

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 036



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Hans Smits, President and CEO of the Port of Rotterdam Authority (middle) visited with a "port" delegation the city of Singapore, above Mr Smits is seen with Richard van der Werf (r) and Piet Sinke of T&T Bisso Salvage Asia Pte Ltd

Photo : Marco Ekkelkamp – Imtech Marine

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EVENTS, INCIDENTS & OPERATIONS



Kotug's senior captain is awarded with "Sleepanker"



Cees Aalbers, senior captain at **Kotug International B.V.**, was awarded the "**Sleepanker**" on February 1st 2010 at Kotug's head office in Rotterdam, during the celebration of his 50th anniversary as an employee of the tugboat company. The award was presented to him by André Toet, C.O.O. at the Port of Rotterdam Authority. André Toet was accompanied by the upcoming new harbour master, René de Vries, who presented Cees with a plaque of the Rotterdam harbour.

Photo: from left to right :

René de Vries (upcoming new harbour master), **Captain Cees Aalbers**, his partner **Jannie Brink** and **André Toet**, C.O.O. at the port of Rotterdam Authority.

The "**Sleepanker**" is an award from the Rotterdam Port Authority, to honour a person who has made a remarkable contribution to the Port of Rotterdam for quite a long time. It has only been awarded a few times over the last couple of years. Captain Cees Aalbers received this award for 50 years of hard work. Starting at age 14 as a sailor, he worked his way up to captain and senior captain. During these years, Cees has contributed to the Port by participating in many research programmes, for example about the 2nd Maasvlakte, the possible broadening of the Waalharbour and about the Euromax Terminal. Furthermore, he has educated countless port professionals and was part of the development of the patented Rotortug.

Kotug also honoured Cees because of his contribution over the last 50 years. They value him for being an excellent tug captain, who has contributed to the company's expansion in Germany and France. Cees is also very involved in the social aspects of the company and is still actively involved, both as a tug captain and advisor on nautical issues.



The **ALEXANDER B** seen outward bound from Rotterdam - Photo : Wil Kik (c)

Mid-East tanker supply falls on demand, delays

The supply of supertankers waiting to collect two million barrel cargoes of Middle East crude oil shrank on stronger demand to ship consignments west and mounting delays at Chinese ports. There are 8.8 per cent more very large crude carriers, or VLCCs, for hire than there are likely cargoes over the next 30 days, according to a Bloomberg News survey of five shipbrokers and one owner on Monday. The surplus was 10 per cent last week.

Supply 'remains on the tight side, exacerbated by weather-related delays in China', Oslo-based shipbroker PF Bassoe A/S said in a Jan 27 report. There has been 'renewed interest in moving cargoes west, a trade which has been in virtual hibernation during the past year', it said. Rental income from the industry's benchmark Saudi Arabia-to-Japan route fell 7.9 per cent to US\$74,003 a day on Monday, erasing last week's 7.4 per cent advance, according to the London-based Baltic Exchange. In industry standard Worldscale terms, charter rates slid 5.3 per cent to 111.09 points, according to the exchange. Of the six respondents to the survey, three said that supply shrank relative to demand, two said that it stayed the same, and one said that it expanded.

Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in US dollars a tonne, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates. Each flat rate assessment gives owners and oil companies a starting point for negotiating hire rates without having to calculate the value of each deal from scratch.

Frontline Ltd, the biggest operator of VLCCs, needs US\$32,900 a day to break even on each of its supertankers once interest repayments are taken into account.

Daily rental income from suezmax tankers designed to haul one million barrel cargoes, half as much as a VLCC, dropped 18 per cent to US\$23,392. The decline was the ninth in a row. Rates have plunged by almost two-thirds since Jan 19. Aframaxes that carry 650,000 barrels lost 6.5 per cent to US\$16,150 a day, the seventh straight retreat.

Source: Bloomberg

Nakheel again rebuffs claims that islands made from dredged sand are sinking

Nakheel, the Dubai-based developer responsible for much of the landmark land reclamation work in recent years in Dubai, has once again issued a denial that some of the reclaimed islands are sinking. After newspaper reports in the UK again claimed that the islands were sinking, Nakheel issued a statement in which it said: "Speculative reports suggesting that The World islands are sinking are wholly inaccurate."

"The islands were finished some years ago and there has been no subsidence since. A system known as vibro-compaction was used to increase the load-bearing capacity of the reclaimed land mass. This process causes the soil to vibrate vigorously, minimizing the tiny air gaps between the sand particles and locking the particle corners and edges together, which in turn lead to very deliberate and calculated compaction and settlement. The load-bearing capacity of The World islands is about twice that of mainland Dubai."

"A suggestion also that some of the islands have slipped and spread into each other is also completely incorrect," said Nakheel. "The islands at the centre of The World were merged purposely to create land for specific developments, and the shape of other islands was changed at the request of owners."

Nakheel said it has sold around 70 per cent of the islands and development has begun by a number of the owners - "further testament to the fact that the islands are as solid as the rock they are built upon," it said. **Source : Dredging News Online**



Above seen the **AZIZ** (former **SCHELDEBANK**) operating in the Moroccan port Jorf Lasfar
Photo : Gerwin Peeters (c)

Somali pirates hijack North Korean cargo ship

Somali pirates hijacked a North Korean cargo ship on Wednesday with an unknown number of crew on board, the European Union Naval Force said. The MV **Rim** was seized in the Gulf of Aden, outside the internationally recommended transit corridor patrolled by the anti-piracy naval coalition, said Cmdr. Anders Kallin of the EU Naval Force. The MV **Rim** has not had any communication with maritime authorities, but Kallin said an American warship, the **USS Porter**, and a helicopter from American warship **USS Farragut** confirmed the seizure of the ship to the EU. The 4,800-ton ship is owned by White Sea Shipping of Libya. It is carrying unknown cargo and the number and

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nationalities of the crew are not known. The seized ship was heading toward the Somali coast and warships were monitoring the situation, the EU Naval Force said.

The MV **Rim** is the third ship seized by Somali pirates this year. Its crew will join more than 180 sailors being held hostage along the Somali coast. Most Somalis are impoverished and many have suffered from almost two decades of fighting. The anarchic Horn of Africa nation is the perfect pirate base because the weak U.N.-backed government is too busy fighting an Islamist insurgency to patrol its shores or go after pirates on land.

The multimillion dollar ransoms that pirates command are one of the few remaining ways for Somalis to make money. Experts say the problems will only get worse unless the security situation on land improves. **Source : Khaleej Times**

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Some Smit shareholders say Boskalis offer "too low"



Some shareholders in Smit Internationale say a revised takeover offer from Royal Boskalis that has been recommended by Smit's board and management continues to under-value the Dutch maritime service provider, continuing a split that has caused one Smit board member to stand down.

Photo : Bert van der Velden (c)

According to Wall Street Journal, in an open letter to Smit management, holders of 7.2 per cent of the company's outstanding shares expressed their dissatisfaction with Boskalis' Euros 62.50 a share bid.

Boskalis originally offered Euros 60 a share for Smit, including Smit's dividend for 2009, valuing the company at Euros 1.35 billion. In late January, Boskalis sweetened its

offer, saying it would pay Euros 60 a share plus a Euros 2.75 dividend for 2009.

"The Euros 60 a share plus Euros 2.75 dividend for 2009 offer is not fair and does not constitute any premium for the shares Boskalis does not already own," said the shareholders, who are both international and long-term domestic investors. According to the Wall Street Journal report, the disgruntled shareholder say they should be entitled to a Euros 2.75 dividend over 2009, irrespective of Boskalis' offer. The shareholders are asking Smit and its stakeholders to reconsider the Boskalis offer, but said conversations they have had with the company have been "disappointing."

Source : Dredging news Online

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Above seen the **MARCO POLO** sailing from Tilbury Landing Stage, bound for the River Amazon
Photo : Lynda Vicars (c)

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Above seen the 2009 built GBR flag container ship **CAP HARRISSON** piloted by Senior Pilot **Cpt. Paul Camilleri** leaving Freeport Terminal 1, Marsaxlokk Harbour, Malta on Tuesday 3rd February 2010.

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

CASUALTY REPORTING



Six missing after ship collision in East China Sea

Six people are missing after their fishing boat sank in a collision with a cargo vessel in the East China Sea Wednesday, rescuers said. The accident occurred at about 10:35 am off the coast of Lianjiang County in southeast China's Fujian Province, a spokesman with the Fujian Provincial Maritime Search and Rescue Center said.

All 10 people aboard the fishing boat fell into water after the sinking, and rescuers saved four of them, the spokesman said. At least eight ships and a helicopter had been dispatched to search for the missing people, he said. The fishing boat was registered in Fujian and the cargo vessel registered in the neighboring Zhejiang Province. The cause of the collision was not immediately known. **Source : China Daily**

Kraanponton dreigt te kantelen en olie te verliezen

Een kraanponton dreigde dinsdag urenlang te kapseizen en olie te verliezen in de haven van Oostende. De hulpdiensten konden erger voorkomen.



Het getroffen kraanponton **Pinoccio**, dat ingezet wordt voor het uitbaggeren van de havengeul, lag dinsdagmorgen in de haven om te schuilen voor het slechte weer. Maar door een technisch probleem aan het hydraulische systeem van één van de drie stutpalen waarop het baggerschip staat, hing het gevaarte bij laag water scheef. Daardoor dreigde het ponton te kantelen op de Wandelaarkaai en kon een scheur olievervuiling veroorzaken.

Photo : via Daniel Meysseman

Het Maritiem Reddings- en Coördinatie Centrum (MRCC) riep diverse hulpdiensten op om het ponton van Deme te stabiliseren, en de civiele bescherming kwam ter plaatse om uit voorzorg een zogenaamde olieboom aan te leggen, om olievervuiling te voorkomen.

Rond 15 uur, bij hoogwater, lag het baggerschip weer horizontaal. Afgelopen nacht en ook vandaag nog wordt gewerkt aan het hydraulische systeem, om het probleem op te lossen.

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Het kraanponton **Pinoccio** is een van de pronkstukken uit de vloot van Deme. De **Pinocchio** is 60 meter lang en 19 meter breed en kan meer dan twintig kubieke meter grond in één keer tot 35 meter diepte oplepelen. Vorig jaar liet de groep het schip overkomen uit Zuid-Afrika, waar de groep de steenkoolhaven van Durban aan het uitbaggeren was.

Twee weken geleden schepte het kraanponton nog een zeemijn op bij de werkzaamheden in de Oostendse haven.

Source : Nieuws Blad

NAVY NEWS



The US Frigate **FFG 47 NICOLAS** seen arriving in Cape Town - Photo : Ian Shiffman (c)

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Budget ax whacks MARAD

The U.S. Maritime Administration has once again fallen victim to budgetary ax swingers. Only \$352 million has been requested for the agency, which in FY 2010 actually got \$433 million as opposed to the \$363 million enacted. Gone from the FY 2011 is \$118 million in small shipyard grants and only \$10 million is requested for the ship disposal program (down from \$15 million in FY 2010). Just \$3.7 million is requested for the Maritime Guaranteed Loan Program (Title XI), to fund its administrative costs.

\$164.4 million is requested for the Operations and Training account. This is a \$14.6 million increase above FY 2010 enacted levels.

A request of \$100 million for the U.S. Merchant Marine Academy (USMMA) includes \$30.9 million (a \$15.9 million increase) to make needed renovations to existing campus facilities. It also includes \$6 million to repay students for Midshipman fee overcharges.

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\$15 million will be dedicated for State Maritime Academies and their activities. \$49.3 million is requested for MARAD operations and programs.

The Maritime Security Program is pegged at the same level as FY 2010--\$174 million (\$2.9 million per ship) to ensure 60 privately owned militarily useful vessels are available to meet National Defense requirements and other national needs. **Source : MarineLog**

HONOURING THE BRAVE

Royal Navy and Royal Fleet Auxiliary crews have been honoured by the International Maritime Organization (IMO) for their work to repress piracy off the coast of Somalia and in the Gulf of Aden. At a recent ceremony at the IMO headquarters, Commander Tim Henry Royal Navy, Commanding Officer of **HMS Portland**, received Certificates for Exceptional Services Rendered to Shipping and Mankind on behalf of Royal Navy ships undertaking counter-piracy operations.

IMO Secretary-General, Mr Efthimios E Mitropoulos, thanked the Commanding Officers and crews 'for their dedication, their courage, their commitment and for the sacrifices they make'.

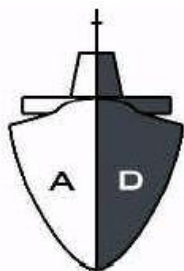
Remarking that on behalf of his fellow Commanding Officers it was an honour to receive such recognition, Commander Henry added: **HMS Portland's** boarding team are inserted using 'fast roping' "Whilst everyone agrees that the final solution to the problem of piracy around Somalia is not at sea, the men and women of the Royal Navy along with our fellow navies from around the world continue to work together to help protect shipping in this and many other parts of the world."

Certificates were also presented to Commanding Officers (or their representatives) of ships from Australia, Canada, China, Denmark, France, Germany, Greece, India, the Islamic Republic of Iran, Italy, Japan, Malaysia, the Netherlands, Portugal, the Republic of Korea, the Russian Federation, Saudi Arabia, Singapore, Spain, Sweden, Turkey and the United States of America.

The presentations were made at the 26th session of the IMO Assembly at their headquarters in London and Paul Clark MP, Shipping Minister, welcomed delegates to the Assembly on behalf of the host government. **Source : ShipTalk**

SHIPYARD NEWS

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Wadan Yards Okean Shipyard's stockholders reelect the supervisory board

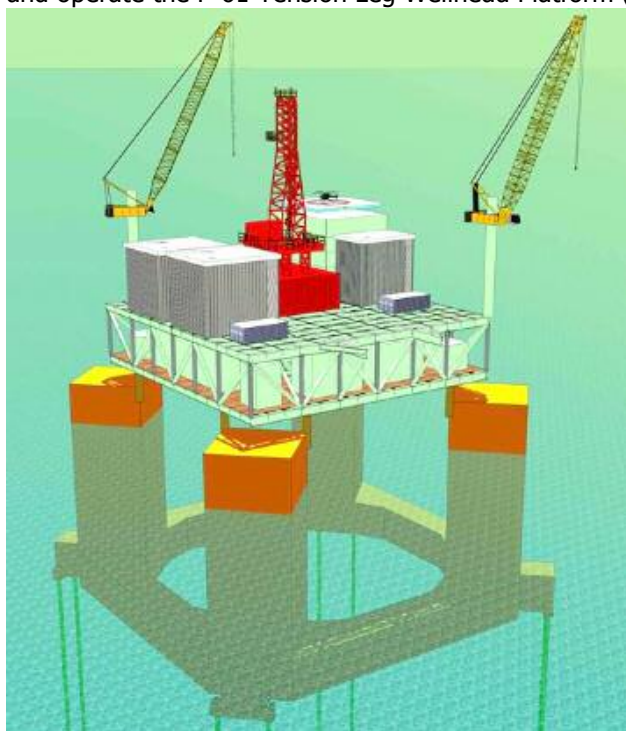
Stockholders of Wadan Yards Okean shipyard (former "Ocean" plant, Nikolaev, Ukraine) at a meeting on February 1st reelected the company's supervisory board. Igor Shaposhnikov was appointed chairman of the Supervisory Board as Andrei Burlakov stepped down, the two are minority stockholders, "Ukrudprom" reported.

Victor Pilnikov, the board's deputy chairman and its secretary Elena Kiryukhina resigned, replaced by Vitaly Kandalintsev and Marina Razdorsky. The shipyard stockholders also removed from the board six members and appointed others. All the board's officials were appointed for 2 years.

Wadan Yards Okean (Damen Shipyards Okean before December 2008) specializes in manufacturing and repairing container ships, tankers, tugs, barges of up to 350 tons DW. The company ended up 2008 with a net loss at 131.343 million hryvna, its net income shrank to 289.172 million, 42.25% down on 2007's numbers. Okean BV (Netherlands) holds 98.74% share of the company. **Source : Port News**

Keppel FELS and J.Ray win \$1 billion TLWP contract

FloaTEC Singapore Pte Ltd , an equal joint venture between Keppel FELS Ltd and J. Ray McDermott, has signed a contract worth about US\$ 1 billion with the Papa-Terra Joint Venture, consisting of Petrobras and Chevron, to build and operate the P-61 Tension Leg Wellhead Platform (TLWP).



The project scope covers design, engineering, construction, maintenance and installation work, as well as a three-year contract to operate the TLWP. It will be jointly undertaken by Keppel FELS and J. Ray, who will use their U.S.-based JV, FloaTEC LLC, to perform global engineering and basic design work and to manage the supply of risers, well systems and tendon components for P-61.

Designated for Brazil's Papa-Terra field in the Campos Basin, the P-61 TLWP will work alongside the P-63 FPSO vessel to handle up to 180,000 barrels of oil per day. P-61 will be built at Keppel's BrasFELS yard in Angra dos Reis, fulfilling local content requirements, while critical components such as the tendons, temporary buoyancy modules and piles will be fabricated at J. Ray's Morgan City, La. facility. Targeted for completion by mid-2013, **P-61** will be installed on location in the Papa-Terra field by J. Ray.

Mr. Eric H. Namtvedt, President of FloaTEC LLC said, This project underscores FloaTEC's ability to draw from its parents global resources to offer a robust and cost effective solution when our customers need one most. Almost the entire scope of the project will be implemented using the combined

resources of FloaTEC, Keppel FELS and J. Ray.

This is a key strength of our proposal, which should enable us to better manage risks, ensure the high integrity of the TLWP design and generate efficiencies in the work processes. Through the P-61, the first dry tree floater completion development offshore Brazil, we will be investing technology, know-how, and international performance standards in a sustainable way.

Papa-Terra is a heavy oilfield project located at the Exploratory Block BC-20 in Brazil's most important oil-producing region in the Campos Basin. The offshore field is located in a water depth of 1,180 m. Jointly owned by operator Petrobras (62.5%) and Chevron (37.5%), the Papa-Terra field is expected to achieve first oil by mid-2013, and bring Brazil closer to its goal of becoming a net oil exporter. **Source : MarineLog**



Van Oord's **SAND CARRIER 106** (5th barge out a series of 6) seen ready for launching at Dalian Shipyard in China, after the launch the **DMS KINGFISHER** will tow the barge to Batam (Indonesia)

67.3m over 30 years for ship repair facility

Manoel Island yacht yard deal concluded

The Cospicua ship repair facility will be sold for €67.3 million to new owners after the government concluded privatisation talks with Italian company Palumbo for a 30-year concession. The money will be paid in yearly instalments over the 30-year period with a net value of €52.7 million.

Finance Minister Tonio Fenech would not say what sum the company would pay upfront when announcing the deal yesterday. He did say the annual rent would exceed €1 million but insisted all the details would be presented in Parliament.

At a press conference attended by Privatisation Unit head Emanuel Ellul, Mr Fenech also announced the sale of the Manoel Island yacht yard to Manoel Island Yacht Yard Consortium, which includes the Midi developers, for a net value of €12.4 million over 30 years.

The new owners of the yacht yard are expected to invest €2 million to improve the facilities and another €4 million for land reclamation to extend the yard.

The government is likely to close the deals in the coming weeks after discussions with the General Workers' Union and other legal details are finalised. Parliament will also have to approve the land transfer. The union was informed of the deals before the press conference.

Mr Fenech said he was confident Palumbo, which has two small shipyards in Messina and Naples, would make a success of its investment in Malta.

"We carried out a financial analysis of Palumbo's accounts and the indications we have are that the company is considered to be a success story in Italy," Mr Fenech said, when asked whether the company was strong enough to take on a much bigger shiprepair yard.

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It was evident Malta would provide Palumbo with a strategic base, he added, to conduct work which was now not possible in its two yards. Meanwhile, Mr Fenech said talks on the privatisation of the superyacht facility at Cospicua and the former Malta Shipbuilding site were stopped because the financial offers were unsatisfactory. Valletta Gateway Terminals had been chosen as preferred bidder for the shipbuilding site last year but the offer made was “far off” the mark, according to Mr Fenech.

“When we were discussing the bid with VGT they did not want to increase their offer. The shipbuilding area was the biggest of the privatisation process and the government will now re-assess the site’s potential and future use,” he said, insisting some thinking “outside the box” was required.

As for the superyacht facility, Mr Fenech said it was a profitable enterprise, which the government would sell when the right offer came along. The announcement was greeted with scepticism by the Labour Party, with its spokesman Charles Mangion pointing out that the net amount of €52.7 million over 30 years was equivalent to what the government paid bus owners in one day.

Dr Mangion said he expected the government to give more details about the number of employees the Italian company was going to take on, what investment it planned to make and what obligations it was being asked to enter into.

He also demanded an explanation as to why Parliament was told last November the privatisation of the superyachts facility was “moving ahead” but the minister yesterday said all discussions were stopped. **Source : Times of Malta**



The **ANGLIAN EARL** seen in her new J.P.Knight colours at the Damen Shiprepair yard in Schiedam
Photo : Capt. Henk Doornhein ©

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Finland approves the support of Turku shipyard

The Finnish government has approved a 500 million Euro subsidy package to STX's Turku shipyard, as proposed by an economy ministry working group.

According to Minister of Economic Affairs Mauri Pekkarinen, the shipbuilding sector is of such importance to Finland that there is no other alternative but to secure its future. The measures include innovation support, financing as well as support for investments in vessels designed for less impact on the environment. The government also talks about ordering state-owned vessels earlier than originally planned. On the order list are four support and transport vessels, for which no funds have been allocated in this year's budget. The South Korean shipbuilder's Turku yard is due to deliver its last order, a cruiseship for Royal Caribbean International, in November. **Source : The Motorship**

Bollinger delivers 55,000 bbl tank barge

Bollinger Marine Fabricators, L.L.C., Amelia, La., has delivered the 55,000 bbl tank barge M 6000, to Midstream Fuel Service, L.L.C., a wholly owned subsidiary of Martin Resource Management Corporation.



"Bollinger is pleased to announce the delivery of the M 6000, OPA'90 tank barge to Midstream, " said Chris Bollinger, the shipbuilder's executive vice president of new construction, "Once again, I am very proud of our workforce who has delivered another high quality vessel on time and on budget." said Bollinger.

Built to a Bollinger design, the M 6000 is a clean oil barge that is classed and certified ABS + A1 Oil Tank Barge, Manned Ocean Services. The barge measures 350-feet long, with a 70-foot beam and a depth of 25-feet. The barge is built to meet the requirements of OPA'90, with ten cargo compartments and two separate pumping systems. It is outfitted with the Bludworth

Cook Marine ATB Flexible Connection System.

Ruben Martin, President of Martin Resource Management Corporation said, "The Bollinger family's heritage of quality engineering and construction are on display in the barge M 6000 and tug La Force. The barge was constructed in

Bollinger's Amelia yard and the tug, La Force, was converted with a new Bludworth/Cook system and raised pilot house in Bollinger's Texas City yard. When these two units came together at the completion of the project it was like the fit of custom made boots. Bravo, Bollinger!"

On departure from the Bollinger Marine Fabricators facility, the M 6000 entered service in the U.S. Gulf of Mexico.

Source : MarineLog

Kyokuyo unveils eco-friendly car carrier

The medium-sized Japanese shipbuilder Kyokuyo Shipyard Corporation will start building a new series of 2,000 ceu (car equivalent unit) pure car carriers with an innovative hull design which significantly reduces wind resistance.

The shipbuilder commenced research for the development of totally new and aerodynamic hull shape design above the water line at the beginning of 2007 with the aim of reducing wind resistance and gaining higher fuel efficiency. This means lower running costs for ship owners/operators and lower CO2 emissions.

Kyokuyo's design team code-named the project 'SSS bow' because of its semi spherical shaped bow which represents a radical departure from the usually aerodynamically inefficient square shaped bows of traditional car carriers. Wind tunnel tests carried out on the final prototype SSS bow at the Research Institute for Applied Mechanics of Kyushu University showed that its wind resistance is up to 50% less than that of conventional PCC design. In theory, the new bow shape can save about 800 tonnes of fuel oil and about 2,500 tonnes of CO2 emission every year in average oceanographic weather conditions of the North Pacific at 75% MCR.

The two new vessels were ordered by Nissan Motor Car Carrier Co. Ltd. and are planned to be operated in Europe and the North Sea areas by its subsidiary company, Euro Marine Carrier B.V. of Holland. The first SSS bow vessel is scheduled to be delivered at the end of this year and the second unit will be completed 3 months later. **Source : The Motorship**



The **SYDNEY 2000** seen operating in the port of Sydney - **Photo : Rik Zwinkels ©**

Deltamarin receives two new ferry design contracts

Finland-based Deltamarin has received orders for new passenger ferry designs from Caledonian Maritime Assets (CMAL), UK, and the Société des Traversiers du Québec, Canada.

The order of the Scottish company comprises the concept design of two small Ro-Pax ferries (95 metres and 35 metres). The designs will be used as tendering specifications to shipyards.

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CMAL intends to initiate a fleet replacement programme in the near future and these ferries will be a part of it. The ferries will operate around the Scottish mainland and islands.

The other contract was signed with the Canadian Société des Traversiers du Québec (STQ) for professional services in naval architecture and engineering for a new ferry to service the Matane - Baie-Comeau - Godbout route. The work includes concept design for tendering purposes as well as supervision of the works during the construction, trials and commissioning of the ship.

Both concepts are to be developed in accordance with the principles of sustainable development. The fuel consumption and hence carbon dioxide emissions are to be minimised and the latest technologies are to be implemented on all ship systems. **Source : Baird Online**

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ALP MARITIME ESTABLISHED IN ROTTERDAM



ALP MARITIME SERVICES B.V. is pleased to announce that with immediate effect the company has been established in Rotterdam, The Netherlands.

The company is founded by **Paul Mulder** (Commercial and Marketing), **Leo Leusink** (Operational), **Arjen de Geus** (Financial) and **Caroline Steenberg** (Office Support), all former members of the Management Team of Fairmount Marine B.V.

The company will be active in the fields of Ocean Towage, Heavy Transport and non-conventional Marine Contracting. We offer our world-wide clients following services:

Fukada Salvage & Marine Works Co., Ltd

Per 1 February 2010, ALP Maritime Services B.V. is appointed as European General Agent for Fukada Salvage & Marine Works Co., Ltd.

Fukada Salvage & Marine Works Co., Ltd, established in 1910, is Japan's largest Towage, Salvage, Heavy Transport and On- and Offshore Construction specialist. ALP Maritime Services B.V. can offer her fleet of semi-submersible barges, floating cranes and offshore support vessels on a world-wide basis.

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Consultancy

We provide commercial and operational support to our clients in their ocean towage operations and with the transportation of heavy and oversized cargoes (floating as well as non-floating). Such services include:

- Selection of the most optimal means of transport
- Preparation of cargo and tows prior to departure
- Transport Engineering
- Supervision of departure and loading operations
- Supervision and coordination at (intermediate) port calls
- Supervision of arrival and discharge operations

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The **SOUTHERN JUICE** seen enroute Amsterdam - Photo : Marcel Coster (c)

Plans on ports unveiled in JS

Bangladesh Prime Minister Sheikh Hasina in parliament unveiled her government's massive plans to develop and modernise all sea, river and land ports of the country in addition to setting up a deep-sea port to boost Bangladesh's economy. She said Chittagong and Mongla ports will be prepared for the use of neighbouring countries by implementing various plans including construction of new container terminal, purchasing modern equipment for the two ports and carrying out capital dredging from Sadarghat to the third Karnaphuli Bridge.

The government also plans to construct new river ports at Noapara, Bhairab-Ashuganj and Barguna and a new inland container terminal at Pangaon. Besides, land ports at Teknaf, Hili, Banglabandha and Bibirbazar will be made operative after development work, Hasina said in her scripted answer to a query.

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"Only 40 percent capacity of Chittagong port and 10 percent of Mongla port is being currently used. Revenue earning will be more than double when the usage is increased," she said, adding that the earning will be increased further when neighbouring countries will be allowed to use the two seaports. This will also generate new employment opportunities.

On setting up a deep-sea port at Sonadia Island, Hasina said in light of a cabinet decision work is on to prepare detailed design of the port and explore foreign fund. The premier said her government plans to introduce computerised container terminal management system at Chittagong Port, construct backward linkage at terminals 4 and 5 at New Mooring container terminal, appoint private global operator for running the terminal.

She said two vessels, one for oily waste reception and another for solid waste, will be purchased to improve environment management of Chittagong Port. "Radiation detection equipment will be installed at Chittagong Port under the US Megaports Initiative to prevent smuggling of nuclear and radioactive goods through global maritime system," the premier said.

The Karnaphuli container terminal will be constructed replacing expired jetties 11-13 at Chittagong Port. A multi-storey car-parking shed will be built at the port, she said. Hasina said the government has planned for bank protection and capital dredging from Sadarghat to the third Karanphuli Bridge to protect important establishments at Chittagong Port from possible risk, and ensure discipline berthing of ships and navigability in Karanphuli channel.

On the development of Mongla Port, Hasina said her government plans to collect cargo handling equipment, cutter suction dredger, dispatch boat, and carry out dredging at outer bar of the Pashur channel and harbour area of the port.

She said activities of Benapole land port will be brought under automation to bring dynamism and transparency in its functions. The port will also have its own cargo handling equipment. Besides, a project to modernise the port will be implemented in two phases, she said.

The premier said Bhomra land port and Barisal river port will also be developed. Besides, railway network will be set up across the country as well as the network from Dhaka to Cox's Bazar will be expanded. Hasina said the number of lanes on Dhaka-Chittagong Highway will be increased to six in phases as the process for upgrading the highway into a four-lane one has begun. **Source : Daily Star**



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Ships will be able to use second Abu Dhabi port

A second port is being set up in Musaffah in Abu Dhabi to serve manufacturing companies in the special industrial zones. A second channel leading to the entrance of the proposed new port is currently being dug for ships to have easy access to unload animal stock and materials for local industry. While Musaffah is already home to a steel mill, shipbuilding dry docks and oil and gas rig fabricators, it has been constrained by its shallow shipping lanes. Heavy ocean-going vessels have been forced to drop anchor 40 kilometres offshore before transferring their materials to smaller ships. **Source: Karachi News.Net**

6th mainline vessels visits Port

The sixth mainline vessel called on new Mangalore port on Monday with raw cashews and sailed with 206 twenty foot equivalent units (TEUs) of export cargo like fish meal, fish oil, granite, etc., to Far-East countries on Tuesday.

The vessel has unloaded 176 TEUs of raw cashews for distribution among the local cashew processing units.

While expressing happiness over the increased number of mainline vessels calling at the Port, Tamilvanan, Chairman, NMP, said the overwhelming response from the exporters in utilizing the advantageous position in moving their cargo at 50 per cent less freight, the mainline operators are now planning to bring vessels from West Africa, which will reduce the transit time to 21 days instead of 45 days by feeder vessels via Colombo. **Source : Times of India**



ITC's **SABLE CAPE** seen enroute Rotterdam - **Photo : Nico Ouwehand (c)**

New Krishnapatnam Port Records

Krishnapatnam Port achieved a record discharge rate of 42,527 MT of coal in 24 hrs for vessel **MV Marina** berthed on Jan. 24, 2010. A few days prior to that, the port achieved its highest fertilizer discharge rate of 21,200 MT in 24 hrs for vessel **MV Ghent Trader** on Dec. 26, 2009. Another record was set when port has loaded 5,340 MT of granite within 24 hrs in the vessel **MV Yong Sheng** on Jan. 15, 2010. All these records were achieved by using the non-mechanized cargo handling system.

Krishnapatnam port has added three more shore cranes, thus owning a total of seven shore cranes. As part of on-going development, a new berth is now opened for operations and the permissible drafts at the port are increased to attract bigger vessels. Mechanized cargo handling system will be operational in July 2010 and will provide iron ore load rate of 80,000 MT / day and coal discharges rate of 50,000 MT / day. **Source : MarineLink**

HOLLAND AMERICA LINE ZET ZWAAR IN OP NEDERLAND

Unieke trans-Atlantische overtocht naar New York – schepen 19 keer in thuishaven Rotterdam Rotterdam, 3 februari 2011 – Voor het Europese cruise seizoen van 2011 zet Holland America Line zwaar in op haar thuishaven Rotterdam. Liefst zestien cruises hebben Rotterdam als begin- én eindpunt. Hoogtepunt is de retourcruise naar New York, een



eerbetoon aan de dan veertig jaar geleden gestaakte passagiersdienst tussen Rotterdam en 'het beloofde land'. In totaal meren schepen van de Holland America Line in 2011 negentien keer aan in Rotterdam, vier keer in Amsterdam en zeven keer in Zeebrugge.

Links : Eurodam

Foto : Kees Bustraan (c)

„Met de keuze voor Rotterdam onderstreept Holland America Line haar historische band met de stad,” stelt Nico Bleichrodt, director of sales Benelux en Duitsland van Holland America Line. „De Europese cruisemarkt is voor Holland America Line van groot belang. Het is een markt die ook de komende jaren nog flink kan groeien. Niet voor niets worden vanuit het Rotterdamse kantoor van Holland America Line de cruisemarkten in België, Luxemburg en Duitsland bewerkt.” Holland America Line vaart in 2011 met het recordaantal van zeven schepen in de Europese vaargebieden. De schepen maken in totaal honderd reizen voor 55 verschillende cruises waarbij 162 havens, waaronder vijftien voor Holland America Line 'nieuwe', één of meerdere keren worden aangedaan. In zestien havens blijven de schepen een nacht over. Veel cruises kunnen worden gecombineerd tot een langere reis.

Met twee schepen, het vlaggenschip ms **Rotterdam** en ms **Ryndam**, onderstreept Holland America Line haar verbondenheid met Rotterdam, waar de rederij in 1873 is opgericht. Er worden vanuit de Maasstad zestien cruises aangeboden naar de Noorse fjorden, de Baltische regio, de Noordkaap en naar de Middellandse Zee. De reizen variëren in duur van zeven tot eenentwintig dagen.

De cruise vanuit Rotterdam naar het westelijk deel van de Middellandse Zee is nieuw in het aanbod van Holland America Line. De reis voert onder meer langs de havens van Lissabon, Gibraltar, Barcelona, Sète (Montpellier), Nice, Rome, Eivissa (Ibiza) en Cadiz. De historische overtocht vanuit Rotterdam, op 3 juli, naar New York duurt negen dagen en telt slechts één tussenstop. Op weg naar New York is dat Southampton in Engeland en op de terugreis Cork in Ierland. Holland America Line heeft tussen 1873 en 1971 veel vracht en ongeveer een half miljoen passagiers vanuit Rotterdam naar New York gebracht. Veel van de passagiers waren emigranten. Door de opkomst van de luchtvaart in de jaren zestig van de vorige eeuw heeft Holland America Line de passagiersdienst naar New York in 1971 gestaakt. Op 8 november van dat jaar maakte de ss **Nieuw Amsterdam (II)** voor het laatst de transatlantische oversteek vanuit Rotterdam.

„Veertig jaar na de laatste passagiersdienst is deze cruise vanuit Rotterdam naar New York een unieke reis,” stelt Nico Bleichrodt. „Het is een eerbetoon aan de geschiedenis van de rederij en laat zien dat Holland America Line de nauwe band met haar passagiers en haar oud-werknemers koestert. Het is de bedoeling dat van deze cruise een groots evenement wordt, zowel bij het vertrek in Rotterdam, tijdens de oversteek als ook bij aankomst in New York.” Een langere trans-Atlantische oversteek kan worden gemaakt vanuit Amsterdam naar Boston, een 18 dagen durende reis met de ms **Maasdam**. De **ms Prinsendam** maakt, met Amsterdam als begin én eindpunt, een 21-daagse cruise,

waarbij zelfs de Noord-Russische haven Moermansk wordt aangedaan. Ook worden vanuit Amsterdam twee cruises naar de Baltische regio gemaakt, met Londen als eindpunt. Holland America Line besluit het cruiseseizoen met een 12-daagse reis vanuit Rotterdam naar Rome.

In 2011 zullen op twee dagen, 26 juni en 3 juli, de **ms Rotterdam** en de **ms Ryndam** tegelijk in hun thuishaven Rotterdam zijn. Holland America Line biedt in 2011 ook veel cruises aan in het Middellandse Zeegebied, het meest populaire vaargebied van de Europese cruiseliefhebbers. De **ms Nieuw Amsterdam**, die deze zomer in de vaart wordt gebracht, en de **ms Noordam**, varen de hele zomer in de Middellandse Zee en maken er reizen van 7 tot 12 dagen. Ook de **ms Eurodam** begint haar Europese seizoen met enkele cruises in de Middellandse Zee. Nieuw is ook een 11-daagse cruise vanuit Barcelona met de **ms Ryndam** naar de Canarische Eilanden en Marokko.



Seen in Paramaribo (Surinam) the vessels **Knock** and **Harns** at the new container quay side
Photo : Rik van Marle (c)

Costa Rican govt warned over trade union abuses

Global union federation the ITF today called on its 751 member unions worldwide – including 214 dockworkers' unions – to protest at mistreatment of trade unionists in Costa Rica.

The call comes in support of the ITF affiliated SINTRAJAP union, which has for 10 years successfully resisted the privatisation of the Port of Limon, and has presented an economic plan for its continued successful running as a nationally owned entity. Now the Costa Rican government, in an apparent desperate attempt to sell off the port ahead of a coming election, has resorted to dirty tricks to try and break the union.

ITF Dockers' Section Secretary Frank Leys commented: "We are calling on our affiliate unions and the international trade union movement to protest at the Costa Rican government's undemocratic and potentially illegal plans to break the will of the SINTRAJAP union."

"We have today asked them to send messages of protest to the Costa Rican government and to be ready to continue to support the autonomy of that country's legitimate trade unions."

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ITF Americas Regional Secretary Antonio Fritz explained the background to the case: "Puerto Limon is administered by JAPDEVA, a state-owned agency created to operate the port and to use the money it raises to promote development in Limon, one of Costa Rica's poorest provinces. Now the government has become increasingly desperate to undermine the union and privatise the port. That apparent determination is reflected in increasingly unconstitutional behaviour by JAPVEDA, which unilaterally called a 'workers' assembly' last month. When its proposals were massively rejected it called a second meeting attended by only 20 per cent of the workforce, at which it tried to impose a new, pro-government board and also tried to establish an undemocratic, employer-run trade union. But the workers' determination to defend their jobs has so far defeated those attempts."

He continued: "We have also heard that cash payments are being offered to workers to leave SINTRAJAP. Such an offer made by the President of Costa Rica would constitute a breach of national law and also of ILO Conventions 87 and 98 on freedom of association and the right to collective bargaining to which Costa Rica is a signatory."

Further information on the case and a copy of a protest letter to Costa Rican President Oscar Arias can be seen at www.itfglobal.org/solidarity/sintrajap.cfm



The **TOR BOTNIA** seen enroute Rotterdam - Photo : Gunther Spruit (c)

OLDIE – FROM THE SHOEBOX



Bureau WIJSMULLER's tug **AMSTERDAM** - Photo : Coll. Joop Kooijman

.... PHOTO OF THE DAY



Above seen the **Kejora Enam** in dry-dock at Keppel Singapore - Photo : Cor Fontaine (c)

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