's hull did not sustain any damage, Horizon said.

The, originally scheduled to arrive at 3:30 p.m. Sunday, pulled into Honolulu Harbor at about noon today with containers visibly askew.

The ship was guided by tugboats to Pier 1, where crews were going to attempt to remove some of the cargo, according to an official with the Department of Transportation Harbor's Division.

Horizon Hunter IMO 9303807 Flag U.S.A. Fully Cellular Containership build 2006 DWT 39382 Owner Horizon Lines LLC
Source : Honolulu Herald



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Two Koreas exchange fire near sea border

North and South Korea exchanged artillery fire Wednesday near their disputed sea border, Seoul officials said, less than three months after a naval firefight broke out along the flashpoint frontier. The North's land-based artillery batteries fired intermittently for more than an hour into the sea north of the borderline, the defence ministry said. "Our military fired warning shots with our Vulcan cannons and sent out radio warnings," a spokeswoman told AFP.

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No one was hurt but the incident further raised tensions along the border, which was the scene of deadly naval clashes in 1999 and 2002. The latest firefight on November 10 left a North Korean patrol boat in flames. The firing came a day after the communist North declared two "no sail zones", extending into the South's waters, around the borderline. Yonhap news agency said the North's shells landed near the South Korean-controlled island of Baengnyeong in the Yellow Sea. It said Marines based on the island responded by firing about 100 rounds from Vulcan cannons with a range of 3-4 kilometres (1.8-2.5 miles). "When the North fired, some 20-30 columns of water shot up into the sky," the agency quoted one source as saying. The western sea border has been a constant source of tension since it was drawn by United Nations forces at the end of the 1950-53 Korean War. The North insists it should run further south. The two sides have remained technically at war since the conflict ended without a formal peace treaty. On Tuesday Seoul officials said the North had declared a two-month ban on shipping in two zones, raising speculation about military exercises or missile launches.

South Korea called an emergency meeting of security and other ministers. "North Korea will likely continue such low-intensity military provocations like this in the next few months," Baek Seung-Joo, of the Korea Institute for Defence Analyses, told AFP. "But it is unlikely to take things to the extreme, as in general it wants to maintain economic cooperations with South Korea," he said, adding it wants to avoid naval clashes since its ships are outgunned. The sanctions-hit North has sent mixed messages to its neighbour in recent months. It is pressing to upgrade or restart joint business projects with the South, while its military at the same time has issued threats of war. Pyongyang also demands talks with the United States on a formal peace treaty before returning to nuclear disarmament negotiations. The November clash broke out when a North Korean patrol boat crossed the border and refused to turn back despite warnings, according to Seoul. The firefight left the North's boat retreating in flames and one South Korean craft with bullet holes in its hull. There was no information on North Korean casualties, while the South's crewmen were unhurt.

Last month the North warned South Korean ships to avoid the border area, saying its coastal artillery would stage firing exercises in response to "reckless military provocations." On Sunday the military lashed out at South Korea's vow to launch a preemptive strike to thwart any nuclear attack, calling it "an open declaration of war." On January 15 the North threatened to cut off exchanges with the South and launch a possible "holy war." It was responding angrily to media reports that the South has drawn up a contingency plan for regime collapse in Pyongyang. "The North feels it necessary to flex its military muscle to show its warning is not merely empty rhetoric," said Koh Yu-hwan of Seoul's Dongguk University. The military is also angry about its defeat in the last naval clash, he said. Koh said South Korea's response would determine whether the flare-up escalated. "South Korea has been annoying the North unnecessarily with indiscreet remarks and press leaks."

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Thai freighter sinks off Taiwan; 9 rescued, 1 dead, 10 missing

The 6,000-ton **Sea Angel** sank in bad weather about 3 am (1900 GMT Monday) in the Taiwan Strait 20 nautical miles, or nearly 40 kilometres, off Yunlin, the National Search and Coordination Centre said.

A passing foreign freighter alerted Taiwan authorities to the sinking about 8 am, and a sea and air search was launched about two hours later. Kao Hui-jung at the Sea Angel's agent, the Wimax Maritime Shipping Co, said by phone that the ship was sailing from Malaysia to China when it sank and most of its crew were Thais with the rest coming from Indonesia and Myanmar.

The rescued crew members, who survived thanks to life savers, were sent to two hospitals for treatment. The search and rescue operation was continuing, the coast guard's Chan Hsiu-jung said. **Sea Angel** IMO 8421389 Flag Thailand General Cargo build 1985 DWT 6529 Manager Sinsimon Nav. Co. Ltd **Source : Maritime Bulletin**

Fishing vessel aground



January 24 07.35 LT f/v **Torjo** reported running aground in position 70.32.4N 023.41.1E, Norway. Vessel was high on rocks when salvage arrived. At 17.15 with high tide salvage boat **RS Reidar von Koss** managed to refloat **Torjo**, there was some water ingress, but vessel managed to reach Ruperfjord.

Divers found no damages to propeller or rudder, which is miracle, judging from pic. Fishing vessel **Torjo** Flag Norway build 1970 GT 90 Owner Tronbuen AS

m/v Ukus Star aground in Volga-Caspian Channel, pushed to shallows by ice

Jan 26 at 10.51 msc m/v **Ulus Star** ran aground at 157.7 kilometer mark Volga-Caspian channel. Vessel proceeding from Asrtakhan to Enzeli Iran in ballast. Draft loss 0.2 meter, vessel pushed by drifting ice field 800 meters beyond channel border in shallows. All attempts to refloat by own means failed, as soon as weather permots, icebreaker and pilot boat MB-1205 will be dispatched to assist.

(General cargo **Ulus Star** – dwt 3737, built 2005 Turkey, flag Russia, manager OSJ Albros-Don, Russia.)

Source : Mike Voytenko

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Training disrupted as navy runs out of fit submarines

TRAINING for the Royal Australian Navy's elite force of submariners will continue despite the virtual crippling of the \$6 billion fleet of Collins-Class boats because of chronic onboard mechanical and electrical failures.

Fifty crew from **HMAS Farncomb**, recalled to port last week after suffering generator failure, will continue their training on a sister ship, **HMAS Collins**. **HMAS Waller** is the only boat in the fleet of six still operational.

Defence sources confirmed to The Australian yesterday that the repair bill for the **Farncomb** alone is likely to run into the millions of dollars, depending on whether the submarine's inner hull has to be cut open. The inner hull is constructed of thick high-strength steel designed to withstand extreme outside pressure, while maintaining normal pressure inside the vessel's compartments.

On Monday, Chief of Navy Russ Crane said no lives had been placed at risk as a result of the electrical failure on the **Farncomb**. "I am very disappointed by this development," Vice-Admiral Crane said. "Navy will continue to work with the Defence Materiel Organisation, industry and ASC (Australian Submarine Corporation) to determine the extent of the issue and rectify this problem.

"We are working hard to ensure this fault is rectified as soon as possible." Inspections are now being carried out on the serviceability of the generators onboard the five other boats. The latest breakdown follows a stream of maintenance problems with the submarine fleet, Australia's frontline defence asset.

As reported in The Australian last October, Defence Minister John Faulkner ordered a review into fleet availability after mechanical problems with the submarine's Swedish-supplied Hedemora diesel engines. Mechanical and maintenance problems have dogged the sub fleet ever since **HMAS Collins** was rushed off the slipway in 1996. Opposition defence spokesman David Johnston said the latest problems aboard the Farncomb raise serious questions about ambitious defence white paper plans for a doubling of the submarine fleet.

Yesterday, navy sources said the **Collins**, the oldest sub in the fleet, remained fit for training. Unlike its sister ships, **Collins'** French-made Jeumont-Schneider generators have been given a clean bill of health. Under FOI information obtained by The Australian, as of August last year, **HMAS Dechaineux** was due to complete full-cycle docking early this year, **HMAS Sheean** was due to complete deep maintenance next year, to be followed by **HMAS Rankin**.

Source: The Australian

Bahrain jails 2 over plot against US Navy

A Bahrain court has sentenced two Bahrainis to five years in prison for planning attacks on U.S. Navy ships and sailors, a newspaper reported on Wednesday. Bahrain is a close ally of the United States and is home to the U.S. Navy's Fifth Fleet.

The Gulf Daily News said the two men were convicted of planning an attack and weapons smuggling after police found guns and manuals on explosives in their house. Both men denied the charges, saying they wanted to defend Bahrain, said the newspaper. In July 2004, the U.S. State Department ordered sailors' family members to leave the island kingdom because of heightened security fears. The ban was lifted in two steps in late 2008 and June 2009.

BAE Systems Barrow submarine fire probe continues

AN INVESTIGATION is continuing into the fire on board a £1bn nuclear submarine. Fire broke out three decks down inside **Ambush**, which is currently inside Barrow shipyard's Devonshire Dock Hall, on Sunday night.

The second submarine in the Astute-class is packed with electrical and electronic equipment and work is at an advanced stage. It is the second fire to hit the boat, which caught light in March last year. But on that occasion the fire was in acoustic tiles, which are stuck on the outside of the boat. BAE spokesman Chris Nelson said: "An investigation is under way to determine the cause of the fire.

"The damage is still being evaluated but it is not expected to impact the roll out and naming ceremony of **Ambush** later in the year." A BAE firewatcher fought the blaze with an extinguisher until he was joined by firefighters.

The submarine's on board automatic fine mist spray also helped tackle the fire, which broke out in temporary plastic extraction ducting, which is used to ventilate the sub when men are working on board, and in electrical wiring. Fires are a continual risk in the shipyard, particularly where there is hot work such as welding going on. As well as two fires on **Ambush**, the first of class Astute also suffered what at first looked like a serious fire, while in the Devonshire wet dock in April last year.

But damage caused by that fire, which was in tiling in the bridge fin, was quickly repaired and **Astute** was delivered for sea trials to the Royal Navy in November. **Ambush's** reactor has not yet been fitted with its nuclear core.

Cumbria Fire and Rescue Service watch manager Steve Wright said the submarine and the vast Devonshire Dock Hall were both evacuated during Sunday night's fire. At one stage it was feared one man was missing on board the sub but he had not been ticked off the list when he left the boat. Mr Wright said: "The fire was extinguished using a fire extinguisher by BAE's own staff and by hose reels by our staff. They just made their way to where the fire was through the smoke. There was also a water suppression system working on the submarine.

"I wouldn't say it was a minor fire but it certainly wasn't a major fire. It was not anything that was going to put the submarine out action for life." BAE scrapped its in-house fire brigade several years ago, except at Walney airfield, where it has a modern fire engine on constant standby. But although it closed its shipyard fire brigade to save money, BAE does employ firewatchers to keep a constant lookout for problems.

BAE has still to announce the roll out date for **Ambush**. Two other Astutes – **Artful** and **Audacious** – are also being built in the shed. **Source : NWEmail**

SHIPYARD NEWS



Supplier seen under construction at the Colombo Dockyard (Sri Lanka)

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CHINA PORTS FREAK WEATHER ALERT

Freak weather conditions and/or abnormal weather patterns have been reported in several parts of the world during recent months warns the American P&I Club. One of the latest examples is a significant build-up of sea ice in some major northern Chinese ports, the volume exceeding, it says, anything experienced in more than 30 years.

In an alert to its members, the club says the problem is centred around Bohai on the northern Yellow Sea coast, affecting ports such as Bayuquan and Dalian. At Bayuquan, patches of ice 500-600mm thick have formed in some places, while lesser patches have been seen in the immediate vicinity of the port.

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Three icebreakers are working to avoid delays to ships, while the local Maritime Safety Authority is strictly supervising inbound and outbound vessel traffic.

Other northern ports – such as Jingtang, Caofeidian and Xingang – are said to be not so seriously affected. On January 17, the Chinese National Sea Weather Forecast Station reported that floating ice around Liaodong Gulf extended as far as some 60 nautical miles from shore, at Bohai Gulf around 22 miles, Northern Yellow Sea around 14 miles, and Laizhou Gulf around 33 miles.

However, with more cold weather fronts expected later, ice coverage around the Bohai coast could expand, according to the club's correspondents in China, Huatai Agency & Consultant Services Ltd.

The club advises that vessels scheduled to call at northern ports, especially Bayuquan, should be ready for extreme temperatures and ensure Port State Control requirements are strictly followed to avoid unnecessary delay.

Source : Maritime Global Net



The US maritime training ship **KENNEDY** departed from Willemstad (Curacao)

Photo : Kees Bustraan (c)

Kenya Awaiting New Ferries

The Kenyan government has admitted its surprise that the "disaster-in-waiting" ferries at the coast are still floating 20 years after their 'use by' date passed. The Minister of Transport said re-allocation of funds meant for the acquisition of new ferries to the importation of food occasioned the delay in the arrival of the ferries from Germany. The new ferries, which were initially scheduled to arrive at the coast last month, will now arrive some time in March this year, after starting their journey from Germany on February 27.

Saying the five ferries currently in operation need a total overhaul before they can function well, the Minister said even the supposedly 'new' ones - **MV Nyayo** and **MV Kilindini** - were already too old when they were bought 25 years ago. "What we bought from the Far East in the name of new ferries were, in fact, second-hand ferries that were then not less than 30 years old," he said. He said the other ferries, **MV Mtongwe**, **MV Harambee** and **MV Pwani**, are over 40 years old and will require grounding for up to six months for refurbishment.

Over 200,000 commuters and 3,500 vehicles use the ferries daily to cross the Likoni Channel.

Vox Máxima in gebruik genomen

De sleepopperzuiger **Vox Máxima** is op 21 januari 2010 door IHC Dredgers B.V. overgedragen aan Van Oord. Het schip is vervolgens vertrokken naar de Maasvlakte in Rotterdam waar het wordt ingezet bij de uitvoering van het Maasvlakte 2 project. Hiermee is een einde gekomen aan een bouwperiode van ruim twee jaar nadat in oktober 2007 de eerste staalplaten zijn gesneden.



Photo : R.Laos (c)

Het schip met een beuninhoud van 31.200 m³ is de meest recente aanwinst in de Van Oord-vloot en de grootste in Nederland gebouwde sleepopperzuiger. De bouw van de **Vox Máxima** maakt deel uit van het EUR 1 miljard grote investeringsprogramma dat in de periode 2007 - 2011 wordt uitgevoerd. Naast de bouw van dit schip is de sleepopperzuiger **HAM 318** verlengd en zijn er twee zware backhoes, twee waterinjectievaartuigen, enkele splijthoppers en sandcarriers gebouwd. Nog in aanbouw zijn een valpijpschip, splijthoppers, sandcarriers en een zware zelfvarende cutterzuiger. **Bron: Van Oord**

Seattle container throughput up 29.3 percent in December

The Port of Seattle reported blockbuster results in container traffic for December, with imports growing 32.6 percent and exports doubling even as other Pacific Northwest ports still showed the effects of the global downturn. Tacoma and Portland were still struggling to emerge from their year-long trade slump, according to container volumes posted on the ports' websites.

Containerized imports in Seattle increased 32.6 percent compared to December 2008, and exports were up 103 percent. Seattle's total container volume, including empties, was 29.3 percent higher than in December 2008. Seattle's fortunes last year turned around sooner than many U.S. ports. Imports turned positive in August, compared to August of 2008, and the year-over-year imports remained higher each month through December. Exports at Seattle were up each month from July through the end of the year. Maersk Line and CMA CGM last year started a new service to Seattle. Hanjin Shipping reinstated a Seattle call in one of its trans-Pacific services. Also, some of the carriers increased the size of their vessels in 2009, said port spokesman Mick Shultz. Carriers made 14 ad hoc calls with large vessels, primarily to pick up or drop off empty containers, Shultz said. Tacoma's containerized imports and exports on a year-over-year basis were lower almost every month in 2009 compared to 2008. Imports in December were down 30 percent compared to December 2008, although exports were down only 4 percent. Imports and exports at Portland were also down each month in 2009 compared to the same months in 2008. Exports declined 19 percent in December from December 2008, while imports last month were down only 0.8 percent. For the calendar year, Seattle's total container volume dropped 7.1 percent compared to 2008. Tacoma's total container volume was down 16.9 percent and Portland's total container volume was down 29 percent from 2008. **Source: joc.com**



The **OCEANIC** seen moored in Cape Town – Photo : Ian Shiffman ©

Major wind turbines shipments from China to Denmark

End of the year 2009, Blue Water Shipping was awarded a mayor export of windturbines from China. 37 x V80.2 nacelles and hubs was in end of November loaded up by Blue Water at the clients factories in Tianjin, China.

The 37 x V80.2 nacelles and hubs was in end of November loaded at the factories in Tianjin, China and brought to the port for storage until arrival of the Heavy Lift Vessel M/V "**Beluga Efficiency**".

The number of units made the operation challenging, but it was executed smoothly and most important without any damages. Before the year ended, we managed to secure another windturbine export for Vestas out of China. This time it was 21 tower sections, which was successfully loaded out of Taicang by beginning of January 2010.

These two well coordinated shipments, marks another milestone for Blue Water Shipping's project and windturbine departments. Our vast experience in handling and transporting windturbines, combined with the local knowledge of our project offices and agents in Asia, made these transports another success. **Source : BluePulz**

StealthGas Inc. Announces sale of vessels, new charters and other developments

StealthGas Inc., a ship-owning company serving primarily the liquified petroleum gas (LPG) sector of the international shipping industry announced yesterday that on December 9, 2009 it completed the sale of the Gas Fortune, a 1995 built 3,500 LPG carrier to an unaffiliated entity based in the Far East. On January 15, 2010 the Company completed the sale of the **Gas Natalie** a 1997 built 3,213 cbm LPG carrier to an unaffiliated entity based in the Far East. On December 31, 2009 the Company signed a Memorandum of Agreement to sell the Gas Eternity a 1998 built 3.500 cbm LPG carrier to an unaffiliated entity based in the Far East. Delivery of this vessel to it's new owner is expected at the end of April 2010 upon the expiry of her existing bareboat charter.

The aggregate sale price for these three vessels is approximately \$20.0 million and will result in a net inflow of cash to the Company of approximately \$14.3 million after the repayment of debt associated with the **Gas Eternity** and commission expenses. As a result of these sales either concluded or agreed during the fourth quarter of 2009 the Company will incur a non-cash loss from sales/impairment of \$9.8 million, this will be reflected in the Company's fourth quarter results to be announced in February 2010.

The Company also announced following protracted negotiations with the seller of the Stealth Argentina in regard to various technical deficiencies identified in the design of the vessel that it has entered into an agreement to cancel both the purchase of the vessel and the three year bareboat charter that was to commence upon the vessel's delivery. In consideration of the agreement the Company will pay the sum of \$10,750,000 to the seller on top of the already paid deposit.

The Company also announced the following new charter arrangements:

Commencing from October 29, 2009 the Gas Cathar began a time charter for between 20 to 50 days to an International Gas Trader. This was subsequently extended for three months from the 16th December 2009. Commencing from 11th January 2010 the **Gas Defiance** extended her existing time charter for a further 12 months to a far eastern gas company. Commencing from the beginning of January 2010 the **Gas Shanghai** began a new one month time charter to a national oil and gas company. The average time charter equivalent rate for the above three charters is \$322,333 per calendar month or \$10,635 per day.

CEO Harry Vafias commented: "The sale of the three above mentioned ships is I believe a prudent measure as it bolsters the liquidity resources of the Company as we move into what I believe will be a further challenging year in 2010 plus it reduces our level of debt. It is obviously disappointing to incur losses on these sales, but they reduce our exposure to the spot market in which two of the vessels were already trading and the **Gas Eternity** would probably have entered into in May. Moreover these are three of our smallest and oldest pressurized gas ships and we want to maintain a low average age especially after the deliveries of the 5 new buildings that will join the fleet in 2011 and 2012. We will also reduce our dry docking expenditure in 2010 through the sale of the **Gas Fortune**.

"The agreement reached with the sellers of the **Stealth Argentina** is again I believe a prudent move on the part of the Company's management. I fully acknowledge that the taking of a loss is disappointing but this must be considered in the light that after reviewing the design of the vessel and taking third party advice we developed serious reservations regarding the operational design of the vessel. We will also now avoid adding some \$43 million of debt to our balance sheet against a ship with a current market value far lower than this, and due to the change of bareboat charterer, because of adverse market factors, a bareboat charter rate that was just break even in its initial years. This decision was not taken lightly, but it underlines our desire to maintain our conservative financial structure by removing a significant amount of new debt we were projecting to incur, it will reduce future interest expense and it removes a potentially non accretive asset, with possible impairment issues going forward, from our fleet.

"Finally we are pleased to announce further period charters which are similar in value to those we announced in November which further underline the relative steadiness of our core business in its mainstream time charter sector, and quite a significant improvement in current market conditions in our core LPG sector in the last few weeks."

Headquartered in Athens, Greece, STEALTHGAS INC. is a ship-owning company primarily serving the liquified petroleum gas (LPG) sector of the international shipping industry. STEALTHGAS INC. currently has a fleet of 38 LPG carriers with a total capacity of 170,286 cubic meters (cbm) and three M.R. product tankers. In addition, the company has entered into an agreement to sell the **Gas Eternity** at the end of April 2010 plus agreements to acquire five new building LPG carriers with expected delivery from February 2011 through May 2012. Once this sale and acquisitions are completed, STEALTHGAS INC.'S fleet will be composed of 42 LPG carriers with a total capacity of 196,786 cubic meters (cbm) and three M.R. product tankers with a total capacity of 140,000 deadweight tons (dwt). STEALTHGAS INC.'S shares are listed on the NASDAQ Global Select Market and trade under the symbol "GASS". **Source: StealthGas Inc.**



Seen in Ijmuiden the **PROMITHEAS** seen approaching the locks
Photo : Marcel Coster (c)

Recent orders underline sales success of Wärtsilä RT-flex82 engines

Wärtsilä, the marine industry's leading ship power system integrator, has enjoyed considerable sales success with its newly introduced Wärtsilä RT-flex82T low-speed engine. Orders for a total of 30 seven-cylinder Wärtsilä RT-flex82T engines have been received in recent months, including:

- Six engines for VLCCs to be built by Dalian Shipbuilding Industry Co.
- Six engines for VLCCs to be built by Shanghai Waigaoqiao Shipbuilding Co Ltd
- Two engines for VLCCs to be built by Hyundai Heavy Industries Co.Ltd.
- Sixteen engines for very large ore carriers to be built by Jiangsu Rongsheng Heavy Industries Co Ltd

The engines have been contracted by the licensees of Wärtsilä Corporation.

Wärtsilä enjoys a global market share of approximately 50 percent in electronically-controlled low-speed engines. During the past two years, orders for 140 of the company's 82-cm bore marine engines have been placed. Of these, some 120 are for the RT-flex common-rail version. Testing programme successfully completed
The new 82 cm bore, Wärtsilä RT-flex82T low-speed marine engine successfully completed the type approval test carried out at Hyundai Heavy Industries (HHI) in Korea. This test was carried out in the presence of representatives from the major classification societies. The first engine was installed in a Very Large Crude Carrier (VLCC) built by HHI. The tested 7-cylinder RT-flex82T has a maximum continuous power of 31,640 kW at 76 rpm.

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The Wärtsilä RT-flex82T is the ideal prime mover and market leader in electronically controlled engines for large tankers, namely VLCCs and ULCCs, as well as for very large bulk carriers of between 200,000 and 400,000 dwt. The Wärtsilä RT-flex82T, being a low rpm engine, is also an attractive alternative to the higher rpm engines normally used in container ships. The lower rotational frequency offers fuel cost savings that are attractive in projects where fuel efficiency is high on the agenda. Wärtsilä offers four 82-cm bore engine types

The four 82-cm bore engine types in Wärtsilä's portfolio, the RT-flex82C, RTA82C, RT-flex82T and RTA82T, are designed to offer the same economic and environmental benefits to different vessel types, according to their operating requirements. The programme was first introduced in November 2005, and all versions are based upon a common platform with as many parts as possible being shared. This enables benefits of rationalisation in design and manufacturing, optimized manufacturability, and spare part stocks, to be realised.

The Wärtsilä RT-flex engines feature common-rail technology. This technology offers greater parameters for propulsion plants with optimum cost efficiencies for large tankers and very large bulk carriers. In the currently challenging marine market conditions, such efficiencies are seen as offering notable economic and environmental benefits to ship owners and operators. The complete flexibility in engine setting that is an integral feature of the RT-flex common-rail system, includes optimized fuel injection pressures and timing for all loads. It is employed in special tuning regimes to optimize brake specific fuel consumption (BSFC). The concept has now been extended to Low-Load Tuning, which provides the lowest possible BSFC in certain operating engine loads. This not only allows fuel cost savings, but also enables lower exhaust emissions of CO₂. **Source: Wärtsilä**

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Container Rates from China Surge 24 Percent

Ocean container spot freight rates on the key export trades out of China to Europe and the U.S. east and west coasts soared by an average of 24 percent in the past three months. The rate of recovery is much faster than expected, buoyed by a surge in demand this month, according to Alphaliner, the Paris-based container shipping consultant. Continued high vessel utilization rates on certain trades, especially on services to Europe since Christmas, have also created shortages of empty containers in a number of locations, which in turn, has underpinned the higher freight rates.

The Far East-Europe trade posted the strongest performance with spot freight rates surging by 50 percent since October from \$2,500 per 40-foot container to \$3,700 based on rates filed with the Shanghai Shipping Exchange. The steep rise in rates resulted from successive rounds of rate increases imposed by ocean carriers since October and the extension of the peak season surcharge until February.

"It remains to be seen if the rates are sustainable as the Lunar New Year holidays in China in mid-February could lead to some weakening in freight rates," Alphaliner said. Spot rates from Shanghai to the U.S. West Coast have risen by 26 percent in the past three months and are 17 percent higher on shipments to the U.S. East Coast. Asia-Australia and Asia-Africa spot rates also have risen over the past three months, but rates to the Middle East, especially to the Gulf region, remain under pressure.

The high spot market rates on the major trades from China to Europe and the United States have come at a key period as contract rates for 2010 have also strengthened, Alphaliner said. Twelve-month contract rates for the Far

East-Europe trades starting in January or February 2010 are reported to be about 200 percent higher than last year, reflecting renewed optimism about trade prospects. **Source: Journal of Commerce**

EX-REDDINGBOOT GEBROEDERS LUDEN INGEZET ALS IJSBREKER



De Deense kotter **INGRID FRICH** liep vast in het ijs in de Zoutkamperlaag, de vaarweg op de Waddenzee naar Lauwersoog. Omdat de reddingboten van Lauwersoog en Schiermonnikoog momenteel i.v.m. ijsgang op het wad uit de vaart zijn, werd op verzoek van het Kustwachtcentrum in Den Helder de vroegere stationsboot van Lauwersoog **GEBROEDERS LUDEN** ingezet om het scheepje uit haar min of meer benarde positie te halen.

Photo : PIM KORVER FILM+VIDEO (c)

Kharafi, Hyundai win \$1 bln Kuwait port deal

Kuwait's Kharafi Group and South Korea's Hyundai Engineering and Construction have won a 328 million dinar (\$1.14 billion) contract to develop a port in Kuwait, a local daily said on Tuesday. The firms won the tender for the second part of the first phase of the project on Boubyan island, which includes designing and building the seaport, Kuwaiti daily newspaper al-Rai said in an unsourced report.

In 2004, Kuwait approved a \$3.47 billion plan to develop the island into a commercial port to position itself to play a key role in Iraq's reconstruction after the 2003 U.S.-led invasion. **Source: Reuters**

Camillo Eitzen and BLT provide update on blt offer process

As previously communicated, PT Berlian Laju Tanker Tbk and Camillo Eitzen & Co ASA announced on 5 October 2009 the submission by BLT of a non-binding indication of interest to put forward a voluntary exchange offer for all outstanding shares in CECO. On 14 December 2009, the parties announced in a joint press release that the due diligence process undertaken by BLT was concluded and that BLT had revised the terms of the potential offer. At the same time, BLT and CECO also entered into a transaction and exclusivity agreement in order to prepare for a launch of a voluntary exchange offer, subject to a number of conditions, consents and approvals. Under the agreement, the parties also agreed on a timeline for the offer process and key transaction milestones.

Since December 2009, BLT and CECO have worked to prepare for launch of the voluntary exchange offer under the revised terms announced 14 December 2009. As the initial transaction structure proposed by BLT (which involved an issue of mandatory exchangeable bonds) failed to obtain approval from the Indonesian market regulator, the parties

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have been considering alternative acquisition structures to complete the offer. After contemplating other options allowing earlier execution of the transaction, BLT has now finally proposed a new transaction structure for completing the offer based on issuing shares in BLT as payment to CECO shareholders. According to BLT, having the exchange offer being based on a rights issue structure, which is a proven concept in Indonesia and for BLT, significantly reduces the execution risk in the transaction. Under the new structure, the transaction may be completed by mid-June 2010.

BLT has confirmed to CECO that it remains committed to launch its contemplated offer for CECO on the terms previously announced on 14 December 2009. Although the indicative offer from BLT is still considered attractive by the CECO Board of Directors ("Board"), at this time the Board will not extend the exclusivity granted to BLT to ensure the necessary flexibility for CECO in the process of concluding a long-term agreement with its secured and unsecured lenders, as announced in October 2009. However, the Board remains positive to continue the process with BLT based on the planned voluntary exchange offer under the revised terms previously announced.

Carnegie and ABG Sundal Collier are acting as financial advisors to CECO. RS Platou Markets is acting as financial advisor to BLT. **Source: Camillo Eitzen**



The THSD **ORANJE** seen passing the heliport at Rotterdam-Europoort
Photo : Rik van Marle (c)

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CKYH SLOW STEAMS

The CKYH Alliance says it is implementing slow steaming on its Asia-Europe/ Mediterranean service loops. The liner shipping consortium includes (COSCON, "K" LINE, Yang Ming and Hanjin Shipping). Slow steaming will be implemented on the eastbound leg of the services. A statement says these measures are expected to increase eco-friendliness by reducing CO2 emission. The slow steaming services will be NE1, NE2, NE4 and MD2, with MD2 having been the first to start slow steaming, in December, after passage through the Suez Canal eastbound. The remaining NE3 and MD1 services are planned to begin slow steaming during the first half of 2010. **Source : Maritime Global Net**



The **DAWN PRINCESS** seen in Melbourne - Photo : John Bone (c)

DP World predicts lower profits on container volume decline

Port operator DP World, a subsidiary of Dubai World, announced an 8% decline in container volumes at its 28 consolidated terminals, which handled 25.6m teu over 2009, which is expected to impact the company's bottom line.

Excluding the contribution from new terminals which joined the company portfolio during 2009, volumes declined by 10% (having been down 13% in the first half). The total decline for DP World's complete portfolio of 50 operational terminals was 6% as final group volumes rested at 43.m teu. Its American and Australian terminals experienced the biggest decrease – showing a 15% decline to 3.5m teu from the 4.1m teu seen the year before.

"2009 has been a very challenging year for container port operators and we are pleased that we have delivered somewhat better results than the industry due to our focus on emerging markets which have remained more resilient to the global downturn," Mohammed Sharaf (pictured), DP World chief executive, pointing out that the industry as a whole reported a decline of almost 12% in container volumes.

"Our 8% decline in volumes will lead to a decline in full year profit before tax against the same period last year; however management's focus on cost cutting and maintaining revenues has mitigated the downside and we expect to report 2009 results in line with expectations.

"As anticipated, all our regions handled more containers in the second half of 2009 than in the first half and the early signs of stability seen in the third quarter have continued into the final quarter of the year. Customer confidence, whilst improving, remains fragile with limited visibility for the medium term.

"We remain confident about the long term outlook for the container terminal industry and our strong competitive position within it. Whilst we have seen a better performance in the second half of 2009, predicting global trade trends in 2010 remains challenging, and whilst we expect to see container volumes improve we will continue to remain focused on growing revenues and managing costs to drive EBITDA forwards." **Source : Seatrade Asia**

U.K. awards Odyssey Marine salvage contract for SS Gairsoppa

The United Kingdom government's Department for Transport awarded Odyssey Marine Exploration the exclusive salvage contract for the cargo of the **SS Gairsoppa**. Financial details were not disclosed, but it involves salvage success. The contract is for two years.

The vessel was a British cargo steamer involved in World War II, a release said. A German U-boat torpedoed it in 1941 in the North Atlantic. The British ship was reportedly carrying a "significant" cargo of silver, the release said.

If the salvage is successful, Odyssey, based in Tampa, will be compensated with a salvage award consisting of a majority of the net value of the recovered cargo after deduction of expenses. Odyssey explores deep-ocean shipwrecks and conducts search and recovery operations **Source : Tampa Bay Business Journal**



Above seen the 2008 built BLZ flag but Egyptian owned offshore tug/supply ship **MARIDIVE 42** offshore Malta.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

Uitbreiding van het Argentijns onderhouds- en uitbatingcontract voor Jan De Nul

Jan De Nul verkreeg eind vorig jaar na moeilijke onderhandelingen de goedkeuring van de bevoegde ministeries voor de uitbreiding van hun Argentijns concessiecontract. In het kader van de noodtoestandswet, werden alle concessiecontracten in Argentinië, inclusief het baggercontract van Jan De Nul, nauwkeurig bekeken en indien nodig herzien. Op 21 januari, ondertekende de Argentijnse president na lange onderhandelingen het decreet dat het concessiecontract in Argentinië goedgekeurd voor 8 extra jaar.

In 1994, na jaren van problemen in de scheepvaart, te wijten aan ontoereikend onderhoud, schreef de Argentijnse regering een aanbesteding uit voor de baggerwerken op en de signalisatie van de rivieren Rio Paraná en Rio de la Plata, onder de vorm van een concessiecontract.

Het contract zou lopen over een periode van 10 jaar, met een mogelijke optie voor nog eens 10 jaar. De concessie hield de verdieping in en het latere onderhoud van de vaargeul tot op een diepte van 9,75 m en de installatie van signalisatie naar internationale normen. In 1995 kregen Jan De Nul en zijn Argentijnse partner Emepa de concessie

toegekend. Samen vormen zij de uitbatingfirma Hidrovia S.A. voor het onderhouden van de vaargeul en voor de signalisatie van de rivieren Rio Paraná en Rio de la Plata tussen Santa Fe en de Atlantische Oceaan, over een afstand van 800 km.

De concessie is uniek in die zin dat een privé-firma instaat voor het onderhoud van de navigatiediepte en tol heft op de schepen die gebruik maken van de vaargeul. Het concessiecontract werd een eerste keer verlengd tot 2013 en de vaargeul verdiept tot 10,35 m. Het onderhoud van de vaargeul houdt de inzet in van 3 tot 4 baggerschepen, verscheidene survey-vaartuigen en schepen met als specifiek doel het onderhoud van het signalisatiesysteem.

De nieuwe uitbreiding van het contract tot 2021 houdt de verdieping in van de sectie tussen Rosario en de Oceaan tot een diepte van 11 m en van de sectie tussen Santa Fe en Rosario tot een diepte van 8,5 m. De verdieping zal ongeveer 2 jaar in beslag nemen en zal 2 extra baggerschepen vereisen.

Er werd ook een nieuwe sectie toegevoegd aan het contract, tussen Santa Fe en Corrientes, over een lengte van 500 km. In dit gedeelte zal de vaargeul onderhouden worden tot op een diepte van 3,6 m en de signalisatie zal worden verbeterd tot de internationale standaard IALA om aldus het verkeer van duwvaart konvooien mogelijk te maken gedurende het hele jaar. **Bron: Engineeringnet**

First E-95 gasoline laden tanker left Gothenburg, bound for Lithuania's port

First tanker carrying gasoline E-95 brand, chartered by Lukoil Baltija society left yesterday Swedish port of Gothenburg heading for Klaipėdos nafta terminal. The tanker is to arrive in Lithuania on January 27, or next morning, Baltic Course reports.

Lithuania expects deliverance of about 10 million tons of gasoline, Raimondas Dabravalskis Deputy general director of Lukoil Baltija said. He did not specify the contract cost.

As earlier reports said, Klaipėdos nafta had completed the reconstruction of its equipment to handle seaborne bulk cargo, diesel fuel and gasoline of E-95 and E-98 brands. Klaipėdos nafta had invested in new equipment about 10 million litas.

Klaipėdos nafta was founded in 1994. Lithuania government holds 70,6% stocks in Klaipėdos nafta. In 2008, the terminal throughput increased by 1.5 times - up to 8.213 million tons. The company's revenues grew by 52.3% - to 119.4 million litas **Source : Port News**

.... PHOTO OF THE DAY

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NSRI rescue craft "**Spirit of Vodacom**" seen in Cape Town Harbour. She is based at Station 3 in the V&A Waterfront
Photo : Glenn Käsner (c)

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