

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 029



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**The workboats PUFFIN XI and PUFFIN VIII seen moored in the port of Colombo**

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## EVENTS, INCIDENTS & OPERATIONS



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SAL's **TRINA** seen offloading the moorings of the **Perigrino FPSO** on the **BOA DEEP C** in the Bay of Rio de Janeiro  
Photo : Capt. Jan Berghuis (c)

## KNRM Station Ouddorp sluit 2009 af met 102 acties.

Het jaar 2009 was weer een druk jaar voor KNRM Station Ouddorp. In totaal waren er 102 acties, net zoveel als in 2008. Hierbij werden 153 personen en 2 honden veilig aan wal werden gebracht.

De meeste acties waren op de Grevelingen en hierna volgde de Noordzee. Het merendeel van de acties was voor watersporters, zoals zeiljachten, motorboten en surfers. Er waren 29 acties voor surfers, waarvan 15 voor kite surfers. Er werden 2 stoffelijke overschotten aan wal gebracht. Voor zwemmers moest 7 keer worden gevaren en er waren 3 medische evacuaties. Op 28 januari werd het vernieuwde bemanningsverblijf aan de Stoofweg feestelijk in gebruik genomen. Op 2 mei was het weer Nationale Reddingbootdag en bezochten ongeveer 625 personen station Ouddorp. Ook werd [Coen van der Linde](#) per 1 oktober als schipper aangesteld. Naast de acties waren er ook nog de nodige oefeningen en opleidingen.

## Ship Recycling in India on its last lap?



UN officials told that the IMO Convention on Ship Recycling is a death knell for those involved in ship breaking in India.

As the flourishing ship recycling industry soars towards its zenith, those in the field appear to have the premonition that the business in India will fold up soon. Not to be associated with to the cyclic nature of shipping, the presentiments are however based on the trend taking shape at the international maritime organization which is absorbed in putting in place the International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009.

Last year Alang, a major worldwide centre for ship breaking on the Indian Western coast, registered over 160 vessels having been broken up generating over 9,000 tons of

scrap metal. Until November of 2009 it had recycled 5019 ships. The pace of operation continues to gather speed.

"By the next five years ship breaking business in India will come to an end as there is no future for this activity," informed P. S. Nagarsheth, President of the Iron Steel Scrap & Shipbreakers' Association while discussing the ship recycling activity with Okechukwu Ibeanu, Special Rapporteur of the UN Human Rights Council on the adverse effects of the movement and dumping of toxic and dangerous products and wastes and Human Rights Officer Stefano Sensi, both from Geneva.

"On one hand the market for re-rollable steel which is directly rolled by scrap roll mill is diminishing whereas the new convention scheduled to be passed by IMO will make ship recycling a costly affair," he explained



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during the short-notice meeting with the two human rights officers of the United Nations (UN) who visited Alang in Gujarat on Sunday 17th January 2009 for talks with officials of the Gujarat Pollution Control Board (GPCB), Gujarat Maritime Board and other social groups.

Most stakeholders at the meetings contended that the new IMO convention had little to do with environmental protection. It was pointed out that the two main issues that have been highlighted in the convention are hazardous material and setting up of dry docks for ship recycling.

"The fact remains that the beaching method of ship breaking as prevalent in India is economical unlike setting up a dry dock which is a costly involving heavy investment," pointed out Mr Nagarsheth. "The convention favors the ship owner and places no responsibility on them while putting all responsibilities on the ship breaker. This is 'a ploy of the shipowners' from developed nations of Europe to impose the entire responsibility on ship breakers so that they would not be held 'accountable in any way'. They are insisting on having the certification of inventory of hazardous material maintained throughout the life of the ship. They want 'the certification to be maintained on board the ship at all stages of the 'ship's journey from its cradle to the grave'."



It is not practical to keep tabs of say an item like the TBT paints through out the life of a ship that too without insisting on the TBT paint being replaced and allowing over-painting during the ship's life, he explained. This means that if a few pounds of such material were found to be short at the time of recycling stage, the ship recycler would have to make up the shortfall at their own cost. So also is the case of other hazardous material.

Indian ship breakers allege that the developed nations of Europe want to dismantle the equally eco-friendly beaching method of re-cycling now prevalent at the at Alang in Gujarat (Western India) - to be totally dismantled which means that over a lakh of persons employed will get displaced. **Source : Maritime Professional**

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

## “Irbis” rescue tug safely towed “Ivan Makarin” ship to the port of Vladivostok

“**Irbis**” rescue tug towed “**Ivan Makarin**” motor vessel this yearly morning (05:00 lt) back to the port of Vladivostok, the press service of RF Ministry of Transport reported citing the State Maritime Rescue Coordination Center.

According to an earlier report, “**Ivan Makarin**” MV, owned by FESCO, “Far East Shipping Company, while heading for Vladivostok from Japan on January 21, 2010, got its screw propeller broken had to heave to. Two rescue ships “**Kapitan Khlebnikov**” and “**Irbis**” were sent to the scene. Source : PortNews



The **YASA GULTEN** seen in Cape Town – Photo : Ian Shiffman ©

## INDUSTRY DEMOLISHES HEBEI SPIRIT CASE

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A technical paper submitted to IMO last week by the main shipping industry representative bodies refutes all the grounds on which the Korean Supreme Court found the master and mate of the VLCC **Hebei Spirit** guilty of criminal negligence. The paper argues that after their anchored vessel was hit by a barge the two officers “followed the good practices observed by seafarers and both acted correctly according to these good practices but were still penalized for their professional and correct actions”.

The paper, submitted jointly by BIMCO, ICS, IFSMA, IGP&I, Intercargo, Intermanager, Intertanko, ISF, IT, IUMI and SIGTTO, is for consideration at May's meeting of the Marine Environmental Protection Committee (MEPC 60)

The Korean authorities based their judgement of the officers' actions on three main points: they took soundings before doing anything else, they then injected inert gas into the cargo tanks and finally they did not use the cargo pumps at full power to transfer oil to undamaged tanks and thus list the vessel to minimise further outflow of oil. Effectively the Korean criticism of the officers is that they wasted time when they should have acted to reduce the volume of the spill.

The shipping industry paper demonstrates in some depth that on each of these points the officers followed best practice, including following IMO guidelines. In the matter of transferring cargo and achieving a list the paper says that the officers were having to transfer cargo into tanks that were already almost full – process that takes much longer than if empty cargo tanks are used to receive the transferred cargo. “Consequently,” the paper says, “to a person unfamiliar with tanker operations this could be mistakenly perceived as an unnecessarily slow response.” The paper also highlights the problems with listing a vessel after a rupture of cargo tanks. The industry bodies invite MEPC 60 to “note the comments expressed in this paper and comment as appropriate”. **Source : Maritime Global Net**



The **COSCO YANTIAN** seen departing from a icy port of Hamburg

**Photo : Capt Hans Schaefer (c)**

## Indian crew likely on hijacked ship

A Cambodian cargo ship, MV **Layla S**, was hijacked off the Somalian port of Berbera in the Gulf of Aden, a top maritime authority said on Wednesday. The crew members are said to be a mix of Indian, Pakistani, Sri Lankan, Somalian and possibly Syrian nationals.

The details of the crew members are still awaited, said the Directorate-General of Shipping (DGS). The vessel is believed to be owned and managed by Al Hufoof, an agency based in either Syria or the United Arab Emirates.

The DGS said the ship was overpowered after the cargo was offloaded at Berbera Port.

Moreover, the DGS said the crew has reportedly been abandoned by the owner so they may have been already held in captivity since the past few days. Such incidents are common in this region but come to light only much later. The DGS has informed the authorities, including the Coast Guard and Indian Navy, of the developments **Source : Deccan Chronicle**

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## Pirate skiff fails to board N Korean ship

A Navy statement issued on Sunday says that a security team aboard the merchant vessel **Napht Al Yemen 1** repelled the Jan 20 pirate attack without US help. The **USS Porter** stopped and boarded the pirate skiff later that day.

The commercial ship is Yemeni owned but sails under a North Korean flag. The incident marked a rare example of the US military aiding North Korea, a reclusive rogue nation. Piracy is among the fastest ways to make money in Somalia, a nation plagued by war and no functioning government. Somali pirates seized 47 vessels last year. They currently hold about 200 crew members hostage. Meanwhile, British special forces have attempted to rescue a couple seized by Somali pirates almost three months ago but the mission was aborted amid 'bungling' delays, a report said last Friday. Citing a government official, the BBC reported that a Special Boat Service team was deployed from Britain to rescue Paul and Rachel Chandler but they were delayed by technical problems and slow decision-making in London.

The team finally arrived near where the pirates were holding the Chandlers, who were seized from their yacht in the Indian Ocean last Oct 23, but were not in time to rescue them, the BBC said. 'There was some bungling here,' the official was quoted as saying. It was not clear when the attempted rescue took place.

In an interview with British television last Thursday, Paul Chandler said that they were being treated like 'captive animals' and warned that their kidnappers were becoming frustrated that their demands for a ransom had not been met. 'They've lost patience. They set a deadline of three or four days. If they don't hear, then they say they will let us die,' he told ITV News. The pirates have demanded US\$7 million but the Foreign Office in London said that it does not pay ransoms. **Source : AP, AFP**



## NAVY NEWS



Spotted from HAL's **Rotterdam** in the Panama canal one of the "ghost fleet" vessel enroute her last resting place  
Photo : [www.maritimememories.nl](http://www.maritimememories.nl) (c)

# Guided Missile Frigates Upgrade Project Delivers Results

Australian Minister for Defence, Senator John Faulkner, announced the Defence Materiel Organisation (DMO) had received the Chief of Navy's agreement to take the upgraded Guided Missile Frigates (FFGs) into a formal program of Naval Operational Test and Evaluation.

Senator Faulkner made the announcement at the opening of the Pacific 2010 International Maritime Congress in Sydney. "On the basis of the significant progress that has been achieved, Project SEA1390 Phase 2.1, the FFG Upgrade Project, has now been removed from the list of Projects of Concern," Senator Faulkner said.

"This brings the FFG Upgrade contract closer to completion. There is now a defined pathway to the completion of the Project, with the issues surrounding Project of Concern classification sufficiently remediated to remove it from the list.

"There is still work to be done to tune and tailor the delivered systems to Navy's contemporary requirements. There is also an ever-present need to configure and augment the systems in ships deploying into operational areas to ensure that they have the best available capability to meet the threats in those areas.

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"We have learned valuable lessons from the FFG Upgrade experience and, despite its problems, we are delivering a much improved capability," Senator Faulkner said. The Navy's operational testing, evaluation, and tailoring process will support wide operational employment of these very capable ships.

"The upgraded FFG capability sets an international benchmark for what can be achieved with this class of ship. "I congratulate all involved on the outcomes achieved from this very challenging upgrade project," Senator Faulkner said. **Source: Australian Government**

## SHIPYARD NEWS

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## Keppel to build Saudi Aramco's first purpose-built jackup

Keppel FELS Limited (Keppel FELS) has secured a contract from Aramco Overseas Company B.V., a subsidiary of Saudi Aramco, the world's largest producer and exporter of crude oil and natural gas liquids, to build a customised KFELS Super B Class jackup rig. The contract is subject to a notice from the owner to proceed with construction by May 2010.

Upon rig delivery, which is slated in the second half of 2012, the unit will be deployed by Saudi Aramco in the Middle East. Mr Wong Kok Seng, Executive Director of Keppel FELS, said, "We are pleased to usher in 2010 with a newbuild project for Saudi Aramco. This is an encouraging development, signalling that confidence is gradually returning to the industry.

"In the current market, owners and operators are on the look-out for even more innovative and cost-effective solutions that can be delivered as promised. "With a record-setting number of 13 newly built rigs delivered in 2009, Keppel FELS has proved its ability to meet these requirements and more. Backed by strong in-house engineering expertise, these rigs were ready to start work as soon as they arrived on location.

"The fact that Saudi Aramco has chosen Keppel to build their very first purpose-built, next-generation mobile offshore drilling rig based on our proprietary design strongly endorses our reputation for excellence." To date, 31 KFELS B Class rigs have already been delivered with another two under construction.

This contract is not expected to have any material impact on the net tangible assets or the earnings per share of Keppel Corporation Limited for the financial year ending December 2010. **Source: Keppel**



The M/V "**Pruva**" belonging to PRUVA DENIZCILIK VE TICARET A. S., Turkey, under piping, tail shaft, roper, paint works, in **CERNAVAL Shipyard**, in Algeciras, Spain.

Photo: Nicolai Vikre ©

## Cammell Laird lands £44 million MoD warship contract

A shipbuilding firm in Wirral has secured a £44m contract to build part of one of the biggest and most powerful warships in the UK. More than 350 jobs will be created at the Cammell Laird Shipyard to help construct the flight deck of aircraft carrier, **HMS Queen Elizabeth**.

Commissioned by the Ministry of Defence (MOD), the Birkenhead firm will start work on it in the next few months. Council leader Steve Foulkes said it was "fantastic news for local people". The MOD has agreed contracts, worth a total of £5bn, with shipyards and manufacturers across the UK to build both **HMS Queen Elizabeth** and its twin warship the **Prince of Wales**. The deal with the MOD will be a big boost to Cammell Laird which has had a troubled past. In 2001 it went into receivership and was forced to close. Seven years later it reopened and, under managing director John Syvret, it has won several high profile contracts. It is predicted the firm will be working on the programme until December 2012.

Aircraft Carrier Alliance (ACA), which helped broker the deal, said it was "great news for the region and a testament to the skills of the workforce on Merseyside". Mr Foulkes added: "This is new work and we can show the quality we've shown with many of the other contracts, the auxiliary fleet work we've won, we can say to the world 'we're back open for business'."

William Laird founded the Birkenhead Iron Works in 1824 and by 1828 it was making ships. Cammell Laird was born in 1903 when Sheffield steel manufacturer Charles Cammell joined forces with the Laird company. The ships built at Birkenhead included battleships **Rodney** (1927) and the **Prince of Wales** (1941) as well as aircraft carrier the **Ark Royal**, in 1938. Source: BBC

## Second-largest Romanian shipyard expects 40% decline in 2010

Santierul Naval Constanta shipyard (SNC), the second largest ship manufacturer, controlled by businessman Gheorghe Bosanceanu, expects an around 40% business decline in 2010, a year expected to be the industry's most difficult in recent times. The company ended 2009 with a 15.6% turnover decline in euros, to 180 million dollars (129.5 million euros) according to preliminary estimates. "Our budget has not been finalised but this year's turnover will amount to around 60% of last year's 180 million dollars.

We have budgeted one or two orders in the second half of this year, with manufacturing to start in the fourth quarter of 2010," said Radu Rusen, general manager of the shipyard and president of the National Association of Shipbuilders (ANCONAV), and estimates the business of local shipbuilders will fall by over 30% this year after several years of significant growth. **Source: zf.ro**

## North Sea ship repairer leases additional dry dock

Aberdeen, Scotland, based ship repair and maintenance specialist, Dales Marine Services, has expanded its operations on Scotland's east coast with the lease of a dry dock at the Port of Leith and a workshop at Montrose. Managing Director Maurice Nicol said the additional facilities "will reinforce our current activities and open up significant new opportunities." "Over the past five years, we have regenerated the dry dock at Aberdeen and have the skills, experience and, now, the wider resources to build on that success," he said.

Dales Marine has been based in Aberdeen since 1991 and has leased its two acre harbor site and 112 m x 21 m x 6.5 m dry dock since 2004. It already has more than 20 vessels booked for dry docking at Aberdeen in 2010.

Dales Marine is now operating the Imperial dry dock at Leith on an initial 10-year lease from Forth Ports and is to invest around UKP 250,000 in an upgrade and overhaul, including gate seals, hydraulics, pipework, sluices and pumps. It says the dock will be available for use by March 1. The facility incorporates purpose-built offices and workshop and the 168 m x 21.3 m x 7.7 m dry dock which can take two vessels, such as oil-related safety or supply ships, and can accommodate deeper draft ships than Aberdeen. Dales has previously used the dock on an occasional basis, with six dockings of offshore industry vessels in 2009. **Source : MarineLog**

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## Van Oord announces Norrköping harbour extension awarded in Sweden

Van Oord has been awarded the deepening of the harbour Norrköping, Sweden. The contract value amounts to some EUR 19 million. The client is the Swedish Maritime Authority. Execution of the project will start in april 2010 and the work will take approximately six months to complete.

The project involves widening and deepening of the access channel and the port basin, from an existing depth of 12.5 m to a depth of 15 m after completion. Van Oord will dredge about 3 million m<sup>3</sup> of clay and silt, a large part will be dredged by trailing suction hopper dredger and the remaining part by large backhoe dredger. Furthermore the works include some 200,000 m<sup>3</sup> of drilling and blasting of granite rock. This work will be carried out by Van Oord's subsidiary Wicks. The project facilitates the growing maritime transport in the region. **Source: Van Oord**



The 27 year old **DANICA RED** seen departing from Rotterdam with in the background seen the **THIALF**  
**Photo : Jacco van Nieuwenhuyzen (c)**

## Technip Awarded Augmentation Pipeline Contract at the Broom Field in UK North Sea

Technip has been awarded a lump sum contract, worth approximately €21 million, by Lundin Britain Limited for an augmentation pipeline at the Broom field in the UK North Sea. This field, which is located 320 kilometres North-East of Aberdeen, Scotland, is tied back to the Heather Alpha platform. The new augmentation pipeline will extend the existing Broom subsea infrastructure.

The contract covers the design, fabrication and installation of a pipe-in-pipe production flowline(1) which will be trenched and backfilled. The work also includes a subsea structure, spoolpiece(2) tie-ins, repositioning of a flexible riser(3) and rockdumping for upheaval buckling.

Technip's operating centre in Aberdeen will execute the contract, which is scheduled to be completed in the third quarter of 2010. The pipelines will be welded at Technip's Spoolbase in Evanton, Scotland. Two vessels from the

Technip fleet will be used for the offshore installation campaign: the Orelia diving support vessel and the Apache II pipelay vessel, which is currently being modernised. **Source: Technip**

## **NOL reports big jump in container volumes**

Neptune Orient Lines, the world's fifth-biggest container shipping firm, yesterday said that it carried 43 per cent more containers in the six weeks to Dec 25 versus a year ago. NOL said in a statement it carried the equivalent of 312,500 40-foot containers (FEUs) on its ships in the period, up from 218,100 FEUs a year earlier.

The average revenue from each container fell 25 per cent from a year ago to US\$2,189.

'The increase in volume was mainly due to higher volumes lifted in all major trade lanes. Lower average revenue per FEU was due to lower core freight rates, lower bunker recovery and changes in trade mix,' the firm said in a statement to the Singapore Exchange. **Source : Reuters**



Hyundai's TSHD **GORYO 4 HO** seen operating at the Colombo Port extension project

## **Tender for Guaymas container terminal to launch in Feb - Mexico**

The tender for a concession to build, equip and operate a container terminal at Guaymas port in Mexico's Sonora state will be launched in February, port authority API Guaymas promotion and development deputy manager Ileana Solís told BNamericas. While an official date for the tender's launch has yet to be set, the port authority is drawing up the final details and bidding rules could be published at the start of February, Solís said.

Local press reports indicating that construction has begun on the terminal are "completely untrue," Solís added.

The terminal's first phase, involving the construction of a dock, dredging and the provision of equipment, would require private investment of some 500mn pesos (US\$37.7mn).

API Guaymas tendered the project in November 2008, but the process was declared void after both companies participating withdrew their offers. The container terminal will have an initial capacity to handle 100,000 containers per year, and will cover 55,387m<sup>2</sup> of federal land - including 18,720m<sup>2</sup> of waterfront surface - and benefit from the port's direct access to the Ferromex railroad to Nogales, Arizona. **Source : Business News Americas**

## **MARKET DIVERSIFICATION AT THE PORT OF MONTREAL MITIGATES THE EFFECTS OF THE ECONOMIC CRISIS**

The President and Chief Executive Officer of the Montreal Port Authority (MPA), Ms. Sylvie Vachon, officially inaugurated the start of a new year of activities at the Port of Montreal by awarding the Gold-Headed Cane to Captain Steven Lloyd, of the United Kingdom, Master of the **OOCL Belgium**, the first ocean-going vessel to enter the Port of Montreal without a stopover in 2010. The **OOCL Belgium** left the Port of Liverpool in the United-Kingdom on December 24 at 12:09 a.m. Its arrival highlights the fact that the Port is open year round to all transoceanic vessels.



The **OOCL BELGIUM** – Photo : Guy Rouette (c)

This awarding ceremony of the 171st Gold-Headed Cane brought together many representatives of the marine industry and the Montreal business community. The event also allowed the MPA to salute the work of the pilots from the Corporation du Saint-Laurent Central and the Port of Montreal, Messrs. Pierre Labelle et Pierre Parent, who brought the ship safely in to port. Flying the Hong Kong flag, the **OOCL Belgium**, measures 245 metres long. Operated by the Orient Overseas Container Line (OOCL), this container ship was launched in 1998. It is docked at the Racine terminal, which is operated by Montreal Gateway Terminals Partnership, and will set sail in the coming hours for the Port of Liverpool.

2009: a year marked by a global crisis for containers, but excellent for grain Both for the Port of Montreal and its main competitors on the East Coast, the year 2009 was marked by the global crisis, resulting in a drop in traffic. "Preliminary data for December 2009, however, indicate that the decrease in traffic has stabilized. This points to a gradual but slow recovery that calls for us to remain cautious," stated Ms. Vachon, further explaining: "According to the latest figures available, about 1,260,000 TEU (twenty foot equivalent) containers were handled at the Port in 2009. The total volume of all traffic combined is close to 23.8 million tonnes. This puts the decline for the year at 11.9%, demonstrating the Port of Montreal's competitive strength in relation to its main competitors on the East Coast. Also

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noteworthy are the extremely positive results in marine grain shipping, up 16.9% for the first 11 months of 2009, representing some 220,000 tonnes.

"The difficulties faced by Canadian and American manufacturing sectors had a major impact on the traffic of containerized cargo and on dry bulk cargo such as iron, zinc and copper. However, thanks to market diversification on our routes to the Mediterranean and Caribbean along with excellent results in grain shipping, we have mitigated the effects of the crisis," stated Ms. Vachon. The President and Chief Executive Officer concluded by pointing out that the Port's fast execution together with its fluid logistics chain is a trademark of the Port of Montreal. This explains its success on the Northern Europe and Mediterranean route, and is currently behind the market diversification along its Latin American and Asian routes. **Source : Port of Montreal**



The "EDDA FJORD" seen departing from Harwich 24-01-2010.

**Photo : Andrew Moors – RNLI Harwich lifeboat (c)**

## Tk 1,315 crore approved for infra projects

The government on Tuesday approved seven infrastructure projects worth Tk 1,315 crore. Green lights were given to the projects at an ECNEC meeting headed by prime minister Sheikh Hasina. Planning minister minister AK Khandaker told reporters after the meeting that the government will pay Tk 1,149 crore of the total amount approved, while the rest will come from project assistance.

The meeting approved Tk 413 for a project that includes dredging of the Gaznar Beel connecting river, development of irrigation and fisheries at Sujanagar upazila in Pabna.

It also approved a collection/installation of movable steel-made bridge (amended) project at a cost of Tk 364 crore and a construction/development of six roads under the hill tracts (amended) project at a cost of Tk 284 crore. Both projects under the roads and railways division where costs and respectively.

Construction of a Raipura-Narsingdi-Madanganj road was also given approval at a cost of Tk 83 crore, as was repair and maintenance of Fouzdarhat-CGPY-SRV-Chittagong section under the Bangladesh Railway's Eastern Zone (Amended) Project also at Tk 83 crore.

Modernisation and expansion of research facilities for vaccine production under the fisheries and livestock ministry at a cost of Tk 57 crore also got the nod. Construction of a four-storey factory at Chittagong EPZ for Tk 31 crore was also approved in the meeting. **Source : bdnews24**

## Nauwere samenwerking Aruba en Curaçao cruisetoeerisme

Minister Otmar Oduber (AVP) van Toerisme, Arbeid en Transport wil samenwerken met de Antilliaanse minister David Dick (PAR) van Toerisme om Carnival Cruises vaker te laten varen naar de twee eilanden.

Oduber was afgelopen week voor een werkbezoek op Curaçao, samen met Alfonso Boekhoudt, directeur van Aruba Ports Authority (APA). Daar spraken zij met Dick en Agustin Diaz, directeur van Curaçao Ports Authority (CPA). De bijeenkomst was op initiatief van de Arubaanse minister en verschillende zaken werden aangesneden. Het belangrijkste onderwerp van gesprek was echter de terugkeer van Carnival Cruise Lines naar Aruba en Curaçao. De Amerikaanse cruiserederij kondigde begin deze maand aan dat haar schip Carnival Miracle in de periode van oktober 2010 tot en met maart 2011 elf keer zal aanmeren op de twee eilanden. Aanvankelijk zou het schip zestien keer aanmeren, zo kreeg de zogeheten Deep South-delegatie, bestaande uit vertegenwoordigers van de Arubaanse en Curaçaose havenautoriteiten, in juli vorig jaar te horen. Dit aantal bleek uiteindelijk om logistieke redenen niet meer mogelijk. Momenteel is Aruba Ports Authority in onderhandelingen met Carnival om Aruba bijna het gehele jaar op te nemen in het reisschema van het cruiseschip de **Carnival Miracle**, een zogeheten 'year round calls'-afspraken. Dit zou een extra toevoer van 120 tot 140 duizend cruisetoeeristen naar het eiland kunnen betekenen. Carnival Cruise Lines heeft zich tot dusver niet ontkennend geuit over de mogelijkheid tot 'year round calls' naar Aruba en Curaçao.

Carnival besloot in mei 2006 om Aruba uit het reisprogramma te schrappen vanwege de hoge brandstofkosten. De ABC-eilanden liggen het meest zuidelijk van de eilanden die de cruise aandoet. Bovendien wilde het bedrijf na vijf jaar de route vernieuwen. Ondanks dat het in de cruisewereld wederom vanwege de hoge brandstofprijzen niet goed gaat, zegt Carnival toch weer de deep south van de Caribbean te willen aandoen. Zelfs ondanks de economische crisis. Het bedrijf heeft inmiddels al haar cruises naar Europa geschrapt en wil alle 22 schepen in het Caribische gebied inzetten. De achtdaagse route van de het luxe cruiseschip **Carnival Miracle** begint en eindigt in Ford Lauderdale en gaat naar Gran Turk, Dominicaanse Republiek (LA Romana), Aruba en Curaçao. **Source : Amigoe**



The **PACIFIC PICKLE** – Photo : Capt Jelle de Vries (c)

## 91 acties in 2009 voor KNRM Station Stellendam.

In 2009 waren er 91 acties voor KNRM Station Stellendam. Dit waren er 6 meer dan het jaar ervoor. Bij deze acties werden 219 personen veilig aan wal gebracht. Door de schipper en de bemanning van de **Prinses Margriet** en de **Antoinette** werd 67 keer gevaren voor acties op de Noordzee. Voor de reddingboot op het Haringvliet was dit 24 maal. Voor de visserij werd 14 keer gevaren. Voor kite surfers op de Noordzee was dit 13 maal. De meeste acties voor kite surfers waren bij de Slufter op de Noordzee.

Op 2 mei werd de Nationale Reddingboot dag gehouden. Er waren die dag ongeveer 1500 bezoekers.

Op 26 juni was de feestelijke opening van het vernieuwde bemanningsverblijf.

Op 20 augustus waren de geslaagde kantelproeven van de nieuwe reddingboot bij Aluboot in Hindeloopen. In augustus werden na een zoekactie 2 stoffelijke overschotten aan wal gebracht.

Eind oktober vond de duurtest van de nieuwe reddingboot plaats en was deze te zien op de Thames.

Op 1 november was weer de ontvangst van de trouwe donateurs in Stellendam.

Op 7 november werd de nieuwe reddingboot, de **Antoinette**, feestelijk gedoopt en in gebruik genomen in aanwezigheid van de schenkers en ongeveer 200 genodigden. Behalve de acties waren er de oefeningen en ook de opleidingen en cursussen van de bemanning, onderhoud van de boten en nog veel meer.

## GENERAL ELECTRIC EN HAVENBEDRIJF GAAN SAMEN INNOVEREN

Havenbedrijf Rotterdam en General Electric ondertekenen vandaag 27 januari samen een strategisch samenwerkingsverband die uiteindelijk moet leiden tot innovatie in havens. Het gaat om mobiliteit; watermanagement en hergebruik; energie/CO2 applicaties en duurzaamheid in relatie tot industrie en techniek. De twee partners gaan ook derden als Rotterdam Climate Initiative, bedrijfsleven en universiteiten betrekken bij hun projecten.

Hans Smits, president-directeur van het Havenbedrijf, is tevreden over de alliantie: "Het Havenbedrijf wil met de ervaring, netwerk en kennis van GE een impuls geven aan innovatie en havenontwikkeling. De strategische planning van de haven is een belangrijke taak van het Havenbedrijf. Zonder die richting is de haven een stuurloos schip."

Mark Ellborne, directeur Noord-Europa General Electric: "GE ziet een enorm potentieel in de ontwikkeling van lokale en internationale zakelijke kansen door het gebruik van de Rotterdamse haven als demonstratiegebied en vehikel voor innovatieve en duurzame ontwikkeling. Het is spannend om samen te werken met een wereldklasse haven zoals Rotterdam om nieuwe manieren te vinden om onze expertise te combineren om duurzame groei te stimuleren ten voordeel van alle partijen en de burgers van Rotterdam."

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The **IRIS BOLTEN** seen enroute Rotterdam - Photo : Annette Barendregt (c)

## MARSHALL ISLANDS' FLEET "NOW 3RD LARGEST"

The Marshall Islands Registry is now the world's third largest open registry with more than 52.3 million gross tons and 2,102 registered vessels according to Clarkson Research Services' publication The World Fleet Monitor

Clarkson's also says the Marshall Islands was also the fastest growing of the top four registries last year. The Registry, which is administered by International Registries, Inc. (IRI), says it attributes its success to the continued decentralization of registry services to its 20 worldwide offices, its client service ethos and the fact that it continues to post top safety and environmental scores with global port States.

IRI says that the Marshall Islands Registry remains the only major open registry to be included on the US Coast Guard's Qualship 21 roster for four years in a row. The Registry also maintains its white list status on both the Paris and Tokyo MoUs. Clarkson's also notes in the World Fleet Monitor that the Marshall Islands, IRI says, has the youngest fleet among the top ten registries.

"We are delighted that the Registry's growth trend continues to point upward and pleased to have an excellent complement of owners and operators registered with the flag. One of the trends we have been watching is the tonnage coming into the Registry and where it is coming from. In 2009, we saw more than 70% of the tonnage entering the Registry as newbuilding tonnage whereas in 2008, only 50% was newbuilds. Not surprisingly, newbuilds engaged in the energy sector of the market make up 70% of this tonnage," said IRI president Bill Gallagher.

**Source : Maritime Global Net**



The **SMIT SUMATERA** seen in Abu Dhabi – Photo : Peter Damming (c)

## **Port of Izmail (Ukraine) to build \$6 million chemical terminal**

Izmail Commercial Sea Port in Ukraine intends to build a chemical complex for storage of 10.000-15.000 tons of fertilizer. The project might cost about 50 million hryvna (about \$6.25 million), the RBC-Ukraine reported citing Anatoly Koshko, Chief Engineer of the company. The terminal will be constructed in 1.5 year.

The Port Authority said they need 32 million hryvna to implement the first phase and those who would invest possibly fertilizer producers in Ukraine and Russia. The project includes the construction of the pier.

The port also is considering building a grain terminal of 10-ton capacity. Currently, the company do have its own terminal and has to transship cargoes from one bulker to another. There is a private elevator at the port operated by Dunayzernoeksport.

Izmail Commercial Sea Port consists of 3 commercial districts, has specialized berths of total length of 2.666 thousand meters for handling of general, containerized and palletized cargo and cargo in bulk. The berths are 3.5 to 7.0 m in depth. The year-round navigation Ismail port reported a 24.4 percent decline in freight turnover to 5.204 million tons for 2009 (6.881 million tons in 2008). **Source : Port News**

## **Rates make rapid recovery on January demand surge**

THE rate of freight rate recovery has been far faster than anticipated because of a surge in demand in January and a shortage of boxes where they are most needed, reports Paris-based Alphaliner.

"The high spot market rates have come at a key period as contract rates for 2010 have also strengthened. Twelve-month contract rates for the Far East-Europetrades starting in January/February 2010 are reported to be about 200 per cent, higher than last year, reflecting renewed optimism about trade prospects," said the French shipping consultants.

China-to-Europe spot rates, as well as those to the US, east and west coasts increased 24 per cent in the past three months, said its weekly newsletter. Higher vessel utilisation was marked in Asia- Europe trade lanes since Christmas, which has created repositioning problems here and there. But even that has boosted freight rates.

The Far East to Europe trade made the big gain, up 50 per cent since October from US\$2,500 per FEU \$3,700, according to the Shanghai Shipping Exchange. "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," Alphaliner said. Spot rates from Shanghai to

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the US west coast have risen 26 per cent in three months and are 17 per cent higher on shipments to the US 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. **Source : Schednet**



The **TERN** seen with the **ROBRAY T8** in the Bay of Lobito where the loading took place

**Photo : Johan Schror ©**

## Throughput of Port Gothenburg (Sweden) fell 8.8% - to 39.483 million tones in 2009

Freight turnover through the Port of Gothenburg (Sweden) amounted to 39.483 million tones in 2009, year-over-year 8.8 percent decline. The Port Authority statistics also showed a 5.2 percent drop in containers turnover this recent year - 817 thousand 616 TEUs. In the calendar year, there were 410 thousand 610 TEUs of handled export containers (a reduction in comparison with 2008 at 3.5%) and 407 thousand 11 TEUs of imported containers (-6.9%).

The transshipment volume of ro-ro cargoes was down 19% as compared with the previous year, to 503.879 units in 2009. Transportation of cars through the port also decreased by 1.7 times - to 157.292 units. The volume of transshipment of crude oil amounted to 21.095 million tons, almost a 7.4 percent decline over 2008.

Gothenburg is the largest port in Northern Europe. Its annual freight turnover is reported at 40 million tons of commodities, largely oil and refined products, including those exported by Russia. Gothenburg is also a major container handling center. **Source : Port News**



The TSHD **Stuyvesant** seen dredging in Point Fortin ALNG terminal Trinidad & Tobago

Photo : Jack van Rees (c)

## Dutch MARIN urges mandatory weighing of boxes before loading

THE Dutch Maritime Research Institute of the Netherlands (MARIN) has formally recommended that all containers be compulsorily weighed before loading, reports London's Containerisation International.

As it stands, a shipper's declaration is sufficient, but MARIN Trials and Monitoring project manager Jos Koning says tests show this is no longer good enough to ensure safe stowage.

His statement comes on the back of a MARIN-led three-year study of five ships which included model tests of secured cargo and a survey of crew opinions in the container, ro-ro and heavylift sectors.

Now the Dutch government, together with the British and Swedish maritime administrations, are ready to make recommendations to the UN's International Maritime Organisation (IMO) and the International Association of Classification Societies (IACS) to improve safety levels and operational efficiency, said a report on the MARIN website.

A consortium of 24 participants representing flag states, classification societies, shipowners and lashing equipment manufacturers, as well as crew from nearly 160 vessels, took part in the project sponsored by the Dutch government.

Source : Schednet

## OLDIE – FROM THE SHOEBOX

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Its is nearly 25 yrs ago that this picture has been taken from the outfitting of the "**Koningin Beatrix**" at the shipyard "van der Giessen" in Krimpen a/d IJssel. This was the last ferry to be build for the Maatschappij Zeeland in order to maintain the sea connection between Hook of Holland and Harwich in UK.

**Photo : Hans Breeman (c)**

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



Above seen the 1965 built ITA flag cable layer ship **CERTAMEN** offshore Malta on Sunday 17th January, 2010.

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

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