

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 038



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**The TSHD VASCO DA GAMA seen anchored at Singapore Western Anchorage
Photo : Luc Verley ©**

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EVENTS, INCIDENTS & OPERATIONS

Amphibious bus could replace Clyde ferry service

A bus that can travel on roads and water is to be trialled on the River Clyde next week.



Photo : Anand Ramdhan ©

The Dutch-made "amfibus" will be tested on the water between Renfrew and Yoker on Monday. Operator Stagecoach said it could eventually replace the existing ferry service on the route which is to be scrapped from March due to costs. The vehicle runs like a normal coach on the road but when in water uses a hull to float and is powered by twin jets.

Strathclyde Partnership for Transport (SPT) which operates the 500-year-old Renfrew to Yoker ferry service voted to withdraw it last month as part of wider moves to save £2.5m from next year's budget. If the trial of the "amfibus" proves successful it would be the first use in the UK of such a vehicle for commuters, as previously the technology has only been used for leisure and excursions. Stagecoach said it would run by road from Braehead to the Renfrew ferry slipway, cross the Clyde to Yoker and then travel by road to Clydebank. The amphibious bus can carry up to 50 passengers and reach a speed of eight knots. It will not be open to fare-paying customers during the trial demonstration.

Brian Souter, Stagecoach Group chief executive, said: "This is an exciting transport project that would provide a seamless bus connection between two important local communities. "Passengers can use the 'amfibus' to travel over road and water without having to leave the comfort of their seat to change from a bus to a ferry. "It shows the potential of Scotland's rivers and estuaries to be links rather than barriers to travel and we are looking forward to testing the technology on the Clyde." The company has already carried out tests of the "amfibus" in Rotterdam.

Source : bbc.co.uk

"LEGO" FIGHTER COMPLETED



Richard Wisse, reader and contributor of photos to the Shippingnews clippings completed a model of one of the famous tugs which operated at the Westerscheldt River , the **FIGHTER**

Build on the scale 1:50 the model is having a length of 88 cm (4 cm too long according the scale) , Richard put the tug together in roughly 40 (actual) building hours, and a lot of lego bricks, this also because inside he completed the frame works to make the model more solid !!

Falklands oil tension mounts

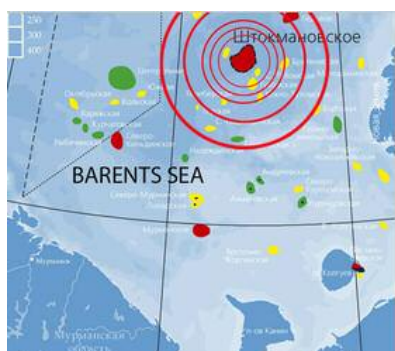


ARGENTINA has said the UK's plans to start drilling for oil off the Falkland Islands recalls the 1982 war between the nations, it was reported today. A source from the Argentine foreign ministry told Reuters yesterday that the dispute was "exposing the reality – the existent dispute of sovereignty". A UK diplomat reportedly told the Financial Times today that UK Prime Minister Gordon Brown was anxious "to avoid military confrontation" with Argentina. Falkland Oil & Gas and partner BHP Billiton expect to start

drilling for oil in April, using the **Ocean Guardian** rig, IHS Global Insight reported. The offshore area around the islands is believed to be rich in hydrocarbons. The countries never concluded an agreement about oil exploration in the disputed territory, which has been part of the UK since 1833, Global Insight pointed out. ARGENTINA has said the UK's plans to start drilling for oil off the Falkland Islands recalls the 1982 war between the nations, it was reported today.

Source : Fairplay

Shtokman postponed 3 years



The Shtokman Development AG's board of directors decided to postpone the development of the huge field in the Barents Sea with three years. A press release from the company confirms that a final investment decision in the project's pipeline part will be taken in March 2011, while the decision on the LNG part will be taken before the end of 2011, newspaper Vedomosti reports.

About 50 percent of the 3,8 trillion cubic meter of Shtokman gas is planned developed as LNG, the remaining shipped through pipelines. The Shtokman field, located offshore about 600 km north of Murmansk, has long been a top priority project of Gazprom. It is to be developed by the Shtokman Development AG, a company controlled by Gazprom (51%) in partnership with Total (25%) and Statoil (24%).

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Both the Shtokman Development AG and Gazprom has long stressed that the project will be in operation from year 2013 (the pipeline part) and 2014 (the LNG part).

As BarentsObserver has reported, several experts have recently claimed that the huge Arctic project will face serious delays, and that it might even never be developed. Among them is Oddgeir Danielsen from the Norwegian Barents Secretariat. Now, the project will not be in production before 2016, at earliest. **Source : BarentsObserver**

Danish special forces storm pirated bulk carrier

Danish special forces stormed the 32,444 dwt Antigua and Barbuda flagged bulk carrier **Ariella**, owned by Genshipping Corporation of Slovenia, after the master reported that it had been boarded by armed pirates. The **Ariella** was 100 miles off the Somali coast within the 12-mile-wide Internationally Recognized Transit Corridor.

The Danish Navy says that around 8:00 AM Danish time the Danish warship **Absalon**, which is part of the NATO antipiracy force in the Gulf of Aden, received a call that the Ariella, which was sailing some 35 miles away, was under attack by pirates.

Absalon sent its helicopter to **Ariella**. The helicopter observed a skiff with seven suspected pirates on board. **Absalon** fired warning shots from the ship and the helicopter to stop the attack. When the **Absalon** was about a mile out, a Danish special forces team was dispatched in an inflatable to free the **Ariella**.

The Times of London reports Lieutenant-Commander Jacqui Sherriff, spokesperson at Nato's maritime headquarters, as saying the boarding was possible "because the crew were locked in a safe room and the pirates could not get access to them and we knew they were not going to get caught in crossfire."

The crew had time to secure themselves in the safe room with a VHF radio transmitter because the ship was ringed with barbed wire. No shots were fired and by the time the special forces were aboard the pirates had gone.

A Russian naval ship, the **Neustrashimyy**, captured a second skiff carrying seven more pirates who were part of the attack on the **Ariella** but had not boarded it. After the **Absalon** boarding team had searched the **Ariella** and made sure no pirates were aboard, they returned command of the ship to the master and it resumed its voyage.

Source : MarineLog



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USCG GRANTS UNCONDITIONAL APPROVAL OF DONJON-SMIT, LLC'S OPA-90 SALVAGE SERVICES CONTRACT AND FUNDING AGREEMENT

Donjon-SMIT, LLC, an OPA-90 Alliance, has received unconditional approval from the U.S. Coast Guard for its Salvage, Marine Firefighting and Lightering Contract and Funding Agreement. The Coast Guard's full acceptance of the contract means that Donjon-SMIT, LLC now has the required approvals for a mechanism to contract with vessel owners needing salvage and marine response services required under OPA-90, and stipulated in the Salvage and Marine Firefighting Requirements; Vessel Response Plans for Oil; Final Rule dated December 31, 2008.

The contract fully meets the Coast Guard's 33 Code of Federal Regulations 155.4025 definition of "contract or other approved means," including the "funding agreement" component of that definition.

"Donjon-SMIT is most pleased by this approval by the Coast Guard. It opens the door to offer our array of salvage-related OPA-90 services to all of our current and potential clients under the new regulations soon to go into effect," said Paul Hankins, Vice President, Operations. "Donjon-SMIT, with its expertise, assets, and now a Coast Guard approved contracting mechanism, is ready to begin implementing new standby-services contracts well ahead of schedule," he said.



The Damen built ASD2310 **Patriot** seen moored in Odessa - **Photo : Theo Wupkes ©**

US salvor warns of rate rise

A US SALVOR has said any extra costs caused by a review of OPA-90 regulations will have to be passed on to vessel operators. THE US Coast Guard is considering several clarifications to rules regarding salvage and firefighting vessel response plans released in December 2008.

Salvors are most concerned that the clarifications will require them to have vessels with enough horsepower to tow in winds of up to 40kt, a requirement that could force companies to buy more oceangoing tugs. A second concern is that fleets will have to be available around the clock.

"We did a very rough calculation, and if the regulation turns out to be as onerous as it could be, the fee we'd have to charge the vessel owner is upwards of \$50,000 per vessel," Pete Hankins, VP of operations for salvage company Donjon-SMIT, told Fairplay. "That's a big bill for carriers with three ships trading in the US." The Coast Guard would not comment on the clarifications or when they would be released, but updated vessel response plans incorporating the changes are due by 22 February 2011. **Source : Fairplay**

Surveyors highlight unnecessary risks to ships laid up inappropriately

Increasing numbers of merchant ships left without work during the trade downturn are being involved in costly and unnecessary casualties, a London insurance market seminar organised by BMT Marine & Offshore Surveys, a subsidiary of BMT Group, has been told. Despite the insistence of maritime authorities and insurers on detailed precautions and supervision, ships have been damaged or written off while laid up in Far East anchorages.

Paul Jackson, operations director of BMT MOSL, gave examples of recent losses, including a containership that had been laid up for most of the summer off Hong Kong, in a known typhoon zone, with a reduced crew. As the ship tried to manoeuvre clear in fierce winds, it was sent rolling at up to 35°, causing extensive damage and resulting in the death of the third officer. The ship had to be repaired at a cost of at least \$250,000. Another large containership laid up in a typhoon zone was pushed onto rocks southwest of Macao amid violent rolling which repeatedly tripped out the engine; it became an expensive constructive total loss.

"These examples pose the questions: are ship owners informing underwriters about what they are doing with their ships, and are they putting commercial considerations ahead of the safety of ships and crew." Under conditions recommended by the London Joint Hull Committee, underwriters have to agree to location and lay-up arrangements, including proper supervision and marine survey. Jackson asked: "Is it that shipowners do not want the reactivation issues related to the safer locations, when they think the first sniff of movement will come from the Far East? Are they informing insurers? And do flag states know that these vessels have reduced manning?"

A list of 400 approved lay-up locations was compiled by the London market in the 1980s, but had not been updated as it was thought unlikely there would be such demand again. Since then there have been changes in infrastructure and other conditions at such sites. The former Joint Hull Returns Bureau approved only a few locations in the Far East because of the propensity to storm damage. In the 1980s, some 300 ships were laid up in the benign conditions of Elefsis Bay, Greece. However, despite initial enquiries, the current recession has seen just 30 ships moor there. The vast majority of operators preferred to keep their vessels waiting in the east, not formally laid up, but described as "awaiting orders." Jackson also referred to the "indiscriminate anchoring" of vessels in non-designated anchorages outside port limits - thus avoiding paying port dues - along the Straits of Malacca and Singapore. Between 150 and 200 vessels were involved. "We have already seen several collisions. There is a real potential for serious incidents, especially in poor weather conditions."

Peter Broad, BMT MOSL client relationship manager, added that if a vessel is in "warm lay-up with some machinery working, to all intents and purposes the vessel is still active," and safe manning and other certificates should be maintained. Where flag states have granted reduced manning, "I would want to ask what that ship was doing." BMT Marine & Offshore Surveys will be running further CII accredited seminars in New York, Greece and Hong Kong in the first half of 2010. These will address topics such as lay-up problems, new bunker fuel regulations, polar ice operations as well as the Chinese newbuilding and components market. **Source : The Motorship**

2/5 Lawsuits Filed in Tanker Collision

Less than two weeks after the tanker collision in the Port of Port Arthur, lawsuits have been filed against the company that owns the oil tanker. On January 23, a barge and the crude oil tanker **Eagle Otome** collided in the Sabine-Neches Waterway.

Three Port Arthur men, who were on the barge, are suing American Eagle Tankers, that's the Malaysian-based shipping company that owns the oil tanker. Their lawsuit claims the **Eagle Otome** veered out of control and struck their vessel. Eric Delahoussaye and Gerald Dwyer both say they suffered severe and permanent injuries to their neck and back. Timothy Jackquet says he suffered severe and permanent injuries to his back and pelvis.

All three also claim their health was damaged because of exposure to hydrogen sulfate. They're suing for up to \$15 million. A fourth man, Robert Prosperie of Orange, has filed a separate suit. He's suing the owner of the tanker and Exxon Mobil and the Sabine Pilot Service. The crude oil on the **Eagle Otome** was being taken to Exxon Mobil. Prosperie says he was hanging from a ladder when the collision happened, and claims he was also hurt.

In addition to injury claims, the collision also caused some environmental concerns. More than 400,000 gallons of crude spilled into the Sabine-Neches, forcing the closure of the ship channel for almost a week. A majority of the spill has been cleaned up. Six birds died, four were treated and released and two are still being rehabilitated. The owner of the oil tanker is paying for the cleanup, but that cost hasn't been estimated. **Source : Setx**

CASUALTY REPORTING

Binnenschip Yona veilig geborgen na stranding op Westerschelde



Vrijdagavond hebben bergers van **Multiship** uit Terneuzen en **Polderman** uit Hansweert het vastgelopen binnenvaartschip **Yona** vlotgetrokken en veilig afgeleverd te Hansweert.

De **Yona**, geladen met 1260 ton steenkool, was smorgens tegen 11.00 aan de grond ter hoogte van de boei 58, waarna het na verloop van tijd ook nog plooid. Twee opvarenden zijn vrijwel direct van boord gehaald en in

de loop van de middag zijn de bergers gestart met het overslaan van de lading in een duwbak.

Tegen hoogwater kreeg men de **Yona** terug vlot en bij kentering van het tij werd ze naar Hansweert gesleept. Nadat ze op de remming voor de sluis was afgemeerd werd er verder gegaan met het overslaan van de lading.

De **Yona** voer door een nevenvaargeul in de Westerschelde waar veel binnenschippers gebruik van maken om de drukke hoofdvaargeul te mijden. Over de oorzaak van het ongeval is nog niets bekend, de waterpolitie doet onderzoek. Op ongeveer dezelfde plek is afgelopen week ook een binnenschip omhoog gelopen en geplooid.

Source + photos : www.tugspotters.com ©





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100-Meter-Eisscholle drohte Kutter zu kentern

Die "**Minden**" der DGzRS hat am 3.2. im Watt zwischen den nordfriesischen Inseln Sylt und Rømø einen Fischkutter vor dem Kentern bewahrt. Die drei Fischer an Bord hatten ihr Schiff in Gedanken bereits aufgegeben. Östlich des Hafens von Havneby/Rømø hatte sich der niederländische Fischkutter "**Onder Neming UK 179**" aus Urk bei schwerem Eisgang im Watt festgefahren.

Mit ihrem halbstarren Schlauchboot konnten die dänischen Seenotretter aus Havneby nichts ausrichten. Sie alarmierten deshalb die deutschen Kollegen.



Der Seenotkreuzer "**Minden**" der Station List kämpfte sich durch das Eis zu dem Fischkutter vor. Eine Eisscholle mit etwa 100 Metern Durchmesser hatte sich bereits seitlich unter den Kutter geschoben und drohte, ihn zu kentern. Das Eis türmte sich auch neben der Bordwand auf des Schiffes auf, das nach Steuerbord krängte.

Die "**Minden**" manövrierte sich vorsichtig in die Nähe des Havaristen. Die Rettungsmänner stellten dann mit der Wurfleine eine Leinenverbindung her. Sie mussten die ganze Kraft der fast 2000 PS starken Maschinen der

"**Minden**" aufwenden, um den Kutter im Eis zu drehen und von der Untiefe herunterzuziehen.

Maschine und Ruderanlage des Havaristen hatten offenbar keinen Schaden genommen. Die Niederländer setzten ihre Fangreise fort. Der 1965 erbaute Kutter wird bereedert von J. de Vries & J. Kaptein in Urk. Er ist 25.2 Meter lang, 5,9 Meter breit und hat 2,85 Meter Tiefgang. **Source : ESYS / KAL**

Ship aground off Barbers Point Harbor

The Coast Guard says the Liberian-flagged **Voge Trader**, a 734-foot bulk carrier, ran aground at Kalaeloa Barbers Point Harbor Friday morning. The Coast Guard said the ship is near Buoy No. 2, near the entrance channel to the harbor. The Coast Guard said the vessel is not blocking the channel, but salvage operations are preventing other vessels from arriving and departing.

Coast Guard, State Department of Land and Natural Resources and other state and county responders are on scene to evaluate the situation. The vessel's agent has contracted with four tugboats, which are trying to pull the vessel free.

A harbor pilot was on board the vessel and the **Voge Trader** was inbound when it went aground. "We are coordinating closely with the state of Hawaii and the vessel's owners to ensure any potential pollution threat is mitigated," Cmdr. Bob McFarland, Acting Captain of the Port of Honolulu and senior Coast Guard officer responsible for the response, said in a statement.



"We are hopeful we will have a more accurate picture of the vessel's situation soon and we will move forward expeditiously with a salvage operation to ensure minimal impact to the environment and port." A Coast Guard air crew aboard an HH-65 Dolphin rescue helicopter from Air Station Barbers Point is on scene conducting aerial assessments. There are no reported injuries to the crew or pilot.

UPDATE

At about 2:50 lt Friday afternoon, tug boats were able to pull the vessel free, Titchen said. The **Voge Trader** was then towed to the side of the channel for temporary repairs, he said. The Coast Guard initially was concerned that the grounded vessel would release oil, but Titchen said there was no release of oil. The cause of the grounding is under investigation. As part of the probe, the harbor pilot who was on the vessel at the time of the incident was subjected to routine drugs and alcohol testing, Titchen said. "We're happy with the results of pulling it free and the next step would be determine whether those temporary repairs can be made so that it can continue into Barbers Point," he said.

Source : Honolulu Advertiser



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NAVY NEWS

313 ships are reference point, fleet plan says

The US Navy's new 30-year fleet plan demotes the previous goal of a 313-ship fleet to a mere "point of departure" for developing a new fleet. The service estimates it can buy the ships in the plan for an average of "no more than \$15.9 billion per year" in 2010 dollars.

And for the first time, the Pentagon submitted to Congress a 30-year aviation plan for the Air Force and Navy.

The Navy is required by Congress to annually prepare a 30-year shipbuilding plan. Last year's plan was held in abeyance at the direction of Defense Secretary Robert Gates — a move that angered some lawmakers. The new plan was sent to the Hill on Monday to accompany the president's fiscal 2011 budget.

In the updated plan's near-term period, the Navy plans to "significantly ramp up" production of ships such as the Littoral Combat Ship and the Joint High Speed Vessel to "support persistent presence, maritime security, irregular warfare, joint sealift, humanitarian assistance, disaster relief, and partnership building missions." A total of 66 LCS ships is now forecast to be bought over the 30-year period, including 17 replacements for ships reaching the end of their service life.

Highlights of the plan include:

- Increasing the number of Navy-operated Joint High Speed Vessel ships to 23 and expanding their mission range.
- Canceling plans to build two new joint command ships and instead extend the two 1970s-era ships through 2029.
- Standardizing the combat logistics force to two basic auxiliary ship types: T-AKE dry cargo ammunition ships and new T-AO(X) double-hulled fleet oilers.
- Replacing the Maritime Prepositioning Force (Future) squadron to support high-end, forcible-entry operations with three enhanced Maritime Prepositioning Squadrons, each consisting of a T-AKE, a new Mobile Landing Platform and a Large Medium-Speed Roll-on/Roll-off ship transferred from the Army.

The plan, as expected, holds the number of aircraft carriers to 11 ships until dropping to 10 after 2040; reaffirms the 2008 decision to end the DDG 1000 destroyer program at three ships and last fall's choice to select a single design for the Littoral Combat Ship program; confirms the plan to continue development of a new Advanced Missile Defense Radar to install on DDG 51-class destroyers (scheduled with the ships to be ordered in 2016); and maintain an amphibious landing force of "approximately 33 ships."

The plan is divided into thirds: a near-term from 2011 to 2020 "based on a very good understanding of requirements, costs and capabilities"; a mid-term from 2021 to 2030 featuring ships "yet to be informed by either concrete threat analyses of formal analysts of alternatives"; and a far-term from 2031 to 2040 based on decisions and assumptions "certain to change over the next two decades."

The new plan does not plan for a replacement for the four SSGN cruise-missile and special-mission submarines converted from the ballistic missile mission. A 12-ship replacement program for the Ohio-class ballistic missile submarines is to be funded from 2019 through 2033, but the requirement for the new sub is expected in the forthcoming Nuclear Posture Review expected to be sent to Congress in early March.

The Navy acknowledges that the 33-ship amphibious fleet "represents the limit of acceptable risk" in meeting the requirement to deliver two Marine Expeditionary Brigades in a forcible entry operation, despite the Corps' desire for 38 ships. And while the total number of LCS ships to be bought jumps to 66, the rate of construction significantly drops. Gone are previous years where six or five ships were to be purchased; instead, the new plan buys four per year from 2013 to 2015, three a year from 2016 to 2019, and two or one per year thereafter through 2040.

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The combined Air Force-Navy aviation plan sheds new light on the Pentagon's expectations for fielding a new fleet of long-range bombers. One 10-year outlook chart shows a column of zeros for aircraft purchases along a row titled "bomber."

"Although the department is spending considerable sums on modernizing legacy air mobility and long range strike platforms, there will be no new procurement of aircraft in these categories during FY 2011-2020," the plan says. "The picture will change in the 2020s, when the priority will likely shift to buying long-range strike and strategic lift aircraft."

Gates told the Senate Armed Services Committee on Tuesday that the 2011 budget calls for spending \$1.9 billion between 2011 and 2015 to develop a next-generation bomber.

The plan goes on to use similar language as defense brass in recent week, stressing the Air Force and Pentagon are busily studying requirements for a new bomber -- but making no firm commitments. "Although the characteristics of the next long-range strike aircraft have not yet been determined, one option under consideration is a survivable, penetrating aircraft with better stealth capabilities than current aircraft have, possibly incorporating advanced sensors of the type previously reserved for ISR aircraft," according to the report. "Range and payload requirements for a successor system are still under investigation."

The aviation plan projects the military's manned fighter inventory will decline "by 10 percent" between 2010 and 2020. Over the same span, the plan forecasts the number of multirole unmanned aircraft in the fleet "will quadruple."

The plan envisions a combined fighter and attack aircraft fleet composed of 3,264 planes in 2011. The fleet would shrink to 2,929 by 2020, with a low point of 2,883 in 2018. The multi-role unmanned aerial vehicle fleet would grow from 72 in 2011 to 223 in 2015. That growth would continue, with a 476-plane inventory envisioned for 2020.

For intelligence, surveillance and reconnaissance aircraft, the plan projects the 580-plane fleet of 2011 will shrink to 527 aircraft in 2015, before growing to 542 airframes by the end of the span. The military's airlift inventory is described as "robust and stable." The plan forecasts remarkable stability for strategic lift aircraft, starting at 313 jets in fiscal 2011, then holding steady at 312 through fiscal 2020. Tanker aircraft and intra-theater air lifter inventories also are projected to remain relatively the same. The 549-ship fleet of tankers in 2011 is expected to dip to a low of 531 in 2018 and 2019 before growing to 538 flying gas stations in 2020. The 2011 inventory of 536 intra-theater cargo planes drops to a low of 509 planes in 2016, rising to 538 in 2020. The document forecasts "3 percent average annual real growth" for DoD aviation programs between 2011 and 2020.

"Total aviation investments will amount to \$268 billion across the period," the plan states. "In terms of annual funding levels, expenditures will rise from about \$22 billion in FY 2011 to about \$29 billion in FY 2020." **Source : Navy Times**

Maine group in running for decommissioned JFK

A nonprofit group in Maine says it's still in the running to bring the decommissioned carrier **John F. Kennedy** to Portland Harbor as a floating museum.



The **USS John F. Kennedy Museum** said Wednesday that the Navy has invited it to enter into the next phase to land the 1,052-foot aircraft carrier. According to the group, the Navy said only two organizations made it to the next stage, but didn't reveal the other group.

The **Kennedy** was removed from service in 2007. The Navy is making it available for use as a museum or memorial.

The Maine group says the ship would be a tourist draw and preserve a piece of history. Critics say Portland is ill-equipped to take on such a massive project. **Source : Navy Times**

SHIPYARD NEWS



Seen Friday the **Shippdock yard** in Harlingen (the Netherlands) with a few Dutch ships in for maintenance, from the left seen the **Bergfjord, Coral Sea** and the ferry **Sier** - **Photo : Lourens Visser ©**

Report reveals dramatic drop in newbuilding orders

Spending on new ships plunged 88 percent last year as the global recession sapped funding and charter rates retreated, Clarkson Research Services Ltd. said.

Ship owning companies ordered vessels worth a combined \$17.9 billion, down from \$153.6 billion in 2008, the shipbroker said in a report. Freight rates for commodity carriers and oil tankers averaged at least 50% less last year as a drop in world trade curtailed demand for cargoes, according to data from the London-based Baltic Exchange. Bank lending to the shipping industry shrank as ship prices declined. Brazilian companies ordered \$3.1 billion worth of ships, making them the biggest spenders. Chinese firms spent \$2.9 billion and Greek shipping lines \$1.8 billion.

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Polish ferry terminal - port of call for corruption?

Possible corruption which involves PO and PSL politicians is being investigated

The former head of Ferry Terminal Swinoujście (FTS), Agnieszka Szewczyk-Jurczyk, is being investigated by the Prosecutor's Office for allegedly paying for services which were never realized, Gazeta Wyborcza has reported.

Politicians from Civic Platform (PO) and the Polish People's Party (PSL) are also among the people allegedly involved in the case. FTS manages the ferry port Swinoujście, one of the biggest terminals on the Baltic. It is owned by Polish Terminals, which is headed by Bartłomiej Pachis, the leader of a regional branch of PO. In turn, Polish Terminals is under the control of the Szczecin and Swinoujście Seaports Authority, whose president is PO politician Jarosław Siergiej.

The transactions in question took place between March and October 2009, when Ms Szewczyk-Jurczyk was head of the FTS. She joined PO in July, but left in October when she resigned from her post at the ferry terminal. "We are investigating what happened to the money from the contracts," Jarosław Przewoźny from the Chief Prosecutor's Office in Kamień Pomorski told Gazeta Wyborcza. The investigators were alerted by the supervisory board of FTS, which investigated Ms Szewczyk-Jurczyk's activities after she left the firm.

One of the contracts was signed with Daniel Dziwulski, who helped run several election campaigns for PO MP Magdalena Kochan. He was to be paid zł.500,000 over three years for marketing services. Although he was to receive zł.15,900 a month, a few days after signing the contract he collected zł.140,000. FTS's supervisory board has been unable to find exact details of what services Mr Dziwulski actually provided for the company. Another deal was signed with a company headed by Agnieszka Szewczyk-Jurczyk's husband, PSL member Włodzimierz Jurczyk. She is also a co-owner of the firm. In addition, the supervisory board found that some invoices had been paid without any proof that the contractors had actually fulfilled their obligations. **Source : Warsaw Business Journal**

SPLIT BARGE B.34 LOADED IN ANTWERP ONBOARD RED CEDAR



In the port of Antwerp the split barge **B.34** was loaded onboard the **Red Cedar**, **Baars Charter** is a small company based in Sliedrecht (The Netherlands) and specialised in sale and chartering of elevators, split barges and other barges for the dredging industry, The customers



of Baars Charter are mainly dredging and civilian construction companies, and is having a fleet of nearly 45 barges which are having a loading capacity between 70m³ – 1000m³.

The company Civil and Coastal based in South Africa found Baars via the internet and was interested in used split barges, in continuation Baars sold the **B.34** to them, which was loaded onboard the M/V **Red Cedar** in the port of Antwerp to be transported to Cape Town, the **B.34** is 10 years old with a capacity of 335m³, the barge will be used in the port of Cape Town for dredging and other re-construction works of the Ben Schoeman Basin

Specs of the barge: Length: 43,84 m. – Beam : 8,00 m. , minimum draft : 0.69 m – capacity : 335m³

Photo's : Arné van der Wiel ©

Svendborg tug sold to Norway



Svendborg Bugser has sold their oldest tug, **Skansund**, to the Norwegian operator Polar Slep A/S, Tromsø. Skansund has been taken over at its homeport Svendborg, and sailed to Tromsø under its new name Polar Slep. Svendborg Bugser used the video sharing website Youtube to sell the tug. The company posted a video sequence showing the tug and all its facilities. I think it was interesting to use a modern media channel to try to sell the tug, says Niels Ove Henriksen, Director at Svendborg Bugser.

Photo : Bent Mikkelsen ©

They buyer in Tromsø wanted to see the tug before travelling to Denmark, but the Youtube video had the effect that a number of other buyers called us. **Skansund** has been in the fleet of Svendborg Bugser since 1996, when it was purchased from England. During the years it has been a solid workhorse, but also the only unit in the fleet involved in a accident where crewmembers have died. In September 2000, **Skansund** was dragged down by the Swedish tanker **Bituma** in Øresund with the loss of the two crewmembers on board. **Skansund** was delivered from Damen Shipyard in Gornichem in 1982 and is fitted with a double Caterpillar engine plant developing 750 hp. The vessel has a bollard pull of eleven tons. **Source : ShipGaz**

Cherbourg has reported a disappointing 2009.

674,799 passengers were carried, down 6.51% against 2008's total of 722,000. This was despite good results to Ireland.

69,981 freight units passed through the port in 2009 compared to 90,643 in 2008. This decrease of nearly 23% came directly from the UK market which declined by 35%, Irish freight increased by 5%. **Source : ouest-france.fr**

Keppel, Ezra set up \$1 bln jv in Vietnam to supply FPSO vessel

Singapore firms Keppel Corp and Ezra Holdings said on Friday they have set up a joint venture to supply a floating production, storage and offloading vessel (FPSO) in a deal worth up to \$1 billion.

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Keppel, Ezra, EOC Ltd and PetroVietnam Corp will provide the FPSO and related services to Premier Oil in Vietnam.
Source: reuters

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The **QUEEN MARY 2** visited the port of Singapore yesterday - Photo : Luc Verley ©

LD Lines denies talk of scrapping service

FRENCH ferry operator LD Lines has flatly denied speculation that it is considering closing its recently relaunched English Channel ferry service between Dover and Boulogne. The Louis Dreyfus Armateurs subsidiary said that there could be a change of vessel operating on the line but that there was no question of downgrading or closing it.

It is thought that the vessel on the line, the 1992-built **Norman Spirit**, could figure in discussions taking place between LD Lines and Ramsgate-Ostend freight ferry operator Transeuropa Ferries. LD Lines chief executive Christophe Santoni acknowledged that talks were taking place with Transeuropa but said that he was unable to discuss their content prior to the conclusion of an agreement between the two companies, expected before the end of this week or early next.

Speculation is rife in Dover seafarer circles that LD Lines is planning to close the Boulogne-Dover service it relaunched in November after replacing the fast ferry **Norman Arrow** with the **Norman Spirit**. But Mr Santoni said he had heard the rumour but that it was "absolutely not true". The company was working on development plans which, if they came to fruition, would involve **Norman Spirit** changing routes, he added.

"But it will be replaced on the Boulogne-Dover line," he said. The service frequency of four round trips daily would be maintained. The company plans to carry 80,000-100,000 freight vehicles and up to 500,000 passengers on the line this year and Mr Santoni said that, given traffic results to date, it would be "bizarre" to close it.

Transeuropa Ferries has been operating between Ramsgate and Ostend since 1998 and, although it is generally referred to as a Slovenian company with its main office in the port of Koper, it is believed to be owned by family interests based in the United Kingdom. The company operates five ships, devoted mainly to freight transport, but has been developing its passenger transport activities since 2004. Apart from its Dover-Boulogne service, LD Lines operates between Le Havre and Portsmouth and Newhaven and Dieppe and has made no secret of its wish to extend its network to a Belgian port.

It says this will give it better access to the Benelux, German and east European road freight markets. **Source :** **Lloydslist**

Poole Harbour welcomes its largest ever vessel, The Armorique

The largest vessel ever to enter Poole Harbour has been piloted in by the harbour master. Brian Murphy took control of the state-of-the-art **Armorique** as it arrived from Cherbourg. Brittany Ferries cruise ferry, has taken over the cross Channel service from the **Barfleur**, which sailed out of the port for the last time on Sunday night.

The **Armorique**, which cost more than £100 million to build, will be plying the route until Sunday March 7. "It's the largest vessel I have piloted into Poole," said Brian, who as well as being Poole Harbour Commissioner's harbour master, is a part-time pilot. "It's a very manoeuvrable vessel. It has bow thrusters and a stern thruster and is all very high tech with lots of navigation aids. It was no problem at all," he said. The massive ferry entered service a year ago and was designed specifically for use between Plymouth and Roscoff. The 29,500 tonne ship can carry 1,500 passengers, 470 cars and 65 lorries and has 248 cabins.

"I was very pleased to see a vessel this size can be successfully navigated into Poole. It bodes well for the future," he said. During the next month the **Armorique** will be making a one-off trip from Poole to St Malo on February 11 and will take up the Portsmouth to St Malo route for a week before returning to Poole on February 19. After the ferry leaves on March 7 there will be a gap until the **Normandie Vitesse** fast ferry starts in May, running every day between Poole and Cherbourg until the end of September. **Source :** **bourne-mouthecho**

Port not for sale, says Dover MP



Dover's Labour MP, Gwyn Prosser, is confident that Dover Harbour Board's (DHB) application to have the port privatised will fail. Prosser, who himself is opposed to the sale, said: "There's a big difference between applying for a change of status and having such an application granted."

Photo : **Rob de Visser ©**

He explained that prior to DHB's application, the government had issued guidelines, which he claimed made it harder for trust ports to privatise. The MP added: "The effect of the new criteria makes it virtually impossible for any port to get anywhere near privatising itself in

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the current year, or of completing a change of status in the following year - even if the government of the day was minded to grant permission. He added: "That hardly sounds as if this Labour government is 'hell-bent' on privatisation and I'm confident that no privatisation will take place under our jurisdiction."

Prosser's remarks followed prospective Conservative MP Charlie Elphicke's claim that prime minister Gordon Brown wanted to sell Dover as fast as he could. **Source : ifw-net.com**



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Port of Riga to invest 85 million euro for Krievu Island dry bulks facilities

Riga Port Authority (Latvia) plans to invest infrastructure of the Krievu island (Russian) at amount of 85 million euro. The investment project includes four bulked cargoes berths (including coal), the railway line, warehouses and communication network. The project will be financed through EU funds, RZD-Partner.Ru reports with reference to BNS.

We plan has been submitted for endorsement by the Ministry of Communications of Latvia and at the Ministry of Finance, before Brussels. The port has prepared a feasibility study for the project, environmental issues and other documents so the project could be funded by EU, said Viesturs Silenieks, the Riga port's board member.

According to an earlier interview with Vladimir Makarovs, the chief manager of port project planning and management department, the coal terminals should be moved to the island of Krievu, from the city center to the gates of the port.

Vladimir Makarovs had noted four deep-water berths for coal and bulk terminals facilities, road and rail network and other infrastructure to be built on the island before the end of 2012. The projected Krievu Island terminals capacity will be reportedly at 14-16 million tons of bulk cargoes a year, expandable to 26 million tones. **Source : Port News**



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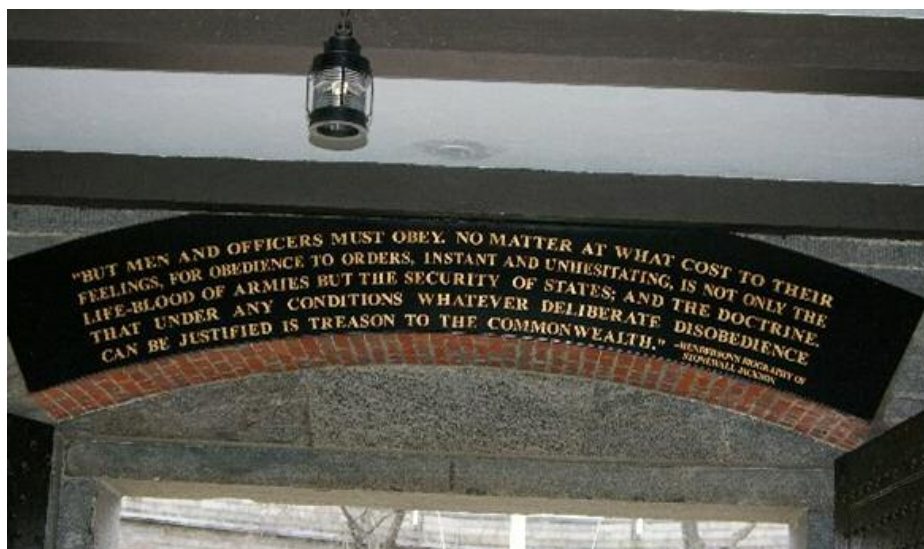
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MARITIME MUSEUM OF THE WEEK

FORT SCHUYLER MUSEUM – NEW YORK



The **Fort Schuyler Museum** is housed on the campus of the **State University of New York (SUNY) Maritime College** at historic Fort Schuyler, The Bronx, New York. Four sides of the fort's irregular pentagon-shaped edifice face Long Island Sound and its juncture with the East River, and housed the heavy guns which formed the fort's original armament to protect this strategic water way. One of these sides has since been converted to a library. Two other sides, partially used as classrooms, are principally dedicated to the museum. Visitors to the museum enter through fort's sally port, cross St. Mary's pentagon, and enter the center bastion.



"A walk through the **Maritime Industry Museum** at Fort Schuyler brings with it a vivid presence of seafaring in both bygone years as well as today's present era. The exquisitely fashioned ship models, historic artifacts, nautical photographs and prints, and the host of corporate banners identifying exhibits of the respective steamship companies they represent gives the visitor a true sense of being at sea with those individuals who experienced life in the merchant marine or passenger cruise line industry.

The museum was established in 1986 when Capt. Jeffrey Monroe, a former Associate Professor of Transportation at the Maritime College, with the help of Jack Hayes, a 1947 engineer graduate of the college. Since then, steamship lines, related companies in the maritime industry, and merchant marine history buffs donated objects and artifacts to supplement the museum collection.

Touring the museum is like strolling through passages of time. The museum offers one of the largest collections of maritime industry materials in the nation and is displayed chronologically. The main exhibit area located on the second floor is entitled "The Evolution of Seafaring" and encompasses the history of seafaring from the ancient Phoenicians to present day steamship companies and passenger ship lines. Exhibits in the area include paintings, models of early sailing vessels, clipper ships, turn of the century vessels up to and including the present day, as well as tools and navigational instruments of bygone days to modern times.

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The beautifully crafted ship models of **Frank Cronican**, master model maker, are displayed in the corridor dedicated to the modern passenger ship era beginning with "**RMS Titanic**". This corridor also contains models of other famous



passenger vessels and is enhanced with artifacts from the "**Andrea Doria**" the "**United States**", "**Normandie**", "**Queen Mary**" "**Queen Elizabeth**" "**Independence**" "**Constitution**" and others. The Captain's desk and chair from the "**SS United States**," used by U.S. Lines' Commodores Manning, Anderson, and Alexanderson, the only three permanent masters, all graduates of the school, draws the viewer's attention to a ship's master-at-work at sea.

September 9, 1934, is a day that greatly impacted on the cruise ship industry - the burning of the "**Morro Castle**" off the coast of Asbury Park, New Jersey. Vividly presented, the exhibit presents before and after photos of the vessel and

accompanying artifacts that bear witness to its fate. Visually portrayed by this exhibit is the devastation of a vessel by fire. This tragic incident ultimately led to changes in United States law on use of fire retardant materials in ship building and in emergency equipment needed: life jackets and life boats. **Photo's : Charlie Burns ©**

**The museum's visiting hours are Monday through Saturday 9:00 AM to 4:00 PM.
Admission and parking are free. For additional details, call (718) 409-7218 (718) 409-7218 .**

Or visit :

<http://www.sunymaritime.edu/Maritime%20Museum/index.aspx>

OLDIE – FROM THE SHOEBOX



The **ACHILLE LAURO** seen changing pilot at Flushing roads 19-03-1993

Photo : Wim Kosten – www.maritimephoto.com (c)

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The liner was ordered in 1938 to replace the aging ships on the Dutch East Indies route, her keel was laid in 1939 at De Schelde shipyard in Vlissingen, Netherlands, for Rotterdamsche Lloyd . Interrupted by World War II and two bombing raids, the ship was not launched until July 1946 as the **Willem Ruys**. The ship was named after the grandson of the founder of the Rotterdamsche Lloyd who was taken hostage and shot during the war. **Willem Ruys** was completed in late 1947. At that time, the Rotterdamsche Lloyd had been granted a royal prefix in honor of its services during the war. **Willem Ruys** was 192 metres in length, 25 metres in beam, had a draught of 8.9 metres, and measured 21,119 gross register tons. Eight Sulzer engines drove two propellers. She could accommodate 900 passengers. She featured a superstructure very different to other liners of that era: **Willem Ruys** pioneered low-slung aluminium lifeboats, within the upper-works' flanks.

In 1964, she was sold to the Flotta Lauro Line, or Star Lauro, (now MSC Cruises) and renamed the **Achille Lauro** (after the company owner). Extensively rebuilt and modernized after an August 1965 onboard explosion, the **Achille Lauro** entered service in 1966 carrying passengers to Sydney, Australia. The ship played a role in evacuating the families of British servicemen caught up in the Six Day War, arriving in Cairo on June 1, 1967.

The **Achille Lauro** was converted to a cruise ship in early 1972, during which time she suffered a disastrous fire. A 1975 collision with the cargo ship **Youseff** resulted in the sinking of the latter, and another onboard fire in 1981 took her out of service for a time. She was laid up in Tenerife when the Lauro Lines went bankrupt in 1982. The Chandris Line took possession of her in 1985, shortly before the hijacking.

On October 7, 1985, four men representing the Palestine Liberation Front (PLF) took control of the liner off Egypt as she was sailing from Alexandria to Port Said.



The hijackers had been surprised by a crew member and acted prematurely. Holding the passengers and crew hostage, they directed the vessel to sail to Tartus, Syria, and demanded the release of 50 Palestinians then in Israeli prisons. After being refused permission to dock at Tartus, the hijackers murdered wheelchair-bound American passenger **Leon Klinghoffer** and threw his body overboard. The ship headed back towards Port Said, and after two days of negotiations, the hijackers agreed to abandon the liner in exchange for safe conduct and were flown towards Tunisia aboard an Egyptian commercial airliner.

United States President Ronald Reagan ordered that the plane be intercepted by F-14A Tomcats from the VF-74 "BeDevilers" and the VF-103 "Sluggers" of Airwing 17, based on the aircraft carrier **USS Saratoga**, on October 10 and directed to land at Naval Air Station Sigonella, a N.A.T.O. base in Sicily, where the hijackers were arrested by the Italians after a disagreement between American and Italian authorities.

The other passengers on the plane (possibly including the hijackers' leader, Abu Abbas) were allowed to continue on to their destination, despite protests by the United States. Egypt demanded an apology from the U.S. for forcing the airplane off course.

The ship continued in service; she was reflagged in 1987 when the Lauro Line was taken over by the Mediterranean Shipping Company to become StarLauro. On November 30, 1994, she caught fire off the coast of Somalia while enroute to South Africa. Abandoned, the **Achille Lauro** finally sank on December 2.



.... PHOTO OF THE DAY

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Above seen the "**Delphin Voyager**" moored at the pier 5 of TPS Valparaiso, Chile.

Photo : Jose I. Ramirez - Marine Surveyor & Beach Master ©

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